City of Kelowna Regular Council Meeting AGENDA



Pages

Monday, October 3, 2016 1:30 pm Council Chamber City Hall, 1435 Water Street

1.	Call to Order		
	public	neeting is open to the public and all representations to Council form part of the record. A live audio and video feed is being broadcast and recorded by Net and a delayed broadcast is shown on Shaw Cable.	
2.	Confir	mation of Minutes	5 - 11
	РМ Ме	eting - September 19, 2016	
3.	Develo	opment Application Reports & Related Bylaws	
	3.1	196 Cariboo Road, Z16-0018 - D & S Schulz Enterprises Ltd.	12 - 25
		To rezone the subject property from the RR3 - Rural Residential zone to the RU6 - Two Dwelling Housing zone.	
	3.2	196 Cariboo Road, BL11288 (Z16-0018) D & S Schulz Enterprises Ltd	26 - 26
		To give Bylaw No. 11288 first reading in order to rezone the subject property to subdivide the parcel into two lots.	
	3.3	3580 Casorso Road, Z16-0050 - Lonewolf Homes Ltd. & Andrew Paterson	27 - 35
		The applicant is requesting permission to rezone the subject property from RU1 - Large Lot Housing to RU2 - Medium Lot Housing to facilitate a subdivision of the parcel into two lots.	
	3.4	3580 Casorso Road, BL11289 (Z16-0050) - Lonewolf Homes Ltd and Andrew Paterson	36 - 36
		To give Bylaw No. 11289 first reading in order rezone the subject property to facilitate a subdivision of the parcel into two lots.	

3.5	5100 Gordon Drive, OCP16-0008 & Z16-0045 - No. 21 Great Projects Inc.	37 - 47
	To consider an Official Community Plan Amendment and Rezoning application and to amend the Future Land Use designations and rezone portions of the subject property to facilitate a single family residential subdivision for Phase 5 of The Ponds and to dedicate parkland to the City.	
3.6	5100 Gordon Drive, BL11291 (OCP16-0008) - No. 21 Great Projects Ltd.	48 - 49
	Requires a majority of all members of Council (5). To give Bylaw No. 11291 first reading in order to change the future land use desgination of the subject property to facilitate a single family residential subdivision for Phase 5 of The Ponds and to dedicate parkland to the City.	
3.7	5100 Gordon Drive, BL11292 (Z16-0045) - No. 21 Great Projects Ltd.	50 - 51
	To give Bylaw No. 11292 first reading in order to rezone the subject property to facilitate a single family residential subdivision for Phase 5 of The Ponds and to dedicate parkland to the City.	
3.8	2980 Gallagher Road, OCP16-0014 & Z16-0051 - Kirschner Mountain J.V.	52 - 63
	To amend the Official Community Plan Future Land Use Designation and to rezone portions of the subject properties in order to accommodate the development of a single family subdivision.	
3.9	2980 Gallagher Rd, BL11293 (OCP16-0051) - Gordon, Hiedi-Sabine, Donald, Amy, Allen	64 - 65
	Requires a majority of all members of Council (5).	
	To give Bylaw No. 11293 first reading in order to change the future land use desgination of the subject property to accommodate the development of a single family subdivision.	
3.10	2980 Gallagher Rd, BL11294 (Z16-0051) - Gordon, Hiedi-Sabine, Donald, Amy, Allen & Angelica Kirschner	66 - 67
	To give Bylaw No. 11294 first reading in order to rezone portions of the subject properties in order to accommodate the development of a single family subdivision.	
3.11	752 & 760 Bechard Road, Z16-0047 - Louis & Elda Pagliaro	68 - 76
	To rezone portions of the subject properties from RU1 - Large Lot Housing to RU2 - Medium Lot Housing to facilitate a four lot subdivision.	
3.12	752 & 760 Bechard Road, BL11295 (Z16-0047) - Elda & Louis Pagliaro	77 - 78
	To give Bylaw No. 11295 first reading in order to rezone portions of the subject properties to facilitate a four lot subdivision.	

	3.13	460 Doyle Avenue, DP14-0093 - Jim Meiklejohn	79 - 85
		To consider the form and character of a 7th floor addition to create a roof top patio and liquor primary establishment.	
	3.14	505 - 525 Snowsell Road N , OCP14-0027 / Z14-0059 - Eric Huber	86 - 93
		To extend the deadline for adoption of Official Community Plan Amending Bylaw No. 11105 and Rezoning Bylaw No. 11106 to July 14, 2017.	
4.	Bylaws	for Adoption (Development Related)	
	4.1	990 Guisachan Road, BL11220 (OCP15-0019) - Strandhaus Developments Inc.	94 - 94
		Requires a majority of all members of Council (5). To adopt Bylaw No. 11220 in order to change the future land use designation of the subject property to facilitate a five unit multi-family dwelling.	
	4.2	990 Guisachan Road, BL11221 (Z15-0065) - Strandhaus Developments Inc.	95 - 95
		To adopt Bylaw No. 11221 to rezone the subject property to facilitate a five unit multi-family dwelling.	
	4.3	4491 Stewart Road West, BL11270 (Z16-0034) - Delauralyn Pihl	96 - 96
		To adopt Bylaw No. 11270 in order to rezone the subject property to facilitate a secondary suite in an existing horse barn.	
	4.4	866 Glenmore Drive, BL11273 (Z16-0044) - Jeffery & Linda Giebelhaus	97 - 97
		To adopt Bylaw No. 11273 in order to rezone the subject property to facilitate the development of a carriage house.	
5.	Non-De	evelopment Reports & Related Bylaws	
	5.1	Healthy City Strategy Update	98 - 115
		To provide Council with an update on the Healthy City Strategy including the first theme area Community for All Ages, and to obtain Council support for the next theme area.	
	5.2	Downtown Plan 2016 Annual Update	116 - 232
		To provide Council with an annual update on the initiatives and indicators included in the 2012 Downtown Plan.	

Petition to Amend the Improvement District Boundary (SEKID) for 984 Dehart Rd The purpose of this report is to approve the SEKID request for a boundary adjustment, and to establish conditions for the Developer to join the City water system.

6. Bylaws for Adoption (Non-Development Related)

6.1 1170 Hwy 33 W (Portion of Road Adjacent to), BL11259 - Road Closure Bylaw 237 - 238 Mayor to invite anyone in the public gallery who deems themselves affected by the proposed road closure to come forward.

To adopt Bylaw No. 11259 in order to authorize the City to permanently close and remove the highway dedication of a portion of Highway on Hwy 33 W.

Mayor to invite anyone in the public gallery who deems themselves affected by the proposed road closure to come forward.

Lakeshore Road (Portion of), BL11274 - Road Closure Bylaw

To adopt Bylaw No. 11274 in order to authorize the City to permanently close and remove the highway dedication of a portion of highway on Lakeshore

6.3 BL11287 - Amendment No. 4 to Housing Agreement Opportunities Reserve Fund 241 - 241 Bylaw No. 8593

To adopt Bylaw No. 11287 in order to amend Housing Agreement Opportunities Reserve Fund Bylaw No. 8593.

7. Mayor and Councillor Items

Road.

8. Termination

6.2

239 - 240



City of Kelowna Regular Council Meeting Minutes

Date: Location: Monday, September 19, 2016 Council Chamber

City Hall, 1435 Water Street

Members Present

Mayor Colin Basran, Councillors Maxine DeHart, Ryan Donn, Gail Given, Tracy Gray, Charlie Hodge, Brad Sieben, Mohini Singh and

Luke Stack

Staff Present

City Manager, Ron Mattiussi; City Clerk, Stephen Fleming; Community Planning Department Manager, Ryan Smith*; Urban Planning Manager, Terry Barton*; Cultural Services Manager, Sandra Kochran*; Divisional Director, Community Planning & Real Estate, Doug Gilchrist*; Divisional Director, Infrastructure, Alan Newcombe*; Planner Specialist, Ross Soward*; Planner Specialist, Graham March*; Policy & Planning Department Manager, James Moore*; Real Estate Services Manager, John Saufferer*; Property Officer, Ben Walker*; Parks & Building Planning Manager, Robert Parlane*; Parks Services Manager, Ian Wilson*; Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:34 p.m.

Mayor Basran advised that the meeting is open to the public and all representations to Council form part of the public record. A live audio and video feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

Confirmation of Minutes 2.

Moved By Councillor Hodge/Seconded By Councillor Singh

R689/16/09/19 THAT the Minutes of the Regular Meetings of September 12, 2016 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

1280 Wilmot Avenue, Z15-0060 - Romesha Ventures Inc. 3.1

Staff:

- Displayed a PowerPoint presentation summarizing the application.

Moved By Councillor Stack/Seconded By Councillor Singh

R690/16/09/19 THAT Rezoning Application No. Z15-0060 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Part of Lot 12, Section 13, Township 26, ODYD, Plan KAP82094 except Plans KAP85143 and KAP86150 located at 1280 Wilmot Ave. Kelowna, BC from the A1 - Agricultural zone to the RU1h - Large Lot Residential Housing Hillside zone and from the RU1 - Large Lot Residential zone to the P3 - Parks and Open Space zone as shown on Map "A" be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration.

Carried

3.2 1280 Wilmot Avenue, BL11286 (Z15-0060) - Romesha Ventures Inc.

Moved By Councillor Donn/Seconded By Councillor Given

R691/16/09/19 THAT Bylaw No. 11286 be read a first time.

Carried

3.3 4544 Gordon Drive, DP16-0198 - School District No. 23

Staff:

- Displayed a PowerPoint presentation summarizing the application and responded to questions from Council.

Moved By Councillor Given/Seconded By Councillor Donn

R692/16/09/19 THAT Council authorizes the issuance of Development Permit No. DP16-0198 for Lot A, District Lot 358, ODYD, Plan EPP25076, located at 4544 Gordon Dr, Kelowna, BC subject to the following:

- 1. The dimensions and siting of the sign and the exterior design and finish of the sign to be constructed on the land be in accordance with Schedule "A";
- 2. Sign copy shall remain in place for a minimum of 6.0 seconds before switching to the next copy;
- 3. The maximum transition time between each digital copy shall not exceed 0.25 seconds;
- 4. Copy shall not be shown on the digital display using full motion video or otherwise give the appearance of animation of movement, and the transition between each digital copy shall not be displayed using any visible effects, including but not limited to action, motion, fading in and out, dissolving, blinking, intermittent, or flashing light or the illusion of such effects;
- 5. Copy shall not be shown in a manner that requires the copy to be viewed or read over a series of sequential copy messages on a single digital display, or sequences on multiple digital displays;6. No third party commercial advertising shall be permitted;
- 6. No third party commercial advertising shall be permitted;7. The signs must be equipped with an ambient light sensor;
- 8. The digital display shall not increase the light levels adjacent to the digital display by more than 3.0 LUX above the ambient light level;

9. While the sign is in operation, the light output for the digital shall be set in accordance with the following maximum luminance levels when measured from the sign face at its maximum brightness:

(a) From sunrise to sunset, 7500 Nits; (b) From sunset to sunrise, 300 Nits;

10. If any component on the sign fails or malfunctions the sign shall be programmed to automatically turn off.

AND FURTHER THAT this Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

Carried

4. Non-Development Reports & Related Bylaws

4.1 Overview of 2017 Cultural Grants

Staff:

- Displayed a PowerPoint presentation summarizing the grant programs and processes and responded to questions from Council.

Council:

- Discussed the merit of remuneration proposed for the grant panel members.

Moved By Councillor Given/Seconded By Councillor DeHart

R693/16/09/19 THAT Council receives, for information, the overview of 2017 Cultural Grants as contained in the report dated September 19, 2016 from the Cultural Services Manager;

AND THAT Council approves the guidelines for the 2017 Professional Operating Grants, 2017 General Operating Grants and the 2017 Project Grants as set out in the report dated September 19, 2016 from the Cultural Services Manager;

AND THAT Council endorses the process of recruiting, training and remunerating a Cultural Grant Panel through a public Call for Applications as set out in the report dated September 19, 2016 from the Cultural Services Manager;

AND FURTHER THAT Council directs staff to provide, for information, a list of the 2017 recipients in the General Operating, Project and Organization Development programs, as well as a summary of achievements, benefits and impact arising from grants awarded in these programs in 2016.

Councillors Gray, Hodge, Sieben and Singh - Opposed

4.2 Official Community Plan Annual Indicators Report 2016

Staff:

- Displayed a PowerPoint presentation summarizing the progress of the Official Community Plan indicators and responded to questions from Council.

Moved By Councillor Donn/Seconded By Councillor Gray

R694/16/09/19 THAT Council receives for information the report from the Planner Specialist, dated September 19, 2016 with respect to the Official Community Plan Annual Indicators Report 2016.

<u>Carried</u>

Councillor Stack declared a conflict of interest as his employer has applied for rental housing grants received grants and may apply again in the future and departed the meeting at 2:41 p.m.

4.3 Rental Housing Grants Bylaw Update

Staff:

- Provided an update on the Rental Housing Grants Bylaw.

Moved By Councillor Sieben/Seconded By Councillor DeHart

<u>R695/16/09/19</u> THAT Council receives for information, the report from the Planner Specialist, dated September 19th, 2016 with amendments to the Housing Opportunities Reserve Fund Bylaw No. 8593, 2012 as per the report from the Planner Specialist on August 22nd, 2016;

AND THAT Bylaw No. 11287 being Amendment No. 4 to Housing Opportunities Reserve Fund Bylaw No. 8593 be forwarded for reading consideration.

Carried

4.4 BL11287 - Amendment No. 4 to Housing Agreement Opportunities Reserve Fund Bylaw No. 8593

Moved By Councillor Donn/Seconded By Councillor Hodge

R696/16/09/19 THAT Bylaw No. 11287 be read a first, second and third time.

Carried

Councillor Stack returned to the meeting at 2:44 p.m.

4.5 Project Update - Public Placemaking (Bernard Avenue Laneway)

Staff:

- Displayed a PowerPoint presentation summarizing the Bernard Avenue Laneway project and responded to questions from Council.

Moved By Councillor Hodge/Seconded By Councillor Singh

R697/16/09/19 THAT Council receives, for information, the Report from the Manager, Real Estate Services dated September 19, 2016, with respect to updating Council on the status of the Bernard Avenue Laneway project;

AND THAT Council authorizes the City to enter into a Memorandum of Understanding with Mr. Bill Scutt in the form attached to the Report of the Manager, Real Estate Services, dated September 19, 2016;

AND FURTHER THAT the Mayor and City Clerk be authorized to execute the Memorandum of Understanding on behalf of the City.

Carried

4.6 Off-leash Dog Beaches & Parks Community Engagement

Staff:

- Displayed a PowerPoint presentation summarizing the community engagement regarding off-leash dog beaches and parks and responded to questions from Council.

Mayor Basran stated that Council will consider each report recommendation separately.

Moved By Councillor Hodge/Seconded By Councillor Given

R698/16/09/19 THAT Council receives, for information, the Off-leash Dog Beaches & Parks Community Engagement Report from the Manager, Parks & Buildings Planning dated September 14, 2016 with respect to the public consultation on proposed specific dog beach and park sites.

<u>Carried</u>

Moved By Councillor Stack/Seconded By Councillor Hodge

R699/16/09/19 THAT Council direct staff to prepare budget proposals for consideration in the 2017 Capital Budget for the development of off-leash dog beaches at Poplar Point.

Carried

Moved By Councillor Hodge/Seconded By Councillor Gray

<u>R700/16/09/19</u> THAT Council direct staff to prepare budget proposals for consideration in the 2017 Capital Budget for the development of off-leash dog beaches at Downtown Sails.

Carried

Councillors Sieben and Singh - Opposed

Moved By Councillor Stack/Seconded By Councillor Hodge

R701/16/09/19 THAT Council directs staff to consider the implications of including an off-leash dog beach and additional parking in relation to the long-term comprehensive Pandosy Waterfront plan and report back to Council within one year.

Carried

Moved By Councillor Hodge/Seconded By Councillor Donn

R702/16/09/19 THAT Council directs staff to not proceed with the further development of an off-leash dog park at Munson Pond.

Carried

Moved By Councillor Stack/Seconded By Councillor Donn

R703/16/09/19 THAT Council directs staff to prepare budget proposals for consideration in the 2017 Capital Budget for the development of an off-leash dog beach on a two-year trial basis at Lake Avenue beach access including fencing of the entire dog area.

<u>Carried</u>

Councillors Given, DeHart and Sieben - Opposed

4.7 Sufficiency Report for the Owner Initiated Local Area Service for Aspen Road

Staff.

- Provided an overview of the owner initiated local service area sufficiency report for Aspen Road.

Moved By Councillor Stack/Seconded By Councillor Sieben

R704/16/09/19 THAT Council receives for information, the Report from the City Clerk and Utilities Planning Manager, dated September 19, 2016 pertaining to the receipt of Owner Initiated Local Area Service Petitions for Aspen Road services and improvements related to the provision of water from the City water utility;

AND THAT Council receive the Certificate of Sufficiency dated September 19, 2016 pertaining to the Owner Initiated Local Area Service for Aspen Road;

AND FURTHER THAT Bylaw No.11275 being Establishment and Loan Authorization Bylaw for Local Area Service Aspen Road be forwarded for Council consideration.

Carried

4.8 BL11275 - Establishment of Local Area Service Bylaw for Aspen Road

Moved By Councillor Hodge/Seconded By Councillor Gray

R705/16/09/19 THAT Bylaw No. 11275 be read a first, second and third time.

Carried

5. Mayor and Councillor Items

Councillor Gray:

- Acknowledged Ballet Kelowna for being a finalist to represent Canada in the upcoming 2017 Francophonie Arts and Sports Competition.

Councillor Sieben:

- Spoke to his attendance, along with Councillors Gray and Stack, at Hotel Zed's Grand Opening.

- Spoke to his family's participation in the neighbourhood clean-up of Bellevue Creek.

- Spoke to his attendance at the Business Council of BC round table visions exercise on the future of B.C. economy.

Councillor Singh:

- Spoke to her attendance, on behalf of the Mayor, at the MS Society Bike-a-thon on Saturday, September 17th.

Councillor DeHart:

- Spoke to her attendance, on behalf of the Mayor, at the Chinese Moon Festival.

- Commented that the Cops for Kids Cyclists completed their ride on Sunday at the Ramada Hotel.

Reminder of the Annual Pancake Breakfast Fundraiser for the BC Burn Fund on Sunday, September 25th at the Kelowna Fire Department.

Councillor Stack:

- Spoke to his attendance at the National Housing Conference in Vancouver and the recommendations from the BC contingent.

- Spoke to his attendance, along with Councillors Gray and Sieben, at the Grand Opening of Hotel Zed and displayed images of the new Hotel.

Councillor Donn departed the meeting at 4:40 p.m.

Mayor Basran:

- Congratulated Chief Elect Roxanne Lindley and incoming Westbank First Nation Council and thanked outgoing Chief Louie and Councillors.

Congratulated Sunrise Rotary on the success of their first Rib Festival event. Reminder that there will be no Council meetings next week due to UBCM and also a reminder of the Royal Visit next Tuesday, September 27th.

6. **Termination**

This meeting was declared terminated at 4:41 p.m.

Ef Hom City Clerk Mayor /acm

REPORT TO COUNCIL



Date: October 3, 2016

RIM No. 1250-30

To: City Manager

From: Community Planning Department (TY)

Application: Z16-0018 Owner: D & S Schulz Enterprises Ltd

Address: 196 Cariboo Rd Applicant: Siegfried Schulz

Subject: Rezoning Application

Existing OCP Designation: S2RES - Single/Two Unit Residential

Existing Zone: RR3 - Rural Residential 3

Proposed Zone: RU6 - Two Dwelling Housing

1.0 Recommendation

THAT Rezoning Application No. Z16-0018 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot H Section 4 Township 23 ODYD Plan 20088, located at 196 Cariboo Road, Kelowna, BC from the RR3 - Rural Residential 3 zone to the RU6 - Two Dwelling Housing zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated October 3, 2016.

2.0 Purpose

To rezone the subject property from the RR3 - Rural Residential zone to the RU6 - Two Dwelling Housing zone.

3.0 Community Planning

Community Planning supports the proposed application to rezone the subject property from a rural residential zone to an urban residential zone. The subject property is located in a neighbourhood designated as a S2RES - Single/Two Unit Residential Future Land Use and is within the Permanent Growth Boundary. The RU6 - Two Dwelling Housing zone meets the Future Land Use of Kelowna's Official Community Plan. No variances are triggered as part of this rezoning.

4.0 Proposal

4.1 Background

A similar development proposal was considered by Council in 2010. The application was given third reading. Extensions were granted however, the applicant did not fulfill the required items of the rezoning and the application was canceled.

4.2 Project Description

Existing Conditions

Currently the property contains one single family dwelling constructed in the 1970s. This dwelling is positioned on the northern portion of the property. The remainder of the property is undeveloped, there are no accessory structures on the parcel.

Image 1: Subject Property



4.3 Proposed Development

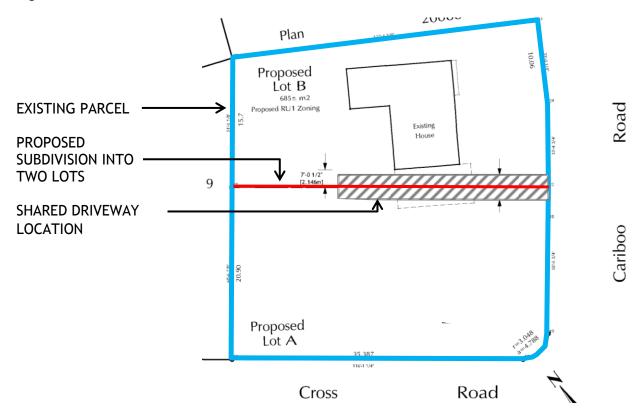
The application to rezone the subject parcel is being considered by Council. Should the rezoning application be successful, the applicant will apply to subdivide the subject parcel into two lots.

The future two lot subdivision would permit:

- Proposed Lot A 800 m² Two Dwelling Housing
- Proposed Lot B 685 m² Single Family Dwelling (with a secondary suite <u>or</u> a carriage house)

The proposed two lot split will require the removal of the existing attached garage. This will be required at the time of subdivision of the subject parcel.

Image 2: Future RU6 Subdivision



Vehicle access currently exists off of Cariboo Road. No access is permitted from Cross Road as per the City of Kelowna, Subdivision and Servicing Bylaw¹: "Where a lot abuts a lane or road of different classification, the driveway shall be located to access the lane or road of the lower classification."

As such, a future subdivision creating Lot A would prohibit vehicular access from Cross Road. To ensure future owners and developers understand this regulation and safety precaution, a covenant will be registered on title at time of subdivision limiting vehicular access of both parcels to the location shown on the sketch above. The two lots would also share one driveway access off of Cariboo Road in this registered easement area.

¹ City of Kelowna Subdivision & servicing bylaw Schedule 4 of Bylaw 7900 City of Kelowna Design Standards 4.6

4.4 Site Context

The subject parcel is located on the northwest corner of Cross and Cariboo Road. The parcel is 30.0 m from the intersection of Cross Road and Snowsell Street, and 150 m from the intersection of Cross Road and Glenmore Road. The immediate neighbourhood is designated S2RES Single/Two Unit Residential.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RR3	Single Family Dwelling
East	RR3	Single Family Dwelling
South	RR3	Single Family Dwelling
South	RU2	Single Family Dwelling
West	RR3	Single Family Dwelling

Image 3: Neighbourhood Context



4.5 Zoning Analysis Table

Zoning Analysis Table			
CRITERIA	RU6 ZONE REQUIREMENTS	PROPOSED	
Ex	isting Lot/Subdivision	Regulations	
Lot Area for Two Dwelling (for a corner lot)	800 m ²	1,484.7 m ²	
Lot Width for Two Dwelling (on a corner lot)	20.0 m	38.5 m	
Lot Depth	30.0 m	38.4 m	
	Development Regu	llations	
Site Coverage	40%	18%	
Site Coverage including driveways & parking	50%	31%	
Height	9.5 m or 2.5 storeys	1.5 storeys	
Front Yard	4.5 m to dwelling 6.0 m to garage	+ 10.0 m	
Side Yard (flaking street)	4.5 m	+ 10.0 m	
Side Yard (north)	2.0 m for 1.5 storey	+ 2.4 m	
Rear Yard	7.5 m	+ 10.0 m	
Other Regulations			
Minimum Parking Spaces	2 per dwelling	2	

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.² Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Goals for A Sustainable Future

Address Housing Needs of All Residents ³ Address housing needs of all residents by working towards an adequate supply of a variety of housing.

Two Dwelling Housing Design Guidelines ⁴

Locate parking and garages within the rear yard with direct access from the lane. On properties which do not abut a lane, locate parking within the rear yard with driveway access from the street;

Minimize the amount of impervious paved surfaces (i.e., share driveways between two dwellings or between the principal dwelling and secondary suite or use pervious paving materials such as grasscrete)

² City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Goal 2 (Introduction Chapter).

⁴ City of Kelowna Official Community Plan, Guideline 1.15 (Urban Design Development Permits Areas Chapter).

Design buildings located on a double fronting or corner lot so that there is frontage onto both streets (i.e., entrance to principal dwelling from the front street and the entrance to the second dwelling/secondary suite from the side street or a front to back configuration with the principal dwelling fronting onto one street and the secondary suite fronting onto the other);

5.2 Subdivision & Servicing Bylaw No. 7900

Design Standards ⁵ Each property shall only have one (1) driveway access per road frontage. Upon demonstrated need and approval from the City Engineer, more than one (1) driveway access may be granted to service stations, major commercial and other developments. Where a lot abuts a lane or road of different classification, the driveway shall be located to access the lane or road of the lower classification.

Residential driveway access onto an arterial or Class 1 collector road, is not permitted unless alternate access is impossible. Wherever physically possible, alternate local road or lane access shall be dedicated to preclude residential driveways accessing directly onto major roads. Residential driveway accesses serving corner lots shall be a minimum of 7 m from the lot corner nearest the intersection. All residential driveway accesses shall have a minimum width of 4 m and a maximum width of 6 m.

6.0 Technical Comments

- 6.1 Building & Permitting Department
 Building Permit required for the modification to the existing house.
- 6.2 Development Engineering Department
 The applicant is responsible for frontage upgrades along Cariboo Road including but not limited to curb, gutter and sidewalk. A servicing agreement must also be entered into for water and sanitary upgrades. See attached requirements in Schedule "A" for full details.
- 6.3 Irrigation District GEID

 All required upgrades will be addressed at time of subdivision.

7.0 Application Chronology

Date of Application Received: March 21, 2016
Date of Revised Site Plan: July 4, 2016
Date Public Consultation Completed: July 21, 2016
Referral Process Completed: September 8, 2016

Report prepared by: Tracey Yuzik, Planner

Reviewed by: Todd Cashin, Subdivision, Suburban and Rural Planning Manager

Reviewed by: Ryan Smith, Community Planning Department Manager

Approved for Inclusion: Doug Gilchrist, Divisional Director, Community Planning & Real

Estate

Attachments:

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⁵ City of Kelowna Subdivision & Servicing Bylaw No 7900, 4.6

Schedule A: Development Engineering Memorandum Attachment A: Existing Conditions Site Plan Attachment B: Proposed (Future) Subdivision Plan

CITY OF KELOWNA

Planner TY Initials

MEMORANDUM

Date: September 8, 2016

File No.: Z16-0018

To: Land Use Management Department (TY) (Revised Comments)

From: Development Engineering Manager (SM)

Subject: 196 Cariboo Rd. - Rezoning Application – RR3 to RU6

Development Engineering has the following comments and requirements associated with this application.

The Development Engineering Technologist for this project is John Filipenko AScT

.1 General

The postal authorities must be contacted to determine whether or not a "community mailbox" will be utilized, and if so, its location should be determined and the proposed location shown on the construction plans. Please contact the Canadian Post Corporation, Delivery Services, P.O. Box 2110, Vancouver, B.C. V6B 4Z3 (604) 662-1381 in this regard.

.2 **Geotechnical Report**

- Provide a modified geotechnical report (3 copies), prepared by a (a) Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below.
 - The Geotechnical reports must be submitted to the Development Services Department (Subdivision Approving officer) for distribution to the Development Engineering Branch and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.
 - Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - (ii) Site suitability for development.
 - (iii) Any special requirements for construction of driveways, utilities and building structures.
 - Recommendations for roof drains and perimeter drains. (iv)
 - Site soil characteristics (i.e. fill areas, sulphate content, unsuitable (v) soils such as organic material, etc.).

- (vi) Recommendations for items that should be included in a Restrictive Covenant.
- (vii) Any items required in other sections of this document.

.3 Water

- a) The property is located within the Glenmore Ellison Improvement District (GEID) service area).
- b) Confirmation is required from GEID that the water system components proposed satisfy the Bylaw and that security is in place for any offsite Works and that all associated fees are paid.

.4 Sanitary Sewer

- a) The existing 100mm sanitary service can be utilised for the proposed RU6 (Lot A). An inspection chamber must be installed at the applicant's cost
- a) A new sanitary service for proposed lot B must be provided at the applicant's cost.
- b) The estimated cost of the service upgrades, for bonding purposes, would be **\$8,600.00**, inclusive of a bonding contingency.
- b) Arrange for a lot connection before submission of the subdivision plan; including payment of connection fees (provide copy of receipt).

.5 Drainage

- (a) The property is located within the City of Kelowna drainage service area. The Subdivision, Development and Servicing Bylaw requires that each lot be provided with an individual connection; however, the City Engineer may permit use of individual ground water disposal systems, where soils are suitable. For on-site disposal of drainage water, a hydro geotechnical report will be required complete with a design for the disposal method (i.e. trench drain / rock pit). The Lot Grading Plan must show the design and location of these systems for each lot.
- (b) Storm service connections to Lot A and Lot B can be provided from the new main within Cariboo Road.
- (c) The estimated cost of installing a Storm Main including service connections are included in road improvement frontage costs.

.7 Roads and Dedication

- a) Cariboo Road property frontage must be constructed to a urban local standard (SS-R3) complete with curb and gutter, sidewalk, piped storm drainage system, fillet pavement, and adjustment and, or re-location of existing utility appurtenances if required to accommodate this construction. The estimated cost of this work, for bonding purposes, would be \$28,500.00, inclusive of a bonding contingency.
- b) Cross Road fronting this property is fully urbanized to a collector standard complete with curb and gutter and sidewalk. No driveway access will be permitted onto Cross Road

.8 Power and Telecommunication Services and Street Lights

- a) All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground.
- b) If the existing area is served by overhead wiring, the service connections may be provided overhead provided that there are no new poles required and service trespasses will not be created. If either of these conditions is not satisfied, then underground service will be required for that lot.
- Streetlights must be installed on all roads. Design drawings must be submitted.
- d) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- e) Before making application for approval of your subdivision plan, please make arrangements with FortisBC for the pre-payment of applicable charges and tender a copy of their receipt with the subdivision application for final approval.

.9 Design and Construction

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).

- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

.10 Servicing Agreements for Works and Services

- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

.11 Other Engineering Comments

- a) Provide all necessary Statutory Rights-of-Way for any utility corridors required, including those on proposed or existing City Lands.
- b) If any road dedication affects lands encumbered by a Utility right-of-way (such as B.C. Gas, etc.) please obtain the approval of the utility prior to application for final subdivision approval. Any works required by the utility as a consequence of the road dedication must be incorporated in the construction drawings submitted to the City's Development Manager.

.12 **Charges and Fees**

- a) Development Cost Charges (DCC's) are payable
- b) Fees per the "Development Application Fees Bylaw" include:

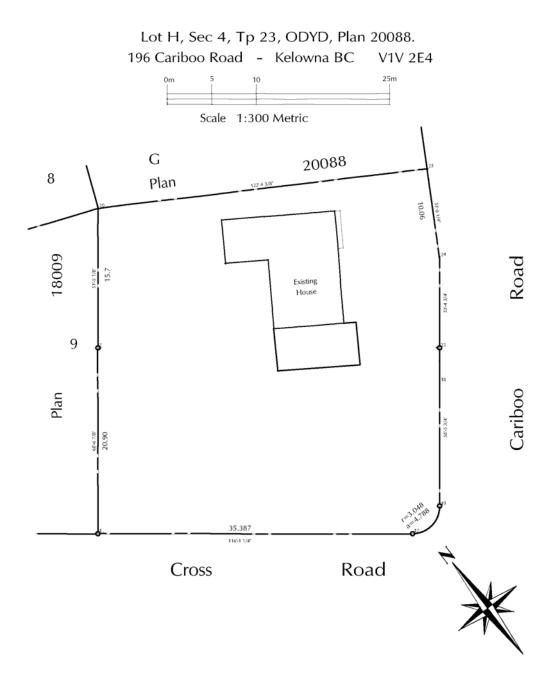
 - Survey Monument Fee: **\$50.00** per newly created lot (GST exempt). Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) ii) only if disturbed.
- A hydrant levy charge of \$250.00 per lot (not required if developer installs c) a fire protection system - mains and hydrants).
 - Engineering and Administration Fee: 3.5% of construction value i) (\$26,500) (plus GST). **\$ 973.87** (\$ 927.50 + \$46.37)
- d) Performance Security (Letter of Credit or Cash)

Sanitary servicing Cariboo Road frontage Improvements 8,600.00 28,500.00

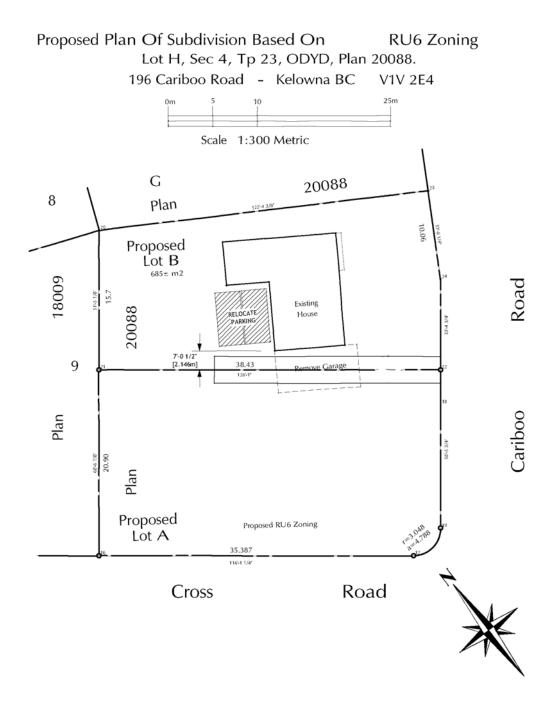
Total Amount \$ 37,100.00

Purvez Irani, MS, P.Eng, PTOE Development Engineering Manager JF/if









CITY OF KELOWNA

BYLAW NO. 11288 Z16-0018 - D & S Schulz Enterprises Ltd., Inc. No. BC 0837184 196 Cariboo Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

- 1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot H, Section 4, Township 23, ODYD, Plan 20088 located on Cariboo Road, Kelowna, B.C., from the RR3 Rural Residential 3 zone to the RU6 Two Dwelling Housing zone.
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor
, .
City Clerk
City Clerk

REPORT TO COUNCIL



Date: October 3, 2016

RIM No. 1250-30

To: City Manager

From: Community Planning Department (KB)

Application: Z16-0050 Owner: Lonewolf Homes Ltd., Inc. No. BC0734044

& Andrew Louis Scott Paterson

Address: 3580 Casorso Road Applicant: Andrew Louis Scott Paterson

Subject: Rezoning application from RU1 to RU2 to facilitate a two lot subdivision

Existing OCP Designation: S2RES - Single / Two Unit Residential

Existing Zone: RU1 - Large Lot Housing

Proposed Zone: RU2 - Medium Lot Housing

1.0 Recommendation

THAT Rezoning Application No. Z16-0050 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 16 District Lot 134 Osoyoos Division Yale District Plan 20399, located at 3580 Casorso Road, Kelowna, BC from the RU1 - Large Lot Housing zone to the RU2 - Medium Lot Housing zone, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated (September 1, 2016);

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the issuance of a Preliminary Layout Review Letter by the Approving Officer.

2.0 Purpose

The applicant is requesting permission to rezone the subject property from RU1 - Large Lot Housing to RU2 - Medium Lot Housing to facilitate a subdivision of the parcel into two lots.

3.0 Community Planning

The subject property is within the South Pandosy - KLO Sector of Kelowna. It is designated as S2RES - Single/Two Unit Residential in the Official Community Plan (OCP) and as such the application to rezone to RU2 to facilitate a 2 lot subdivision is in compliance with the designated future land use. In addition, the OCP's urban infill policies generally support the densification of residential neighbourhoods through sensitive development, including the use of smaller lots.

The proposed lots meet or exceed the zoning criteria standards for the RU2 - Medium Lot Housing zone. The property is serviced by City of Kelowna water and sanitary sewer.

Based on current City of Kelowna policy and the services available, Community Planning Staff supports this application.

4.0 Proposal

4.1 Project Description

The applicant is requesting permission to rezone and then subdivide the existing 1416 m^2 (0.35 ac) parcel into two equal parcels.

4.2 Site Context

The subject property is located in the South Pandosy - KLO Sector of Kelowna (see Map 1 - Subject Property, below). The property had an existing single family dwelling, however there is an open demolition permit and it is in the process of being demolished and the site cleaned up.

The adjacent properties are characterized by single family dwellings, and a mobile home park is located on the opposite side of Casorso Road.

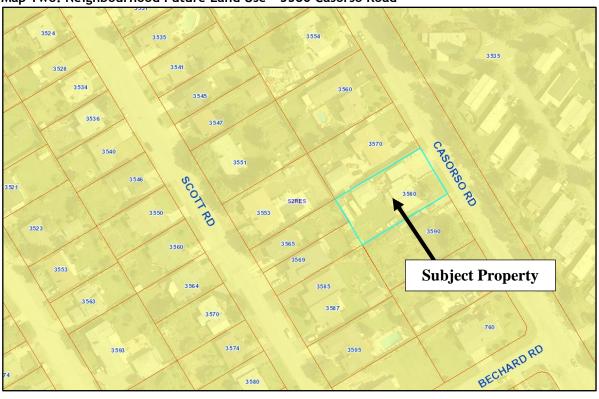
Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use	Future Land Use
Northeast	RM7 - Mobile Home Park	Residential	S2RES - Single / Two Unit Residential
Southeast	RU1 - Large Lot Housing	Residential	S2RES - Single / Two Unit Residential
South	RU6 - Two Dwelling Housing	Residential	S2RES - Single / Two Unit Residential
West	RU2 - Medium Lot Housing	Residential	S2RES - Single / Two Unit Residential
Northwest	RU1 - Large Lot Housing	Residential	S2RES - Single / Two Unit Residential

Map One: Subject Property Map - 3580 Casorso Road



Map Two: Neighbourhood Future Land Use - 3580 Casorso Road



4.3 Local Amenities

Casorso Road is currently serviced by the Lakeshore/Downtown Bus Transit Route. The nearest bus stop is approximately 450 m west of the subject property. Additional transit options are available at the Okanagan College exchange, approximately 1.2 km northeast of the subject property. The subject property is also in close proximity to local parks and bikeways.

4.4 Servicing

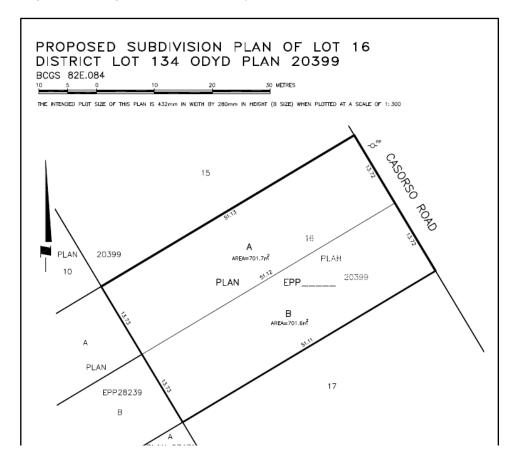
The area is currently serviced by City of Kelowna water and sanitary sewer.

4.5 Subdivision and Development Criteria

The proposed lot configuration conforms to the requirements of the RU2 - Medium Lot Housing zone requirements. Subdivision and development criteria for the RU2 zone are shown in the Table below.

	Zoning Analysis Table			
CRITERIA RU2 ZONE REQUIREMENTS PROPOSAL				
Existing Lot/Subdivision Regulations				
Minimum Lot Area	400 m ²	701 m ²		
Minimum Lot Width	13.0 m	13.72 m		
Minimum Lot Depth	30.0 m	51.11 m		

No variances are required for this subdivision at this time.



Map Three: Proposed Subdivision Layout - 3580 Casorso Road

5.0 Current Development Policies

5.1 Kelowna 2020 - Official Community Plan - General Policies¹

Focus development to designated growth areas

Compact Urban Form. Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs per ha located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres in particular and existing areas as per the provisions of the Generalized Future Land Use Map.

Permanent Growth Boundary.² Establish a Permanent Growth Boundary as identified on Map 4.1 and Map 5.2. The City of Kelowna will support development of property outside the Permanent Growth Boundary for more intensive use only to the extent permitted as per the OCP Future Land Use designations in place as of initial adoption of OCP Bylaw 10500, except for Agri-Business designated sites or as per Council's specific amendment of this policy. The Permanent Growth Boundary may be reviewed as part of the next major OCP update.

¹ City of Kelowna Official Community Plan - Development Process; p. 5.3

² City of Kelowna Official Community Plan, Policy 5.3.1 (Development Process Chapter).

Ensure context sensitive housing development³

Sensitive Infill. Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

Healthy Communities. Through current zoning regulations and development processes, foster healthy, inclusive communities and a diverse mix of housing forms, consistent with the appearance of the surrounding neighbourhood.

6.0 Technical Comments

6.1 <u>Building & Permitting Department</u>

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permits.
- Demolition Permit required for any existing structures
- Full Plan check for Building Code related issues will be done at time of Building Permit applications.

6.2 <u>Development Engineering Department</u>

• See attached Memorandum, dated September 1, 2016.

6.3 School District No. 23

• The Subdivision application triggers the School Site Acquisition Charge which applies to residential development where new (additional) residential lots or dwellings are created through subdivision or new construction. Further details on the charge can be found in Division 10.1 of the Local Government Act

6.4 Shaw Cable

• Owner/developer must install new 1-2" (50mm) DB2 WHITE conduit from new structure to nearest Shaw service location on road right-of way.

6.5 Telus

 Developer is responsible for contacting TELUS to discuss service requirements and to provide a site plan proposed shallow utilities.

³ City of Kelowna Official Community Plan - Development Process; p. 5.27

7.0	Application Chronol	ВУ
	f Application Received ublic Notification Con	
Repor	t prepared by:	
Kim Br	runet, Planner I	
Revie	wed by:	Terry Barton, Urban Planning Manager
Appro	ved for Inclusion:	Ryan Smith, Community Planning Department Manager
Schedu	iments: ule A: Development Er an - Proposed Subdivi	ineering Memorandum, dated September 1, 2016 on Layout

CITY OF KELOWNA

MEMORANDUM

Date:

September 1, 2016

File No.:

Z16-0050

To:

Community Planning (KB)

From:

Development Engineering Manager (PI)

Subject:

3580 Casorso Rd

RU1 to RU2

Development Engineering has the following comments and requirements associated with this application.

1. General

Frontage improvements are triggered by this rezoning application. The requirements include curb and gutter, storm drainage system and pavement widening. Also required is a landscaped boulevard, street lighting and the re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The cost of this construction is at the applicant's expense.

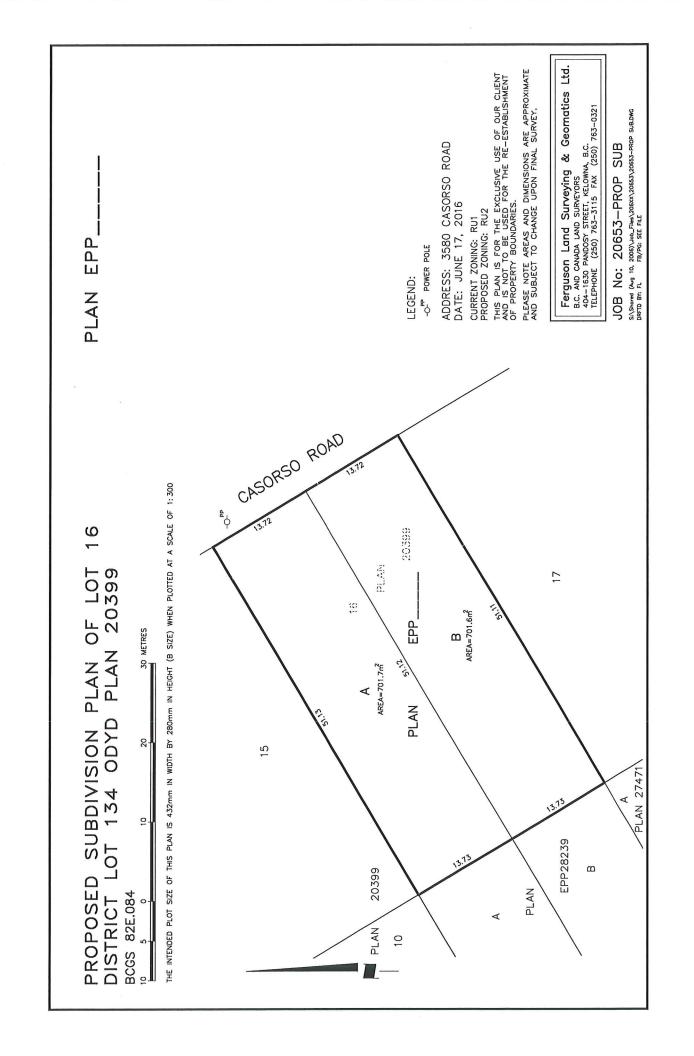
The proposed redevelopment includes the subject parcels being subdivided into two lots. A subdivision application will require service upgrades that include the installation of additional services. The work will require road cuts and boulevard and pavement restoration. Development Engineering is prepared to defer the requirements of the rezoning to the subdivision stage.

Purvez Irani, MS, P Eng., PTOE Development Engineering Manager

SCHEDULE

This forms part of development

Permit # Z16-0050



CITY OF KELOWNA

BYLAW NO. 11289 Z16-0050 - Lonewolf Homes Ltd., Inc. No. BC0734044 and Andrew Louis Scott Paterson 3580 Casorso Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".			
The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:			
 THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 16, District Lot 134, ODYD, Plan 20399 located on Casorso Road, Kelowna, B.C., from the RU1 - Large Lot Housing zone to the RU2 - Medium Lot Housing zone. 			
This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.			
Read a first time by the Municipal Council this			
Considered at a Public Hearing on the			
Read a second and third time by the Municipal Council this			
Adopted by the Municipal Council of the City of Kelowna this			
Mayor			

City Clerk

REPORT TO COUNCIL



Date: October 3, 2016

RIM No. 1250-20/ 1250-30

To: City Manager

From: Community Planning Department (TY)

Application: OCP16-0008 Z16-0045 Owner: No. 21 Great Projects Ltd.,

Inc.No. 355991

Address: 5100 Gordon Dr Applicant: No. 21 Great Projects Ltd.,

Inc.No. 355991

Subject: OCP Amendment/ Rezoning Application

MRC - Multiple Unit Residential - Cluster Housing

S2RES - Single/ Two Unit Residential

Existing OCP Designation: S2RESH - Single / Two Unit Residential - Hillside

PARK - Major Park/ Open Space (public)

S2RESH - Single/ Two Unit Residential - Hillside

Proposed OCP Designation: MRC - Multiple Unit Residential - Cluster Housing

PARK - Major Park/ Open Space (public)

Existing Zone: A1 - Agriculture 1

Proposed Zone: P3 - Parks and Open Space RU2H - Medium Lot Housing (Hillside

Area)

1.0 Recommendation

THAT Official Community Plan Bylaw Amendment No. OCP16-0008 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500 by changing the Future Land use designations of portions of The South ½ DL 579 SDYD Except Plans KAP77336, KAP86178, KAP86917, KAP87090, KAP87918, EPP9619, EPP9638, EPP12863, EPP15721, EPP18670, EPP22118 and EPP55978, located at 5100 Gordon Dr Kelowna, BC, from the Multiple Unit Residential (Cluster Housing) to Single/ Two Unit Residential - Hillside to Major Park and Open Space, from Single/ Two Unit Residential to Single/ Two Unit Residential - Hillside, from Multiple Unit Residential (Cluster Housing) to Major Park and Open Space, from Single/ Two Unit Residential to Major Park and Open Space to Multiple Unit Residential (Cluster Housing) as sown on Map "A" attached to the report of Community Planning dated October 3, 2016 be considered by Council;

AND THAT Rezoning Application No. Z16-0045 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classifications of portions of The South ½ DL 579 SDYD Except Plans KAP77336, KAP86178, KAP86917, KAP87090, KAP87918, EPP9619, EPP9638, EPP12863, EPP15721, EPP18670, EPP22118 and EPP55978, located at 5100 Gordon Dr Kelowna, BC, from A1- Agriculture

1 to P3 - Parks and Open Space and RU2h - Medium Lot Housing (Hillside Area) as shown on Map "B" attached to the report of Community Planning, dated October 3, 2016 be considered by Council;

AND THAT the Official Community Plan Bylaw Amendment and the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Zone Amending Bylaw be considered subsequent to the issuance of Preliminary Layout Review Letter by the Approving Officer.

2.0 Purpose

To consider an Official Community Plan Amendment and Rezoning application and to amend the Future Land Use designations and rezone portions of the subject property to facilitate a single family residential subdivision for Phase 5 of The Ponds and to dedicate parkland to the City.

3.0 Community Planning

Planning Staff support the proposal to amend the Future Land Use designation and rezone portions of the subject property for Phase 5 of The Ponds development. The subject area is located in an unique hillside area between two small bodies of water, Hill Spring and Jack Smith Lake. The applicant worked closely with City Staff to provide large contiguous areas of undisturbed land to be designated to the City as Park. This approach to Park land dedication is supported by the environmental assessment on the property. It also meets many Official Community Plan policies with regards to protection measures and habitat protection noted in Section 5.0 of this report. The proposed amendments will result in a net gain in natural open space compared to the current Official Community Plan Future Land Use designations on the subject property (see Map A).

Staff reviewed the application, and it may move forward without affecting either the City's Financial Plan or Waste Management Plan.

4.0 Proposal

4.1 Project Description

The subject property is located in the City's Southwest Mission Sector and is Phase 5 of The Ponds development. Residential development in Phases 1 through 4 of The Ponds was approved through previous development applications. Phase 5 is intended to create approximately 34 single family residential lots that are sensitive to the site's sloped topography under the proposed RU2h - Medium Lot Housing (Hillside Area) zone. The majority of the land proposed for RU2h zoning has been used for the past ten years as gravel and rock storage for The Ponds development. Land around Jack Smith Lake and another portion south of Hill Spring park will be dedicated to the City as parkland.

4.2 Design Rationale

An environmental assessment was carried out specifically for this phase of development. It was determined that the land designation collaboratively proposed by City Staff and the applicant is an appropriate allocation of park and single family residential area.

Environmental Assessment Report¹

¹ Ecoscape Environmental Consultants Ltd. Environmental Assessment at the Ponds Phase 5 Report, June 2016, 4.0 Impact Assessment Section.

"Based on the proposed subdivision layout, the development including road and lot layout generally avoids the majority of the Environmentally Sensitive Area 2 (High value) areas surrounding Jack Smith Lake and Hill Spring and also avoid encroachment beyond the 30 m setback associated with Jack Smith Lake...

The area of ESA 2 conserved under the currently proposed site plan is compensation for land development associated with other phases of The Ponds development including the School Site and the amendment of land designated as Major Park/ Open Space (public) to Multiple Unit Residential - Cluster Housing in Phase 6. The conservation of the ESA 2 land provides reasonable protection in maintaining the ecological integrity of the subject property."

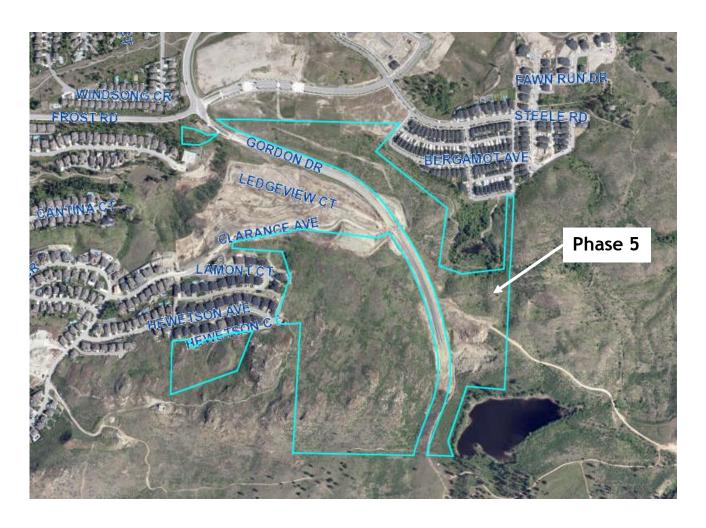
4.3 Site Context

The subject property is located southeast and southwest of the intersection of Gordon Drive and Clarence Avenue, between Hill Spring Park and Jack Smith Lake.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	P3 - Parks and Open Space	Hill Spring Park
NOLLII	RU3 - Small Lot Housing	Single Family Housing
East	A1 - Agriculture 1	Natural Open Space
South	A1 - Agriculture 1	Natural Open Space
	A1 - Agriculture 1	Natural Open Space
West	RU1h - Large Lot Housing (Hillside Area)	Single Family Housing
	P3 - Parks and Open Space	Kuipers' Peak Mountain Park

Subject Property Map: 5100 Gordon Drive



Current Development Policies

4.4 Kelowna Official Community Plan (OCP)

Future Land Use

Single / Two Unit Residential - Hillside (S2RESH)² Single detached homes for occupancy by one family, single detached homes with a secondary suite or carriage house, semi-detached buildings used for two dwelling units, modular homes, and those complementary uses (i.e. minor care centres, minor public services / utilities, and neighbourhood parks), which are integral components of urban neighbourhoods. This designation applies to suburban hillside areas where slopes are over 20%. Subdivisions on hillsides over 20% slope will be required to rezone to a hillside zone.

Development Process

Ensure Environmentally Sustainable Development

Environmentally Sensitive Area Linkages³

Ensure that development activity does not compromise the ecological function of environmentally sensitive areas and maintains the integrity of plant and wildlife corridors.

Habitat Management Hierarchy⁴

Ensure the following sequence of management actions for all public or private projects be adhered to, as identified in a Development Permit, to achieve the "no net loss/net gain" principle of ESA's:

- AVOID impacts to habitat through appropriate project siting and design;
- MITIGATE minor or temporary impacts by minimizing impacts, and repairing and restoring damaged habitats to their former state or better;
- COMPENSATE only when residual, permanent loss of habitat is unavoidable, acceptable
 and compensable. Habitat compensation proposals will not be accepted as a trade-off for
 incomplete on-site mitigation where eff active mitigation efforts are feasible.
 Development proponents are responsible for proving that all measures to avoid or
 mitigate potential habitat impacts have been exhausted prior to proposing habitat
 compensation measures on or off-site.

Compensation Guidelines⁵

When compensation for loss of habitat is necessary and acceptable, implement the following guidelines in making habitat compensation decisions:

- On-site compensation (e.g. in or near the same location as the area being impacted) is generally preferred over off -site compensation, particularly when sufficient space is available and there is adequate biophysical capacity on the site to create or enhance similar habitat. However, in some instances, compensation eff orts away from the site may result in greater ecological benefits to the overall watershed, habitat type, species or community;
- When it is deemed necessary or appropriate, off-site compensation should occur within the same watershed or ecological unit as the area being impacted;
- 'Like-for-like' compensation is generally preferred over replacing lost habitat with a different type of habitat. However, replacing with unlike habitat may be preferable in

² City of Kelowna Official Community Plan, Future land Use Chapter.

³ City of Kelowna Official Community Plan, Policy 5.15.3, Development Process Chapter.

⁴ City of Kelowna Official Community Plan, Policy 5.15.4, Development Process Chapter.

⁵ City of Kelowna Official Community Plan, Policy 5.15.5, Development Process Chapter.

cases when the replacement habitat will have higher productivity and/or will address a limiting factor within the natural system affected.

Compensation Ratio⁶

When compensation for loss of habitat is necessary and acceptable, require a compensation ratio (area of replacement habitat to area of lost habitat) that takes into account factors such as:

- Time lags in achieving habitat replacement;
- Risk associated with the success of compensation measures; the relative significance of the impacted habitat (e.g., does it support threatened, endangered and / or economically important species);
- Whether compensation is occurring on site or off -site; and
- Whether the replacement habitat is of the same type as the lost habitat.

Protection Measures⁷

Protect and preserve environmentally sensitive areas using one or more of the following measures, depending on which measures are appropriate to a given situation:

- Dedication as a City park or trail where the area complements the goals and objectives of sustainable development. ESA's acquired as parks or trails will be managed to protect their sensitive features in balance with public use;
- Return to Crown Land or covenant for conservation purposes with the City, the Province and/or a nongovernmental organization (e.g. Central Okanagan Land Trust) eligible to hold Conservation Covenants;
- Some form of development incentive (density transfer, cluster housing, etc.) that will facilitate the protection of all or significant portions of ESAs;
- Protection of ESAs or portions of ESAs as an amenity contribution when new development requires a change to zoning that in-creases density over present zoning;
- Ensure setbacks on adjacent developments are adequate to maintain the integrity of the ESA and to minimize hazards created at the interface between natural areas and development. For example, ensure housing is setback an adequate distance adjacent to an interface area with potential tree, rockfall, flooding or fi re hazards;
- As a last option, dedication to a land trust or similar nongovernment organization for conservation purposes.

Habitat Protection⁸

Ensure a proposed development footprint within an ESA is configured in such a way as to minimise the encroachment toward aquatic or terrestrial habitat. Consider zoning and/or subdivision variances where needed to prevent or minimize a relaxation of or encroachment into the RMA or to acquire greater RMA width for environmental protection or hazard avoidance.

5.0 Technical Comments

5.1 Building & Permitting Department

No comment.

5.2 Development Engineering Department

The site is vacant, un-serviced land. Offsite and Onsite infrastructure and servicing requirements will be addressed in the PLR at time of subdivision.

⁶ City of Kelowna Official Community Plan, Policy 5.15.6 Development Process Chapter.

⁷ City of Kelowna Official Community Plan, Policy 5.15.7 Development Process Chapter.

⁸ City of Kelowna Official Community Plan, Policy 5.15.11 Development Process Chapter.

5.3 Fire Department

- Engineered Fire Flow calculations are required to determine Fire Hydrant requirements of 60 litre/second for single family residential. All the hydrant(s) shall be operational PRIOR to the start of construction. Should this be a strata community, the hydrants shall be deemed private hydrants
- Fire Department access is to be met as per BCBC 3.2.5. (The minimum required width of the roadways shall be 6 m clear, turnarounds shall be provided with a 12 m turning radius, hammerheads to accommodate largest responding fire apparatus, maximum gradient 1:12.5 over 15M.) All roadways shall have a proper turning radius on corners or a proper turn around facility.;
- The houses shall be accessible from the street they are addressed off of lanes are not considered emergency access routes. If lanes are utilized, they shall be named and meet the requirements of the BCBC for FD access;
- Ensure the length of the cul de sac does not exceed 200 metres as per Bylaw 7900;
- Requirements of the City of Kelowna Fire and Life Safety Bylaw 10760 shall be met;
- Requirements of section 9.10.19 Smoke Alarms and Carbon Monoxide alarms of the BCBC 2012 are to be met; and
- Do not issue BP unless all life safety issues are confirmed complete.

5.4 School District No. 23

School District 23 has no objections to the application as proposed.

6.0 Application Chronology

Application Received: June 22, 2016
Public Consultation Completed: September 2, 2016
Referral Comments Received: September 7, 2016

Report prepared by: Tracey Yuzik, Planner

Reviewed by: Todd Cashin, Subdivision, Suburban and Rural Planning Manager

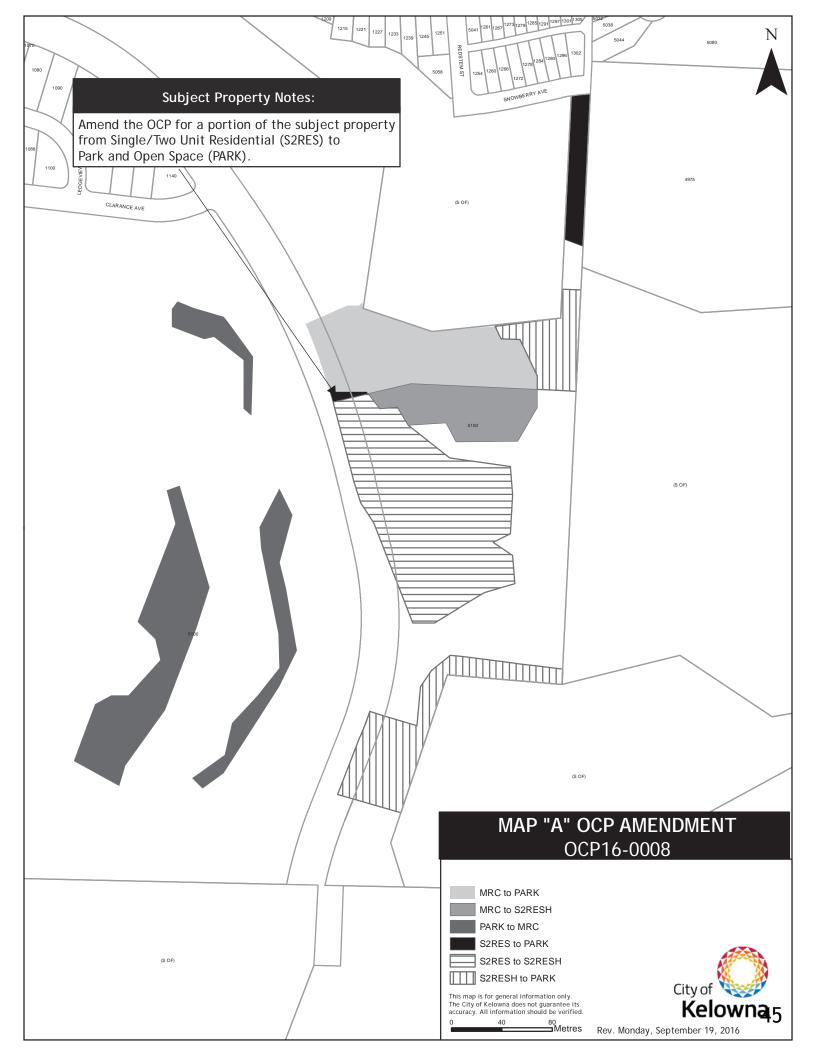
Reviewed by: Ryan Smith, Community Planning Department Manager

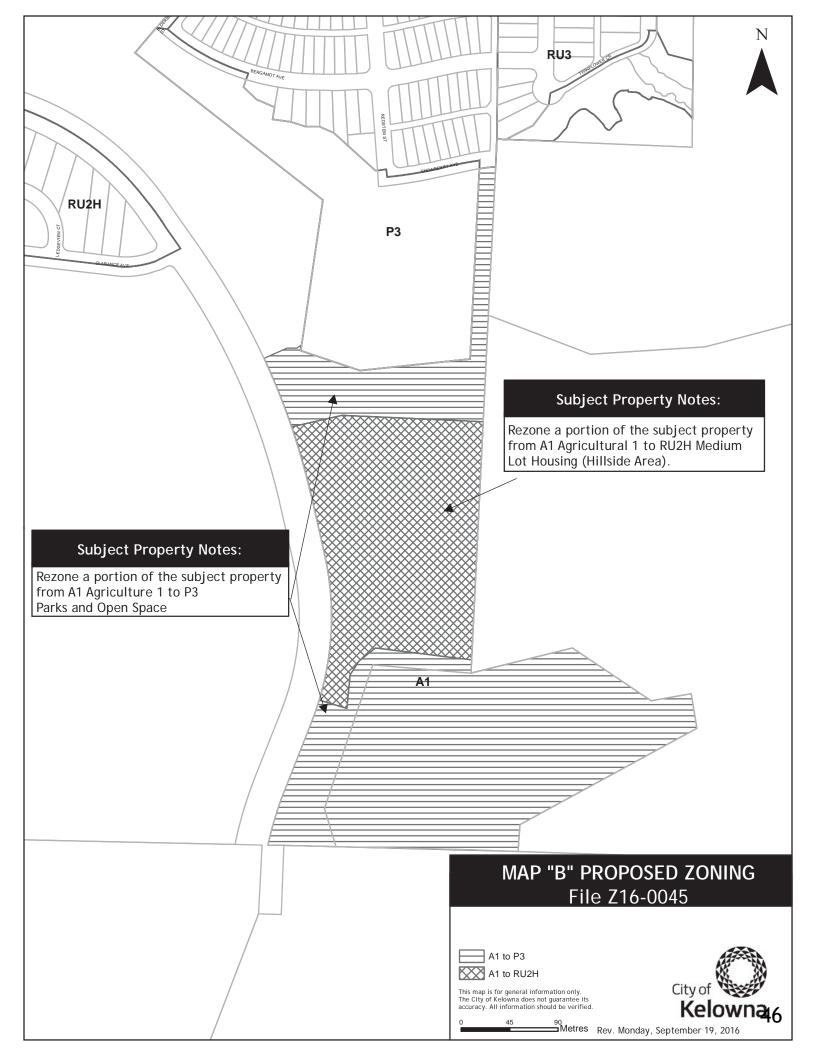
Approved for Inclusion: Doug Gilchrist, Divisional Director, Community Planning & Real

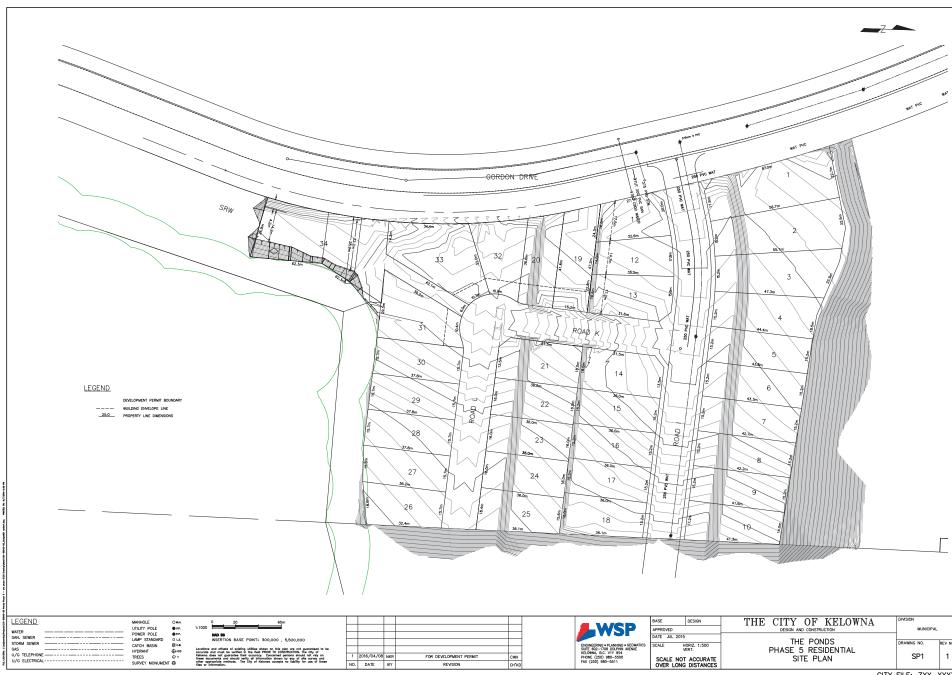
Estate

Attachments:

Map "A" OCP Amending Map Map "B" Zone Amending Map Proposed Subdivision Layout







CITY FILE: ZXX-XXXX

CITY OF KELOWNA **BYLAW NO. 11291**

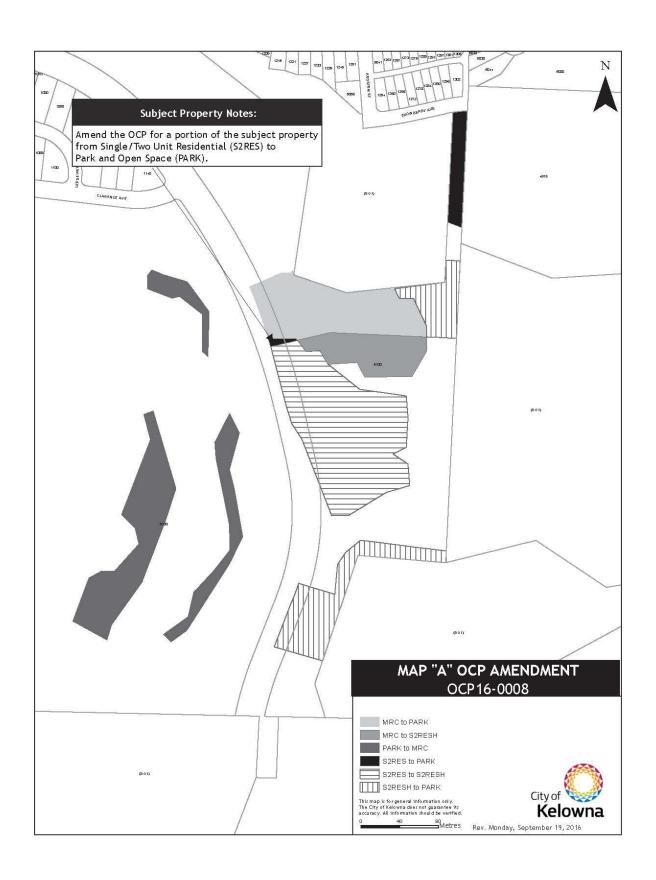
Official Community Plan Amendment No. OCP16-0008 -No. 21 Great Projects Ltd., Inc. No. 355991 5100 Gordon Drive

A bylaw to amend the "Kelowna 2030 - Official Community Plan Bylaw No. 10500".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

- 1. THAT Map 4.1 - GENERALIZED FUTURE LAND USE of "Kelowna 2030 - Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of part of The South ½ DL 579 SDYD Except Plans KAP77336, KAP86178, KAP86917, KAP87090, KAP87918, EPP9619, EPP9638, EPP12863, EPP15721, EPP18670, EPP22118 and EPP55978, located on Gordon Drive, Kelowna, B.C., from the Multiple Unit Residential (Cluster Housing) to Single/ Two Unit Residential - Hillside, from Single/ Two Unit Residential - Hillside to Major Park and Open Space, from Single/ Two Unit Residential to Single/ Two Unit Residential - Hillside, from Multiple Unit Residential (Cluster Housing) to Major Park and Open Space, from Single/ Two Unit Residential to Major Park and Open Space, from Major Park and Open Space to Multiple Unit Residential (Cluster Housing) designations.
- This bylaw shall come into full force and effect and is hinding on all persons as and

۷.	from the date of adoption.	und
Read a	a first time by the Municipal Council this	
Consid	dered at a Public Hearing on the	
Read a	a second and third time by the Municipal Council this	
Adopte	ted by the Municipal Council of the City of Kelowna this	
	- Ma	yor
	City C	ork
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CITY OF KELOWNA

BYLAW NO. 11292 Z16-0045 - No. 21 Great Projects Ltd., Inc. No. 355991 5100 Gordon Drive

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

- 1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of part of The South ½ DL 579 SDYD Except Plans KAP77336, KAP86178, KAP86917, KAP87090, KAP87918, EPP9619, EPP9638, EPP12863, EPP15721, EPP18670, EPP22118 and EPP55978, located on Gordon Drive, Kelowna, B.C., from A1- Agriculture 1 to P3 Parks and Open Space and RU2h Medium Lot Housing (Hillside Area).
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

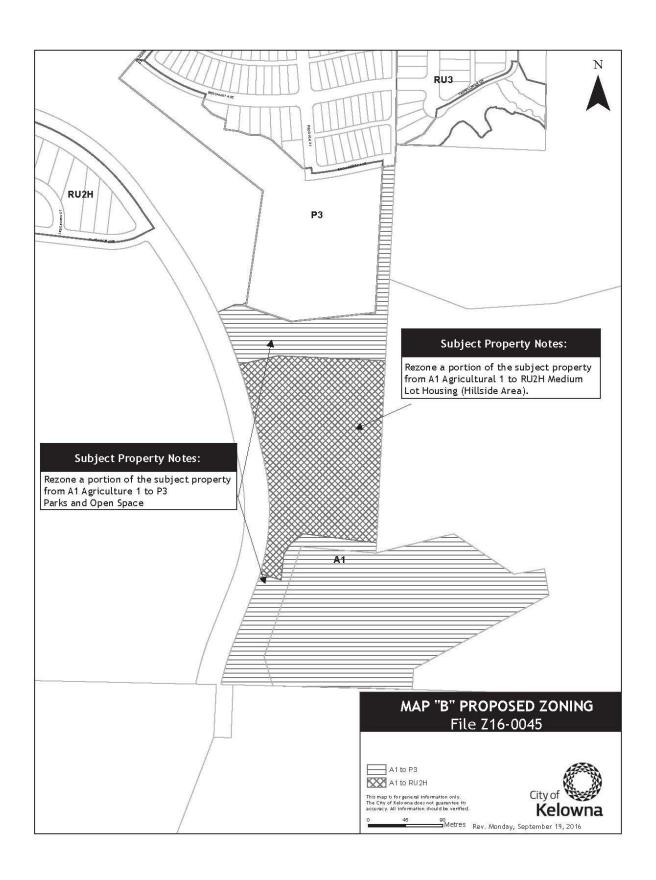
Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor
nay or
City Clerk
CILV CIEIK



REPORT TO COUNCIL

City of Kelowna

Date: October 3rd, 2016

RIM No. 1250-30

To: City Manager

From: Community Planning (DB)

Application: OCP16-0014/ Z16-0051 Owner: Kirschner Mountain J.V.

Address: 2980 Gallagher Rd Applicant: Kirschner Mountain J.V.

Subject: OCP & Rezoning Application

Existing OCP Designation: Single / Two Unit Residential Hillside, Major Park & Open

Space

Proposed OCP Designation: Single / Two Unit Residential Hillside, Major Park & Open

Space

A1 - Agricultural 1, RU1h - Large Lot Housing (Hillside Area),

Existing Zones: RM3h - Low Density Multiple Housing, P3- Parks and Open

Spaces

Proposed Zones: P3- Parks and Open Spaces, RU1h - Large Lot Housing

(Hillside Area),

1.0 Recommendation

THAT Official Community Plan Bylaw Amendment No. OCP16-0014 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation of Lot 1 Section 12 and 13 Township 26 and Sections 7 and 18 Township 27 ODYD KAP71697 Except Plans KAP84278, KAP86315, KAP86363, KAP88598 and EPP36504 from the Single/Two Unit Residential (S2RESH) to Major Park/Open Space (Public) (PARK) and from Major Park/Open Space (Public) (PARK) to Single/Two Unit Residential (S2RESH) as shown on Map "A" attached to the report of Community Planning, dated October 3, 2016 be considered by Council;

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the purpose of Section 879 of the Local Government Act, as outlined in the Report of Community Planning, dated October 3, 2016;

AND THAT Rezoning Application No. Z16-0051 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 1 Section 12 and 13 Township 26 and Sections 7 and 18 Township 27 ODYD KAP71697 Except Plans KAP84278, KAP86315, KAP86363, KAP88598 and EPP36504 from the P3-Park and Open Spaces to RU1h-Large Lot Housing (Hillside Area), from A1-Agricultural 1 to RU1h-Large Lot Housing (Hillside Area), from A1-Agricultural 1 to P3-Parks and

Open Spaces, from RM3h-Low Density Multiple Housing to RU1h-Large Lot Housing (Hillside Area), from RM3h-Low Density Multiple Housing to P3-Parks and Open Spaces, and from RU1h-Large Lot Housing (Hillside Area) to P3-Park and Open Spaces as shown on Map "B" attached to the report of Community Planning, dated October 3, 2016 be considered by Council;

AND THAT the Official Community Plan Bylaw Amendment and the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch being completed to their satisfaction

2.0 Purpose

To amend the Official Community Plan Future Land Use Designation and to rezone portions of the subject properties in order to accommodate the development of a single family subdivision.

3.0 Community Planning

This application is before Council requesting approval to amend the OCP future land use designation and rezone portions of the Kirschner Mountain Development. The detailed lot configuration and road design has now been created for this portion and this application is intended to align the zoning and OCP designations with the proposed lot layout. The overall proposal is in general accordance with the Official Community Plan and will result in a net gain in natural open space.

Planning staff have completed a detailed review of this proposed OCP and rezoning amendment and have been working with the applicant to ensure long term protection of steep slopes and environmental features. In addition, staff requested the applicant to provide a 15m buffer between agricultural land and the proposed residential development on the eastern portion of the subject property. Staff will work with the applicant through the development permit and subdivision process to ensure the above mention comments as well as the technical comments identified under section 5.0 of this report are met.

The proposed amendments are to reflect the more detailed site development that has resulted in the proposed subdivision layout.

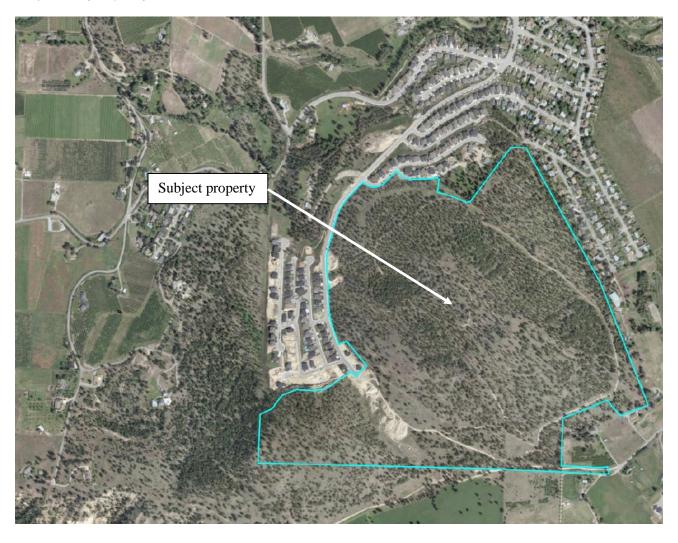
4.0 Proposal

4.1 Project Description

The applicant is proposing to amend the OCP future land use designation and rezone parts of the subject properties required to facilitate the development of the next phase of the Kirschner Development.

4.2 Site Context

Subject Property Map:



The subject property is located in the Kirshner Mountain development in a predominantly single family neighbourhood. Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1h - Large Lot Housing (Hillside Area)	Single/Two Unit Residential
East	A1 - Agricultural 1	Agricultural
South	A1 - Agricultural 1	Agricultural
West	RU1h - Large Lot Housing (Hillside Area)	Single/Two Unit Residential

5.0 Current Development Policies

2.1 Kelowna Official Community Plan (OCP)

Future Land Use

Single/Two Unit Residential (S2RES)¹: Single detached homes for occupancy by one family, single detached homes with a secondary suite or carriage house, semi-detached buildings used for two dwelling units, modular homes, and those complementary uses (i.e. minor care centres, minor public services / utilities, and neighbourhood parks), which are integral components of urban neighbourhoods. This designation applies to suburban hillside areas where slopes are over 20%. Subdivisions on hillsides over 20% slope will be required to rezone to a hillside zone.

Development Process

Sensitive Infill.² Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighborhood with respect to building design, height and siting.

Housing Mix.³ Support a greater mix of housing unit size, form and tenure in new multi-unit residential and mixed use developments.

5.0 Technical Comments

Most of the technical comments will be addressed at subdivision preliminary layout review stage. However, the following comments are included for Council's information.

5.1 Park comments

- Cross walks will be required wherever a trail crosses or exits onto local road
- Trail alignments will be confirmed in the field by GPS and approved by staff
- Several public access walkways will be required for maintenance and pedestrian access to park land. These walkways will be required to be built to subdivision standards and include a 1.2 m high black vinyl coated chain link fencing 6 inches inside private property lines
- The neighborhood park will be dedicated to the City of Kelowna at time of final subdivision approval
- Interim access, until a through road is constructed needs to be provided for the public between the natural area park and neighborhood park
- Trail connections to correspond with proposed utility right of ways where appropriate
- Crosswalk over Loseth Rd to correspond with the existing trail leading to the Bella Vista park
- Barrier curb required on all park/road frontages
- Water service to the neighborhood park to be provided by the developer prior to final subdivision approval
- Applicant to build trail network as per OCP amendment OCP15-0015.

¹ City of Kelowna Official Community Plan - Future Land Use Chapter.

² City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.22.11 (Development Process Chapter).

5.2 Policy and Planning

• Policy & Planning has no concerns with the applications. The changes are minor in nature and reflect refinements that adhere to the vision of the OCP.

5.3 Development Engineering Branch

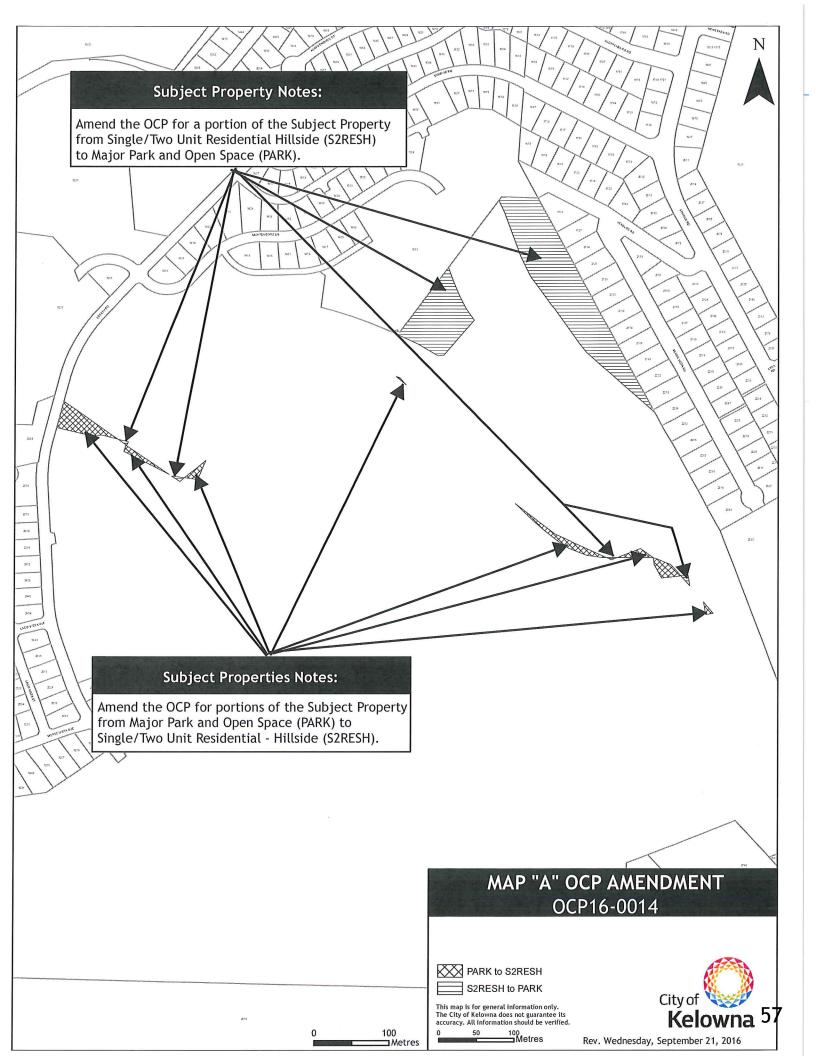
- All the offsite infrastructure and servicing requirements are addressed in the Development Engineering PLR report under file \$16-0069.
- Proposed amendments will have no impact on existing municipal infrastructure.

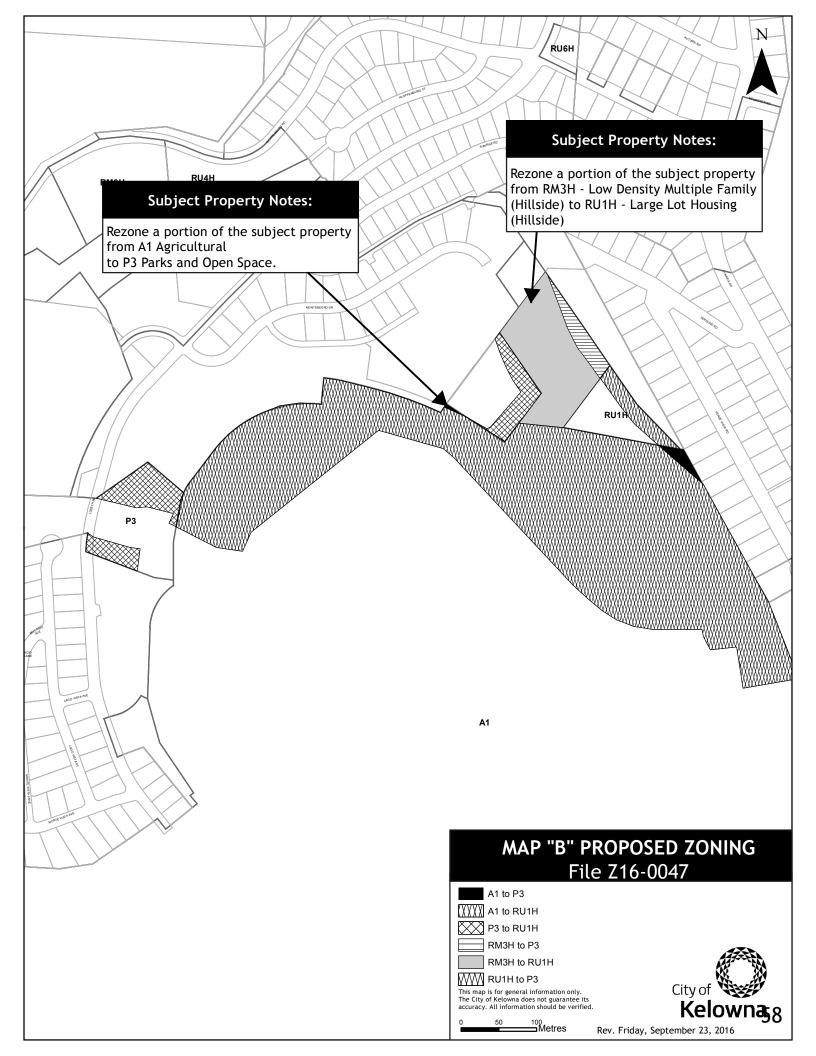
Application Chronology

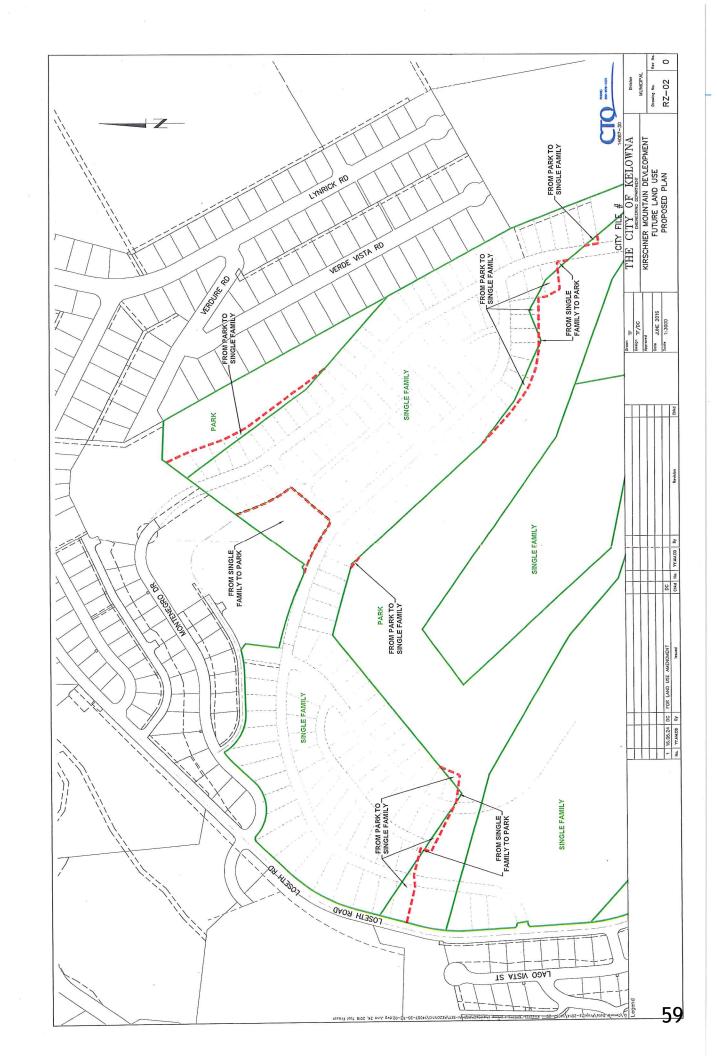
Public Consultation Notice

Date of Application Received: August 4, 2016
Referral Comments Received: September 20, 2016
Public Notification Received: October 14, 2016

Report prepared by:
Damien Burggraeve, Land Use Planner
Approved for Inclusion: Todd Cashin, Suburban & Rural Planning Manager
Attachments: Map A Map B Subdivision Layout Development Engineering Memorandum







CITY OF KELOWNA

MEMORANDUM

Date:

September 20, 2016

File No.:

OCP16-0014, Z16-0051

To:

Suburban and Rural Planning (DB)

From:

Development Engineer Manager (PI)

Subject:

2980 Gallagher Rd

Proposed Zoning:

A1, P3, RU1H

The Development Engineering division has the following comments and requirements regarding this application to amendment the OCP with minor adjustments to land use boundaries, and modified zoning to accommodate development of single family lots and park lands:

1. General.

- a) All the offsite infrastructure and servicing requirements are addressed in the Development Engineering PLR Report under file S16-0069.
- b) Proposed amendments will have no impact on existing municipal infrastructure.

Jason Öugh

Development Engineering Technologist

Development Engineering Manager (initials)

RE: NOTICE OF OCP AMENDMENT and REZONING APPLICATION September 8th 2016

City File# OCP 16 -0014 and Z16-0051

Located at 2980 Gallagher Road (Kirschner Mountain)

DEAR PROPERTY OWNER/RESIDENT/TENANT

Please be advised that **Kirschner Mountain JV** has made application to the City of Kelowna to amend the Official Community Plan land use designations and rezone a portion of the property at Kirschner Mountain. (Shown on the back of this notice).

In keeping with the requirements of the City's Policy #367 (Public Notification and Consultation for Development Applications), we are informing you of this application to the City, and inviting property owners in the vicinity of the subject property to attend the Public Hearing regarding the proposed OCP amendment and Rezoning Application.

Any questions or comments about the application should be directed to the consultant, using any of the following means:

■ EMAIL: <u>dcullen@ctqconsultants.ca</u>

CANADA POST: CTQ Consultants Ltd. 1334 St. Paul Street Kelowna, BC V1Y 2E1 Attn: Ed Grifone

PHONE: 250-979-1221 (Ext 120)

ATTEND MEETING: (Comments can be made in writing)

RELEVANT INFORMATION

AGENT David D. Cullen, P.Eng. - CTQ Consultants Ltd.
 OWNER Kirschner Mountain JV - Attention: Al Kirschner

Future OFFICIAL COMMUNITY

PLAN Designation: Single 2-Family Residential Hillside (S2RESH); Single 2-Family Residential (S2RES);

Park: MRL: REP

PROPOSED DESIGNATION: Similar but reconfigured

CURRENT ZONING: A1; P3; RM3H; RU1H

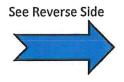
EXPLANATION — The proposed amendment is generally consistent with the goals of the current Official Community Plan that calls for a mixture of single and two family residential and parks/open space. The proposed amendment requests the reconfiguration of land uses, minor increase in density and changes to the open space/ park system that is integral to the new neighborhood.

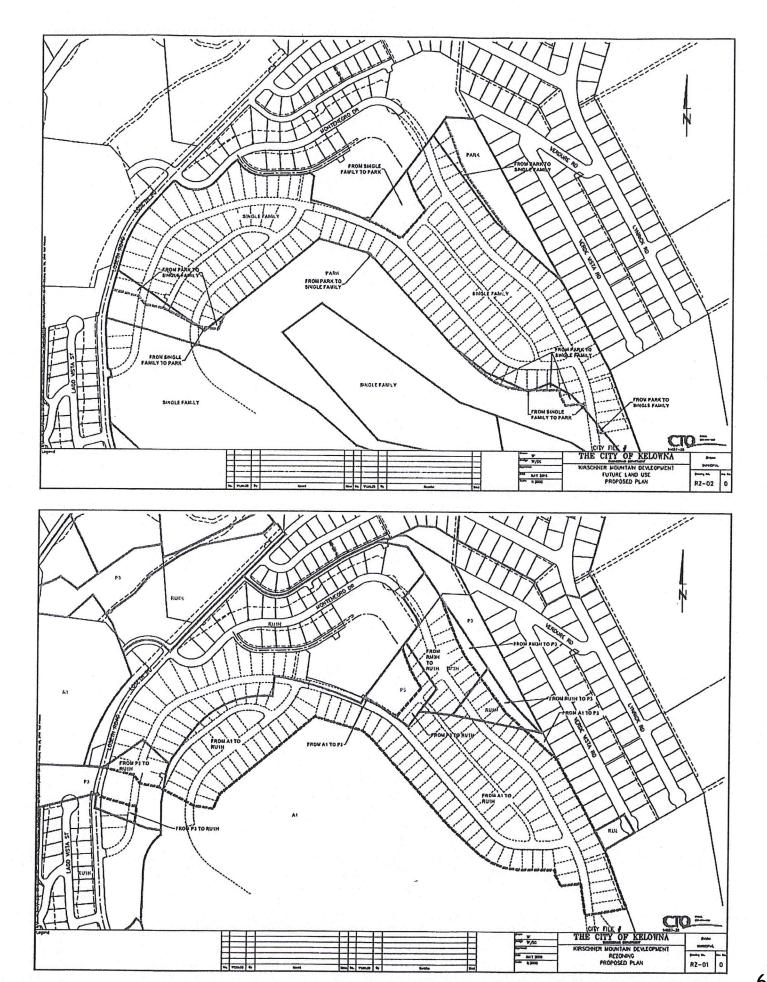
Thank you very much for your interest in this matter.

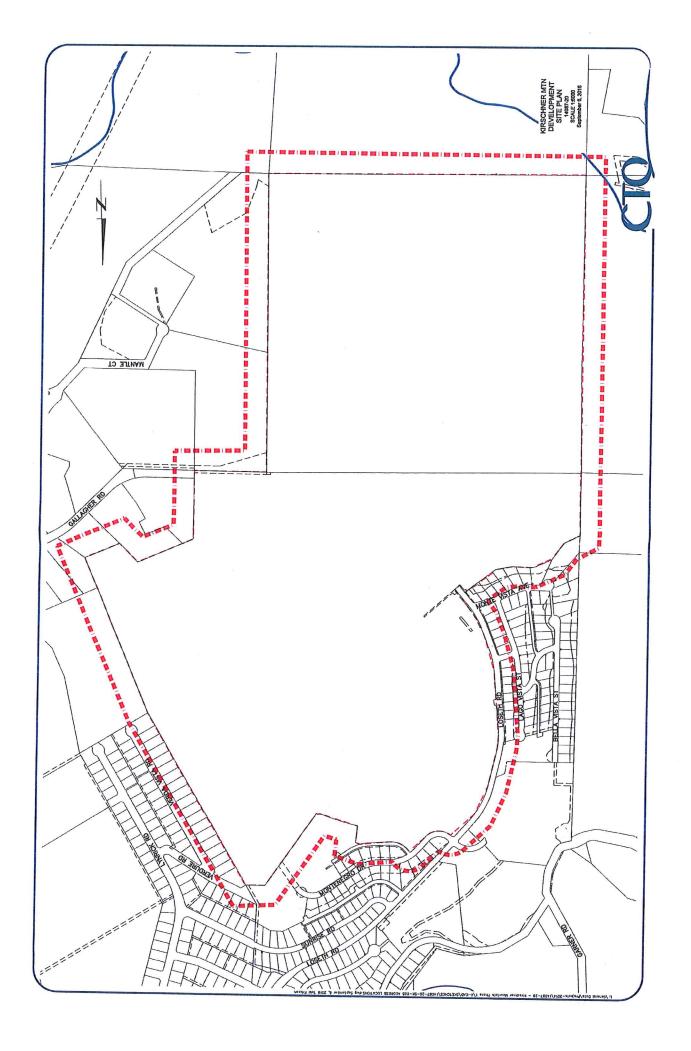
David D. Cullen, P.Eng.

CTQ Consultants Ltd.

You may also contact Damien at the City of Kelowna if you have any questions Damien Burggraeve, Deputy Approving Officer, City of Kelowna Direct Line 250.469.8473 dburggraeve@kelowna.ca







CITY OF KELOWNA

BYLAW NO. 11293

Official Community Plan Amendment No. OCP16-0051 - Gordon, Hiedi-Sabine, Donald, Amy, Allen and Angelica Kirschner 2980 Gallagher Road

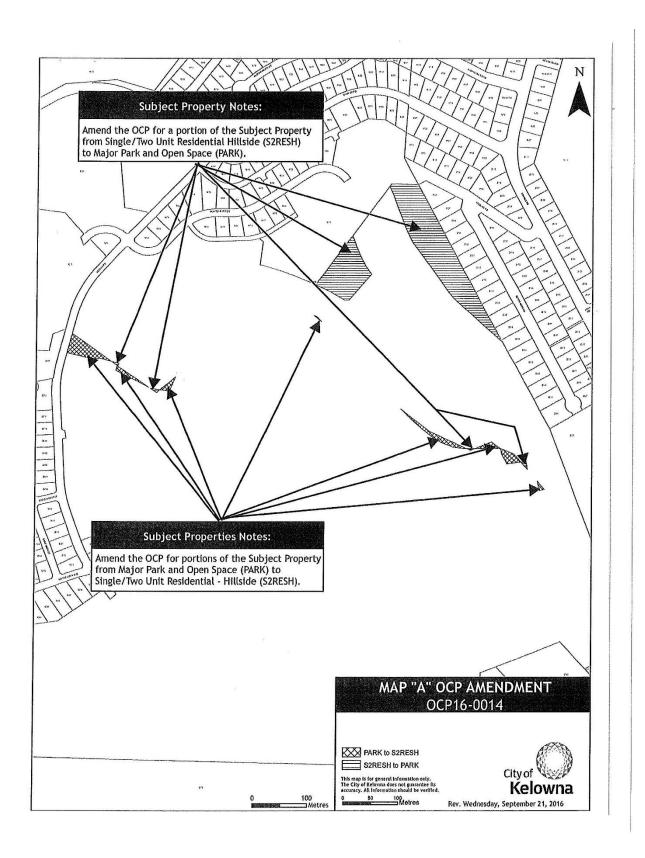
A bylaw to amend the "Kelowna 2030 - Official Community Plan Bylaw No. 10500".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

- 1. THAT Map 4.1 **GENERALIZED FUTURE LAND USE** of "Kelowna 2030 Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of portions of Lot 1, Sections 12 and 13, Township 26 and Sections 7 and 18, Township 27, ODYD, Plan KAP71697, Except Plans KAP84278, KAP86318, KAP86363, KAP88598 and EPP36504, located on Gallagher Road, Kelowna, B.C., from the Single/Two Unit Residential (S2RESH) designation to Major Park/Open Space (Public) (PARK) designation to Single/Two Unit Residential (S2RESH) designation;
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

from the date of adoption.	
Read a first time by the Municipal Council this	
Considered at a Public Hearing on the	
Read a second and third time by the Municipal Council	this
Adopted by the Municipal Council of the City of Kelowi	na this
	Mayor

City Clerk



CITY OF KELOWNA

BYLAW NO. 11294

Z16-0051 - Gordon, Hiedi-Sabine, Donald, Amy, Allen and Angelica Kirschner 2980 Gallagher Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

- 1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of portions of Lot 1, Sections 12 and 13, Township 26 and Sections 7 and 18, Township 27, ODYD, Plan KAP71697, Except Plans KAP84278, KAP86318, KAP86363, KAP88598 and EPP36504, located on Gallagher Road, Kelowna, B.C., from the P3 Park and Open Spaces to RU1h Large Lot Housing (Hillside Area); from A1 Agricultural 1 to the RU1h Large Lot Housing (Hillside Area); from A1 Agricultural 1 to P3 Parks and Open Spaces and from RM3h Low Density Multiple Housing to RU1h Large Lot Housing (Hillside Area); from RM3h Low Density Multiple Housing to P3 Parks and Open Spaces and from RU1h Large Lot Housing (Hillside Area) to P3 Park and Open Spaces zone.
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

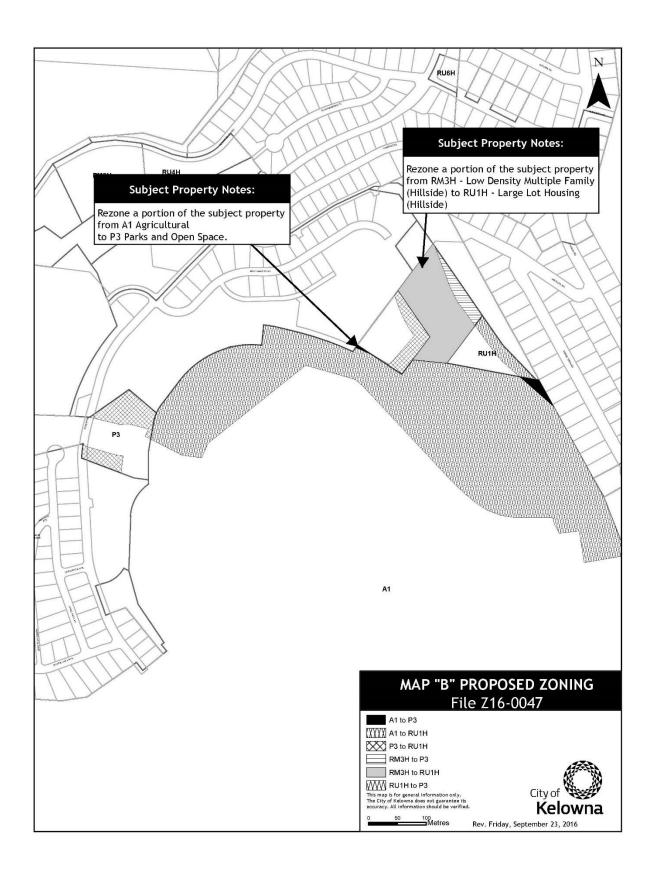
Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor	,
mayor	
City Clerk	_
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REPORT TO COUNCIL



Date: October 3, 2016

RIM No. 1250-30

To: City Manager

From: Community Planning Department (KB)

Application: Z16-0047 Owner: Louis John Pagliaro & Elda

Pagliaro

Address: 752 & 760 Bechard Road Applicant: Juliet Anderton

Subject: Rezoning Application

Existing OCP Designation: S2RES - Single / Two Unit Residential

Existing Zone: RU1 - Large Lot Housing

Proposed Zone: RU1 - Large Lot Housing & RU2 - Medium Lot Housing

1.0 Recommendation

THAT Rezoning Application No. Z16-0047 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of a portion of Lot 19, District Lot 134, Osoyoos Division Yale District Plan 20399 and a portion of Lot 6, District Lot 134, Osoyoos Division Yale District Plan 20399, located at 752 & 760 Bechard Road, Kelowna, BC from the RU1 - Large Lot Housing zone to the RU2 - Medium Lot Housing zone as shown on Map "A" attached to the Report from the Community Planning Department, be considered by Council;

AND THAT the Rezoning Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated October 3, 2016;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the issuance of a Preliminary Layout Review Letter by the Approving Officer;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered in conjunction with Council's consideration of a Development Variance Permit for the subject property.

2.0 Purpose

To rezone portions of the subject properties from RU1 - Large Lot Housing to RU2 - Medium Lot Housing to facilitate a four lot subdivision.

3.0 Community Planning

The subject properties are located within the South Pandosy - KLO Sector of Kelowna. They are designated as S2RES - Single/Two Unit Residential in the Official Community Plan (OCP) and as such the application to rezone portions of the properties to RU2 to facilitate a four lot subdivision is in compliance with the designated future land use. In addition, the OCP generally supports the densification of neighbourhoods through appropriate infill development, including the use of smaller lots.

Four variances would be required for the proposed subdivision. These four variances include the minimum rear yard setback for the existing dwellings on Lot 1 (7.5 m required, to 2.39 m proposed) and Lot 4 (7.5 m required, to 2.35 m proposed), and to the minimum lot depth for newly created Lots 2 and 3 (30.0 m required, 27.7 m proposed). The two proposed RU2 lots meet the minimum lot width requirements, and the proposed lots match the existing streetscape on Bechard Road. The properties are serviced by City of Kelowna water and sanitary sewer. Should the zoning bylaw be approved by Council, Staff will bring forth the variances to Council for formal consideration.

Based on current City of Kelowna policy and the services available, Community Planning Staff support this zoning application.

4.0 Proposal

4.1 Project Description

The applicant is requesting permission to rezone portions of two adjacent properties in order to facilitate a four lot residential subdivision.

4.2 Site Context

The subject properties are located in the South Pandosy - KLO Sector of Kelowna (see Map 1 - Subject Property Map, below). The applicant is proposing to retain the two existing single family dwellings that are located on the subject properties.

The area is characterized by single family dwellings, and a mobile home park is located on the opposite side of Casorso Road.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use	Future Land Use
North	RU1 - Large Lot Housing	Residential	S2RES - Single / Two Unit Residential
East	RM7 - Mobile Home Park	Residential	S2RES - Single / Two Unit Residential
South	RU1 - Large Lot Housing	Residential	S2RES - Single / Two Unit Residential
West	RU1 - Large Lot Housing	Residential	S2RES - Single / Two Unit Residential

Map One: Subject Property Map - 752 & 760 Bechard Road



Map Two: Future Land Use - 752 & 760 Bechard Road



4.3 Amenities

The proposed increase in density is supported by neighbourhood amenities such as parks, schools and transit. Casorso Road is currently serviced by the Lakeshore/Downtown Bus Transit Route. The nearest bus stop is approximately 275 m west of the subject property. Additional transit options are available at the Okanagan College exchange, approximately 1.2 km northeast of the subject property.

4.4 Servicing

The area is currently serviced by City of Kelowna water and sanitary sewer and FortisBC Gas and Electric.

4.5 Subdivision and Development Criteria

As the applicant is proposing to retain the two existing single family dwellings, the proposed lot configurations do not fully conform to the requirements of the RU1 - Large Lot Housing and RU2 - Medium Lot Housing zone requirements and variances would be required. Subdivision and development criteria for the RU1 and RU2 zones are shown in the two Zoning Tables below.

Table One: RU1 Zone

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Zoning Analysis Table			
CRITERIA	RU1 ZONE REQUIREMENTS	PROPOSAL	
Existin	g Lot/Subdivision Regulations -	Lot 1	
Minimum Lot Area	550 m ²	834 m²	
Minimum Lot Width	17.0 m	27.7 m	
Minimum Lot Depth	30.0 m	30.3 m	
RU1	Development Regulations - Lo	t 1	
Minimum Front Yard	4.5 m	8.69 m	
Minimum Side Yard (south)	2.0 m	5.43 m	
Minimum Side Yard (north)	2.0 m	5.42 m	
Minimum Rear Yard	7.5 m	2.39 m o	
Existing Lot/Subdivision Regulations - Lot 4			
Minimum Lot Area	550 m ²	958 m²	
Minimum Lot Width	17.0 m	27.7 m	
Minimum Lot Depth	30.0 m	34.8 m	
RU1 Development Regulations - Lot 4			
Minimum Front Yard	4.5 m	12.82 m	
Minimum Side Yard (south)	2.3 m	6.86 m	
Minimum Side Yard (north)	2.3 m	4.50 m	
Minimum Rear Yard	7.5 m	2.35 m o	

- Indicates a requested variance to:
 - 1. Minimum Rear Yard for Lot 1
 - 2. Minimum Rear Yard for Lot 4

Table Two: RU2 Zone

Zoning Analysis Table			
CRITERIA	RU2 ZONE REQUIREMENTS	PROPOSAL	
Existing Lot/Subdivision Regulations - Lot 2			
Lot Area	400 m ²	512 m ²	
Lot Width	13.0 m	18.5 m	
Lot Depth	30.0 m	27.7 m o	

Existing Lot/Subdivision Regulations - Lot 3			
Lot Area	400 m ²	512 m ²	
Lot Width	13.0 m	18.5 m	
Lot Depth	30.0 m	27.7 m o	

- Indicates a requested variance to:
 - 3. Minimum Lot Depth for Lot 2
 - 4. Minimum Lot Depth for Lot 3

Map Three: Proposed Subdivision Layout - 752 & 760 Bechard Road



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Development Process

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

¹ City of Kelowna Official Community Plan, Policy 5.2.3 (Development Process Chapter).

Permanent Growth Boundary.² Establish a Permanent Growth Boundary as identified on Map 4.1 and Map 5.2. The City of Kelowna will support development of property outside the Permanent Growth Boundary for more intensive use only to the extent permitted as per the OCP Future Land Use designations in place as of initial adoption of OCP Bylaw 10500, except for Agri-Business designated sites or as per Council's specific amendment of this policy. The Permanent Growth Boundary may be reviewed as part of the next major OCP update.

Ensure context sensitive housing development³

Sensitive Infill. Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

Healthy Communities. Through current zoning regulations and development processes, foster healthy, inclusive communities and a diverse mix of housing forms, consistent with the appearance of the surrounding neighbourhood.

6.0 Technical Comments

6.1 <u>Development Engineering Department</u>

See attached Memorandum, dated September 1, 2016

7.0 Application Chronology

Date of Application Received:

Date Public Consultation Completed:

Referral Comments Completed:

June 17, 2016

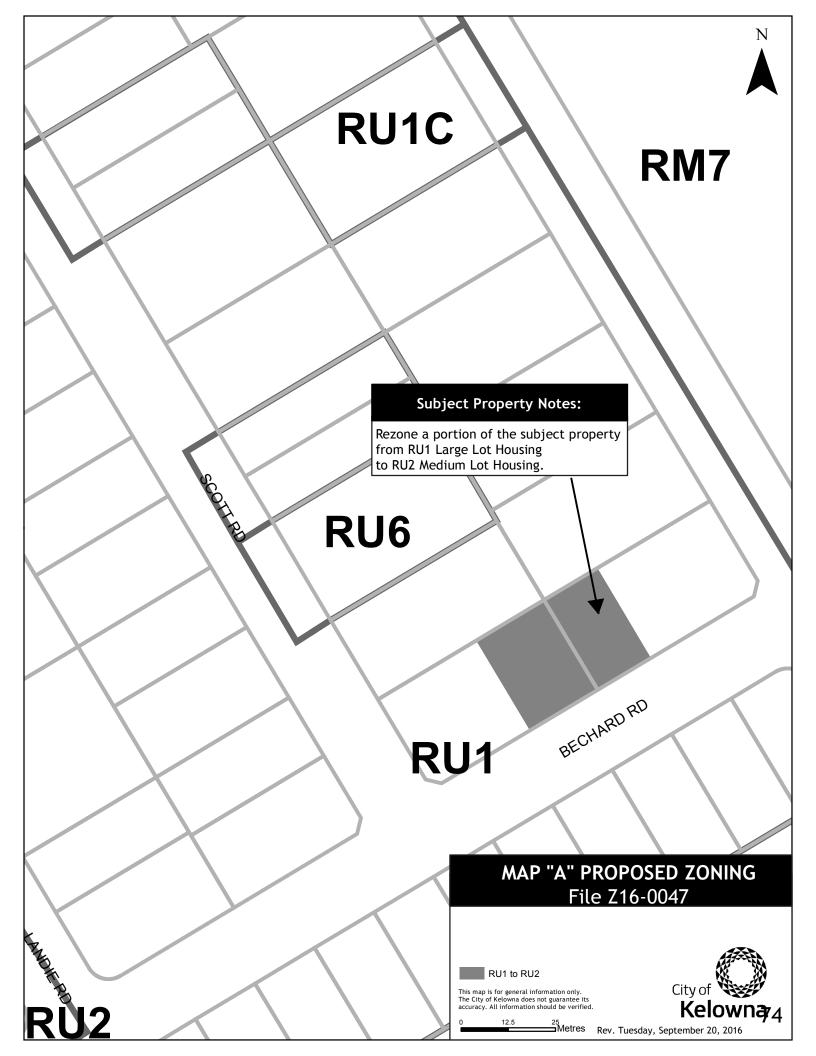
September 8, 2016

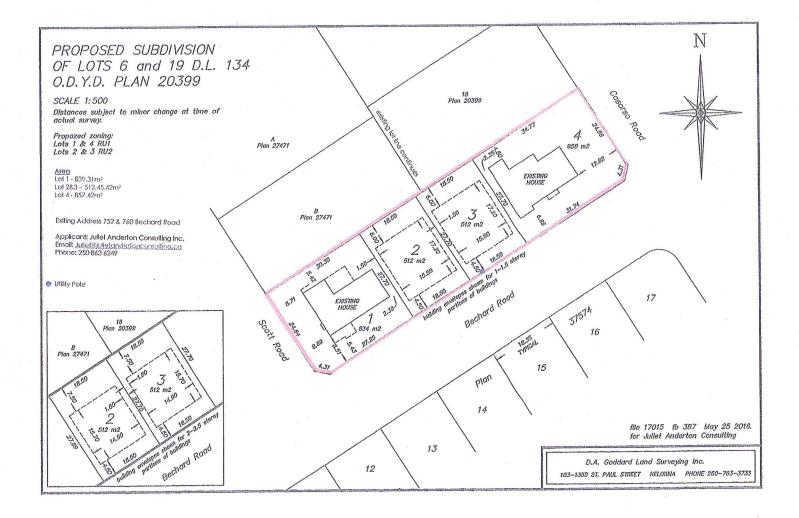
September 8, 2016

Report prepared by:	
Kim Brunet, Planner I	_
Reviewed by:	Terry Barton, Urban Planning Manager
Approved for Inclusion:	Ryan Smith, Community Planning Department Manager
Attachments: Map "A": Proposed Zoning Proposed Subdivision Layou Schedule A: Development E	t ngineering Memorandum, dated September 1, 2016

² City of Kelowna Official Community Plan, Policy 5.3.1 (Development Process Chapter).

³ City of Kelowna Official Community Plan - Development Process; p. 5.27





MEMORANDUM

Date:

September 1, 2016

File No.:

Z16-0047

To:

Community Planning (DB)

From:

Development Engineering Manager (PI)

Subject:

752 & 760 Bechard Rd

RU1 to RU2

Development Engineering has the following comments and requirements associated with this application.

1. General

Road dedication & frontage improvements are triggered by this rezoning application. The requirements include curb and gutter, storm drainage system and pavement widening. Also required is a landscaped boulevard, street lighting and the re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. The cost of this construction is at the applicant's expense.

The proposed redevelopment includes the subject parcels being subdivided into four lots. A subdivision application will require service upgrades that include the installation of additional services. The work will require road cuts and boulevard and pavement restoration. Development Engineering is prepared to defer the requirements of the rezoning to the subdivision stage.

Purvez Irani, MS, P Eng., PTOE Development Engineering Manager

This forms part of development

SCHEDULE

BYLAW NO. 11295 Z16-0047 - Elda and Louis Pagliaro 752 & 760 Bechard Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

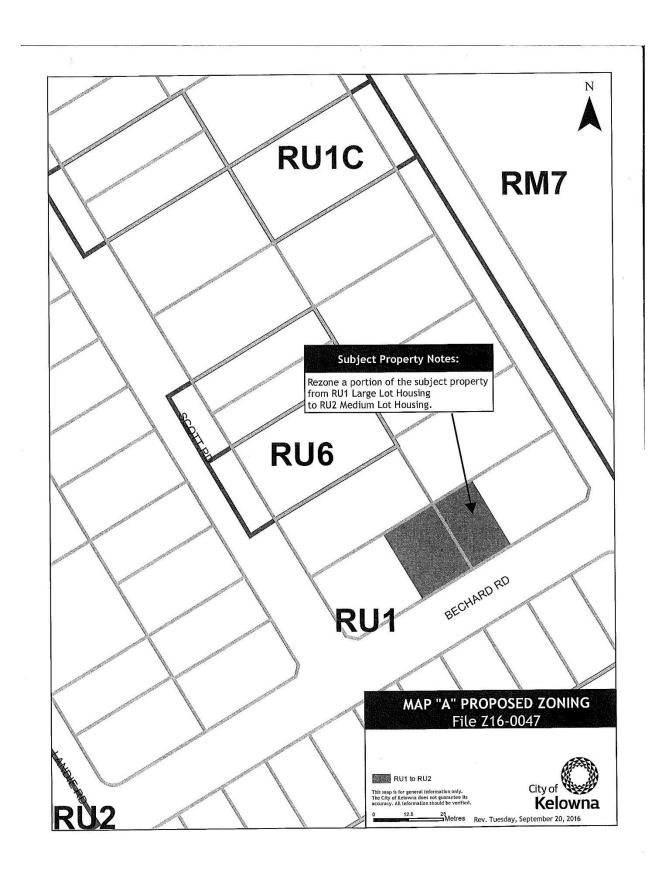
- 1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of a portion of Lot 6, District Lot 134, ODYD, Plan 20399, located on Bechard Road, Kelowna, B.C., from the RU1 Large Lot Housing zone to the RU2 Medium Lot Housing zone.
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Mayor
City Clark
City Clerk



REPORT TO COUNCIL



Date: October 17, 2016

RIM No. 0940-00

To: City Manager

From: Community Planning Department (TB)

Address: 460 Doyle Avenue Applicant: Jim Meiklejohn

Subject: Development Permit Amendment

Existing OCP Designation: MXR - Mixed Use (Residential/Commercial)

Existing Zone: C7 - Central Business Commercial

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP14-0093-01 to amend original Development Permit DP14-0093 for Lot 1 District Lot 139 ODYD Plan EPP44677 Except Air Space Plan EPP44678, located at 460 Doyle Avenue, Kelowna, BC subject to the following:

- 1. The dimensions and siting of the amendment to the 7th floor to be constructed on the land be in accordance with Schedule "A,"
- 2. The elevations and colours of the amendment to the 7th floor to be constructed on the land be in general accordance with Schedule "B";

AND FURTHER THAT this Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

2.0 Purpose

To consider the form and character of a 7th floor addition to create a roof top patio and liquor primary establishment.

3.0 Community Planning

The applicant has proposed a 7th floor addition that provides an increase in useable space intended for a liquor primary establishment. The form and character of the addition is consistent with the building design and the proposed location should have minimal impact on the nearby residences. Should Council Approve this Development Permit, staff will bring forward a Rezoning and Liquor Primary Application for consideration.

4.0 Proposal

4.1 Background

The Okanagan Centre for Innovation received a Development Permit in 2014 for a six-storey commercial building with a public amenity outdoor roof-top space and a small warming catering kitchen. The majority of the enclosed area on the 7^{th} floor was for mechanical, storage, and stairwells.

4.2 Project Description

The proposed changes to the roof top space involve eliminating a storage room and expanding the catering warming and prep area in order to create a liquor primary establishment. The main kitchen area will still be located on an alternate floor. The siting of the indoor roof-top space is on the east side which should assist in minimizing any noise from the outdoor patio area which is situation on the west side.

The form and character of the space is consistent with the original building design, utilizing cedar cladding to provide warmth in materials and black anodized metal trimming which will provide accent colour. The height of the rooftop space has been designed low to provide a human scale while offering weather protection, and does not change the initial height of the building.

The initial rooftop landscaping will be maintained with a combination of trees, fireplaces, and small lounge areas. The internal addition is 51.2 m^2 and does not trigger any additional parking requirements, nor does it have any impact on the previous setbacks, heights, or variances approved to the initial Development Permit DP14-0093.

4.3 Site Context

The Okanagan Centre for Innovation is located on Doyle Avenue adjacent to the Kelowna Public Library and across Ellis from "The Madison" residential units.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	C7 - Central Business Commercial	Public Library
East	C7 - Central Business Commercial	Mixed Use Residential/Commercial
South	P1 - Major Institutional	Memorial Arena
West	P1 - Major Institutional	RCMP Detachment

Subject Property Map: 460 Doyle Avenue



4.4 Zoning Analysis Table

Zoning Analysis Table			
CRITERIA	C7 ZONE REQUIREMENTS	PROPOSAL	
Existing Lot Regulations			
Lot Area	200.00 m ²	2025.00 m ²	
Development Regulations			
Floor Area Ratio	9.0	4.9	
Height	44.0 m	6 storeys / 30 m	
Other Regulations			
Minimum Parking Requirements	128 stalls	Cash-in-lieu already provided	
Bicycle Parking	16 Class I 48 Class II	16 Class I 48 Class II	

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through

¹ City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process).

development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Ensure appropriate and context sensitive built form.²

Ensure that Urban Centres develop as vibrant commercial nodes.³

Encourage uses and commercial ventures that promote local tourism.⁴

Sustainable Prosperity. Assign priority to supporting the retention, enhancement and expansion of existing businesses and post-secondary institutions and the attraction of new businesses and investment identified as bringing sustainable prosperity to Kelowna.

6.0 Technical Comments

7.0 Application Chronology

Date of Application Received (DP14-0093): 2014-05-14

Date DP Amendment Received (DP14-0093-01): 2016-09-14

Trisa Bra	ndt, Pl	anner I	

Report prepared by:

Reviewed by: Terry Barton, Urban Planning Manager

Reviewed by: Ryan Smith, Community Planning Department Manager

Approved for Inclusion: Doug Gilchrist, Divisional Director, Community Planning &

Real Estate

Attachments:

Schedule A: Zoning Summary & Roof Level Plan

Schedule B: Conceptual Rendering

² City of Kelowna Official Community Plan, Objective 5.5 (Development Process).

³ City of Kelowna Official Community Plan, Objective 5.25 (Development Process).

⁴ City of Kelowna Official Community Plan, Objective 5.26 (Development Process).

⁵ City of Kelowna Official Community Plan, Policy 8.1.1 (Economic Development).



SCHEDULE This forms part of application

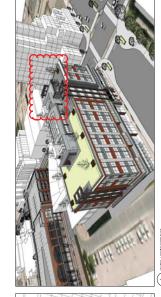
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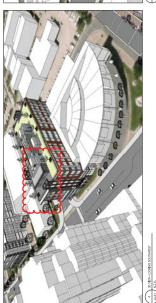
W + **W** Planner

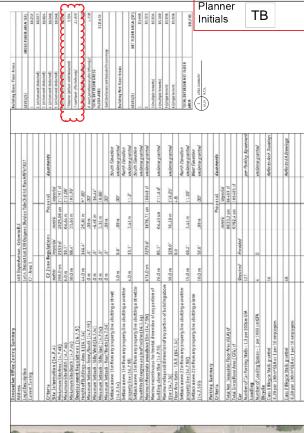
Initials

City of Kelowna

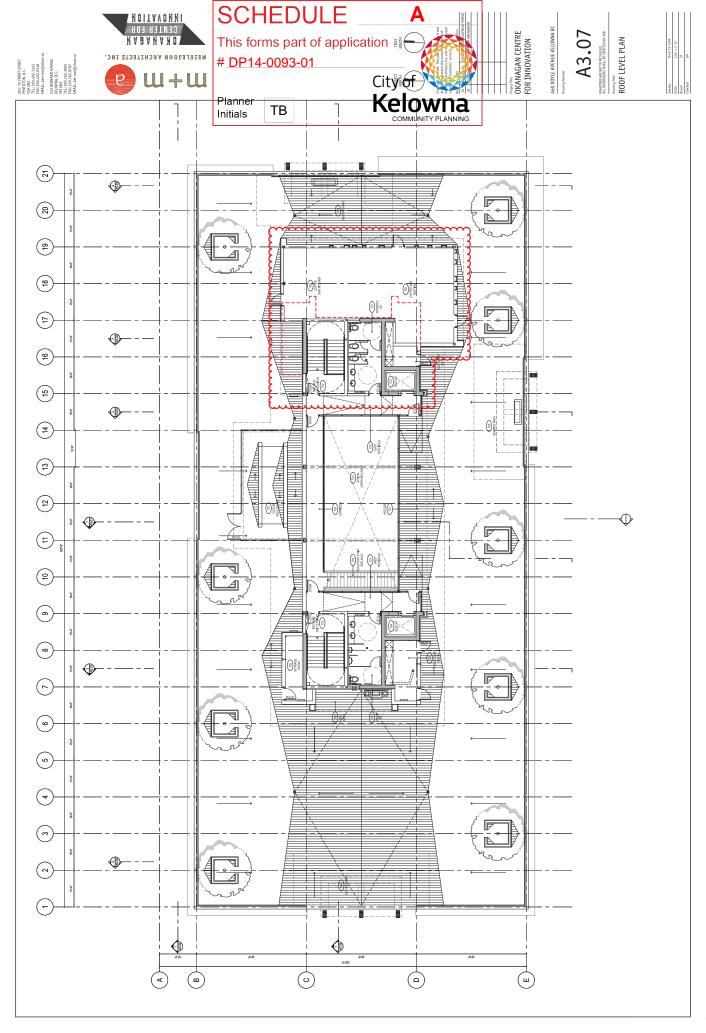














oncept Rendering of West Side of Level 7 Roof Deck



REPORT TO COUNCIL



Date: October 3, 2016

RIM No. 1250-30

To: City Manager

From: Community Planning Department (PMc)

Application: OCP14-0027 / Z14-0059 Owner: Garoslav Joseph & Catherine

Margaret Maruszczak

Address: 505 - 525 Snowsell Road N Applicant: Eric Huber

Subject: Rezoning Application, Extension Request

Existing OCP Designation: (S2RES) Single/Two Unit Residential

Proposed OCP Designation: (COMM) Commercial

Existing Zone: C1 - Local Commercial

Proposed Zone: C2 - Neighbourhood Commercial

1.0 Recommendation

THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Official Community Plan Amending Bylaw No. 11105 and Rezoning Amending Bylaw No. 11106, be extended from July 14, 2016 to July 14, 2017;

2.0 Purpose

To extend the deadline for adoption of Official Community Plan Amending Bylaw No. 11105 and Rezoning Bylaw No. 11106 to July 14, 2017.

3.0 Community Planning

Section 2.12.1 of Procedure Bylaw No. 10540 states that:

In the event that an application made pursuant to this bylaw is one (1) year old or older and has been inactive for a period of six (6) months or greater:

- a) The application will be deemed to be abandoned and the applicant will be notified in writing that the file will be closed;
- b) Any bylaw that has not received final adoption will be of no force and effect;

c) In the case of an amendment application, the City Clerk will place on the agenda of a meeting of **Council** a motion to rescind all readings of the bylaw associated with that Amendment application.

Section 2.12.2 of the Procedure Bylaw makes provision that upon written request by the applicant prior to the lapse of the application, **Council** may extend the deadline for a period of twelve (12) months by passing a resolution to that affect.

By-Law No. 11105 and 11106 received second and third readings on July 14, 2015 after the Public Hearing held on the same date. The applicant wishes to have this application remain open for an additional twelve (12) months to complete the conditions of adoption.

The applicant is proposing to redevelop the subject property with a new gas bar and convenience store facility. The applicant is continuing to address the site contamination issues related to the gas station that was previously in operation on the property, and has yet to obtain a "certificate of compliance" for the site. The additional time will allow the applicant more time to sort out the outstanding issues associated with this application.

Given the recent activity on the application, an extension to July 14, 2017 is supported.

4.0 Background

There has been a convenience store and gas bar in the location of the intersection of Scenic Road and Glenmore Road for many years. However, this location was a critical component of the recent relocation and upgrade of Glenmore Road (the Glenmore Bypass). The owners of the property had been involved in many design reviews with City staff regarding the design and proposed location of the "Glenmore Bypass" as well as the potential impact on the store site.

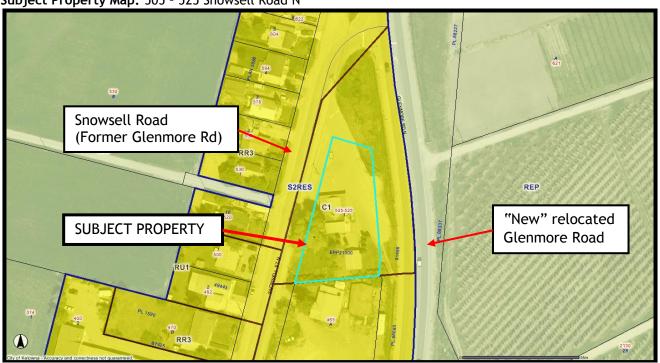
The construction of the "Glenmore Bypass" in this location commenced in 2009. In preparation for that activity, the fuel storage tanks were removed and that portion of the property was decontaminated in preparation for road construction activity. The business license for the gas pumps was left to lapse in 2011. It is because of the lapsed business license that the legal non-conforming status of the gas bar and convenience store operating in the C1 - Local Commercial zone was lost, and the application was made to rezone the property to the C2 - Neighbourhood Commercial zone, a zone that allows for the gas bar use.

There had been a level of contaminated site clean-up done on the property as part of the road construction project. However, it was also identified that there was possible contamination under the buildings located on the property. The applicant wishes to have a level of support for the change in zoning prior to the demolition of the buildings on the site to facilitate the remainder of the site decontamination.

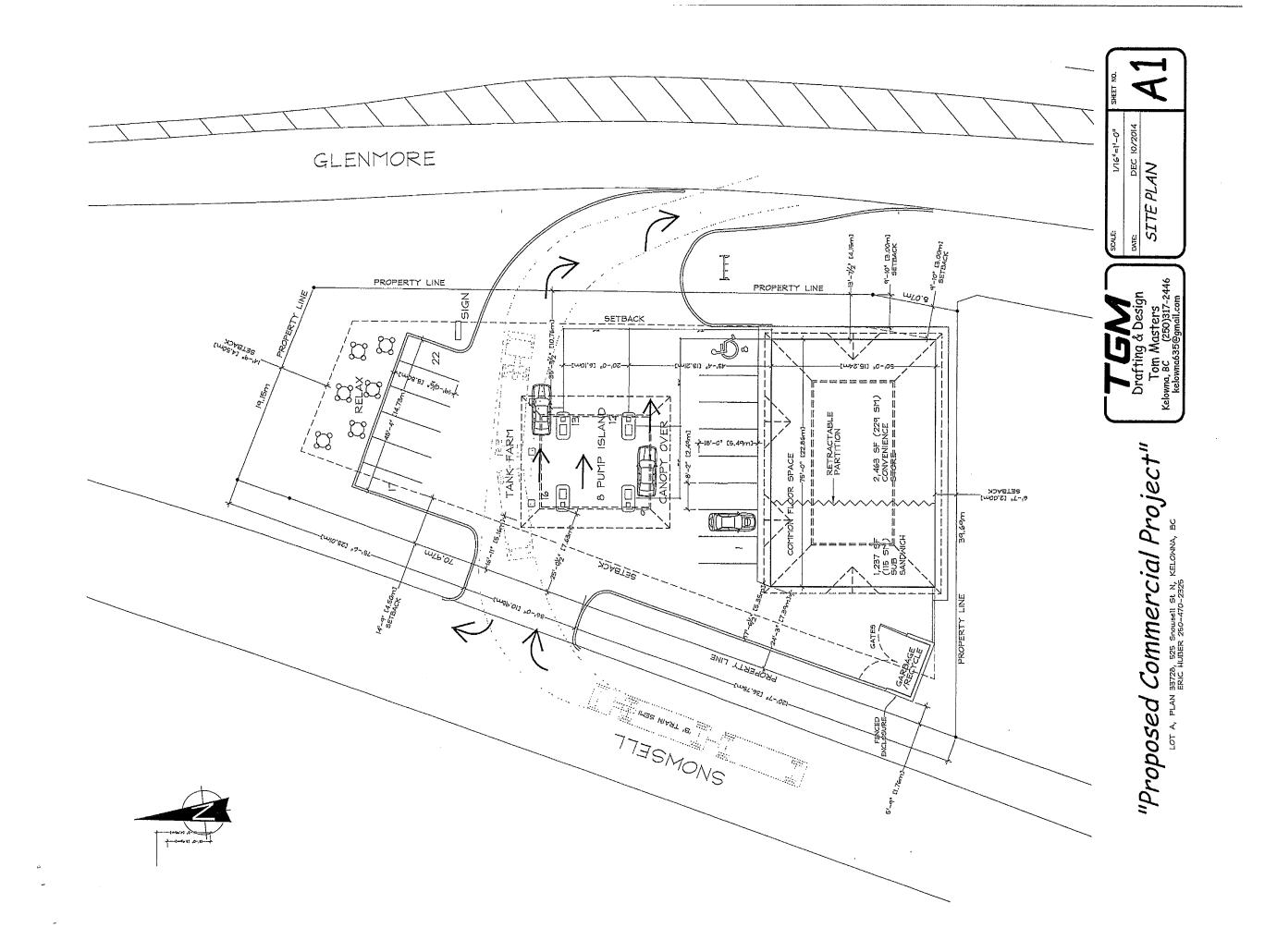
4.1 Site Context

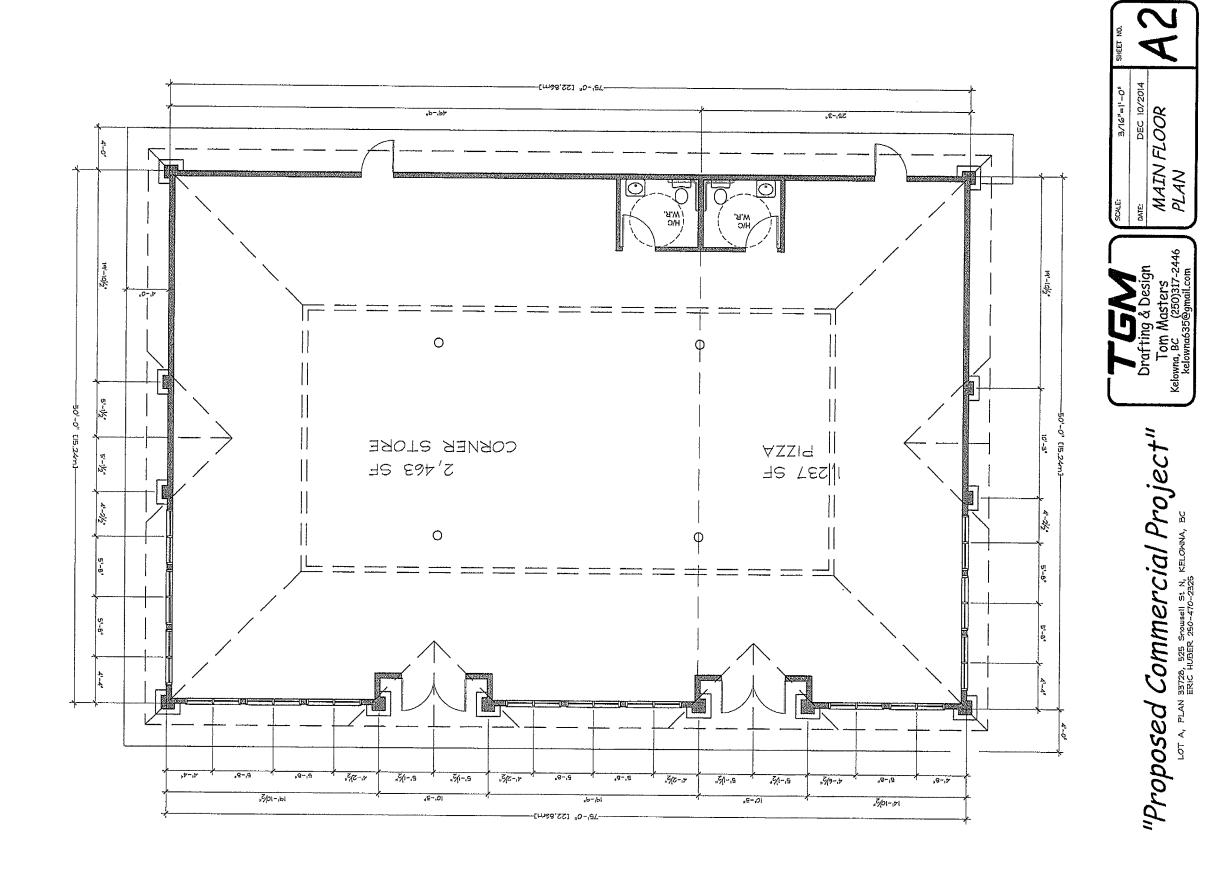
The subject property is located south of the intersection of Snowsell Road N. and Glenmore Rd. The property was amended by the consolidation of a surplus closed road dedication in 2012, as part of the adjacent Glenmore Bypass project.

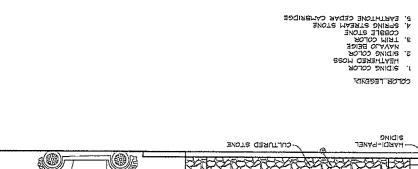
Subject Property Map: 505 - 525 Snowsell Road N

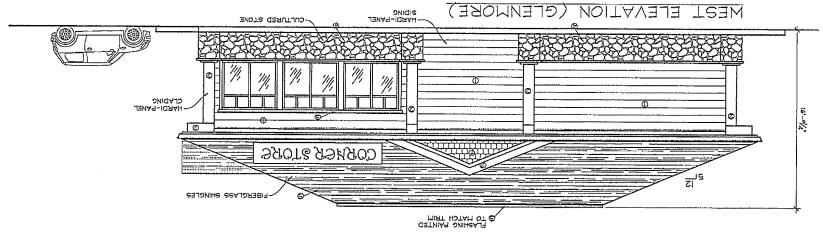


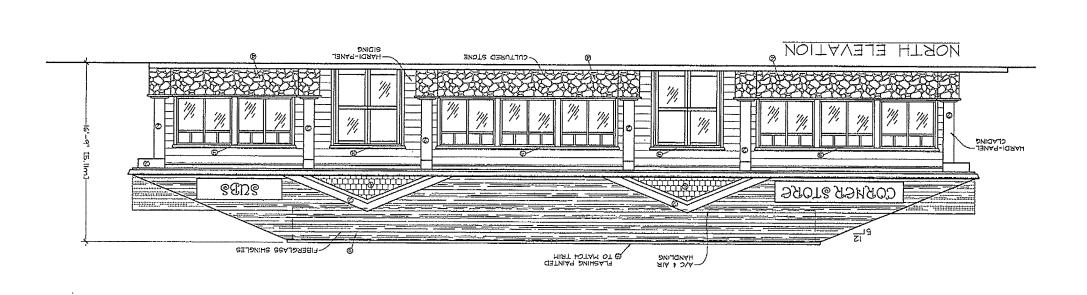
Report prepared by:	
Paul McVey, Planner PMc/hb	_
Reviewed by:	Terry Barton, Urban Planning Manager
Approved for Inclusion:	Ryan Smith Community Planning Department Manager
Attachments: Site Plan Building Elevations	











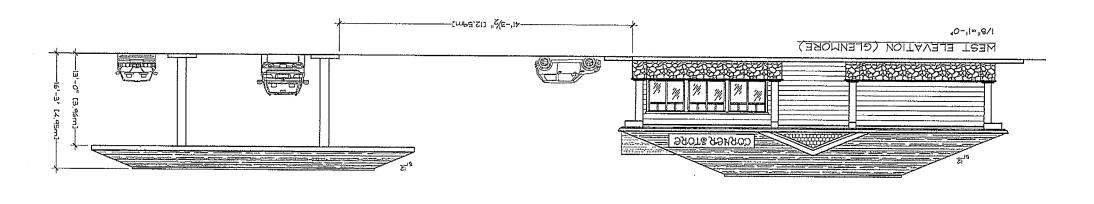


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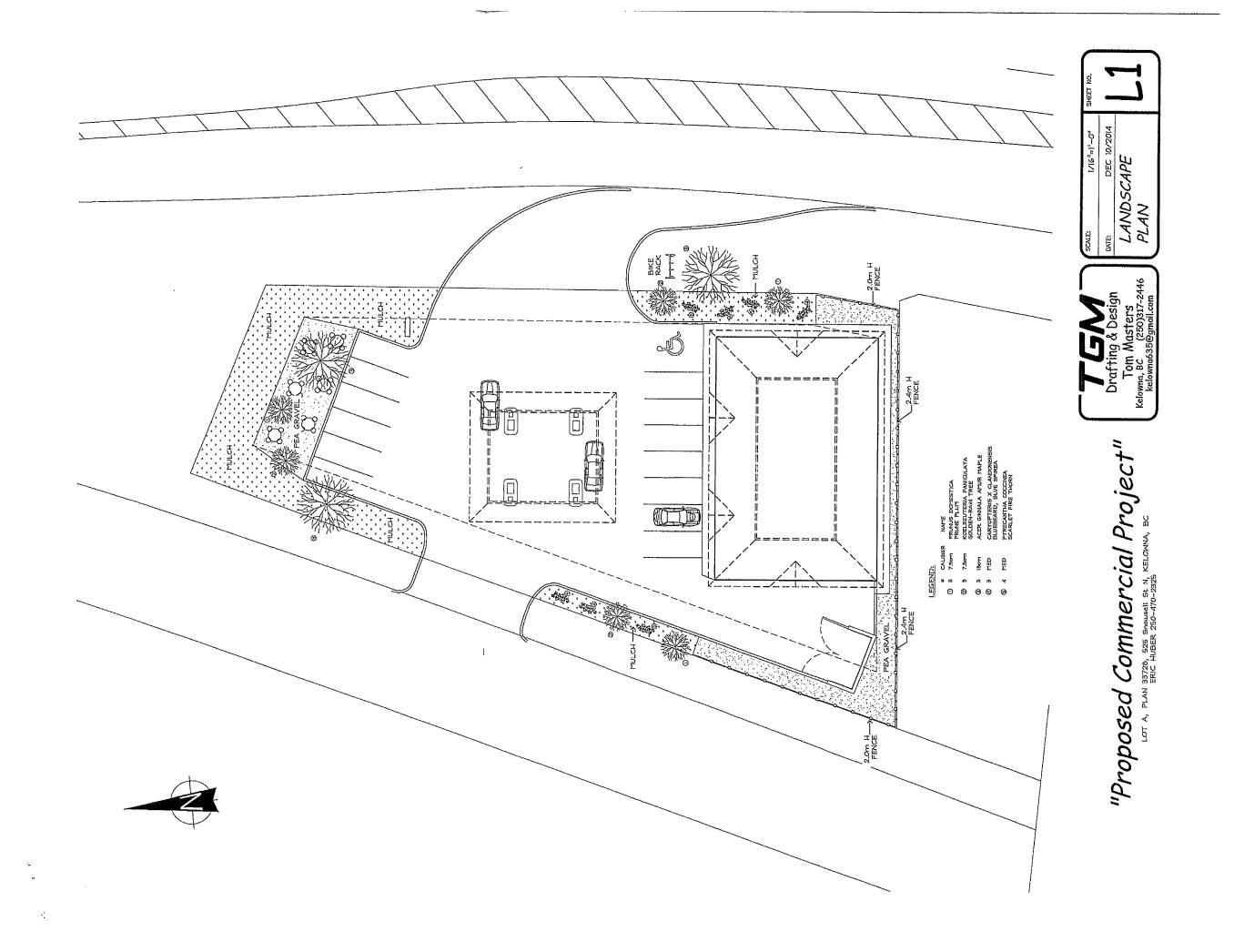


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SOUTH ELEVATION



92



CITY OF KELOWNA BYLAW NO. 11220

Official Community Plan Amendment No. OCP15-0019 Strandhaus Developments Inc., Inc. No. BC1005533 990 Guisachan Road

A bylaw to amend the "Kelowna 2030 - Official Community Plan Bylaw No. 10500".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

- 1. THAT Map 4.1 **GENERALIZED FUTURE LAND USE** of "*Kelowna 2030* Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of Lot 1, District Lot 136, ODYD, Plan 1470 and Lot 2, District Lot 136, ODYD, Plan 1470, located on Guisachan Road, Kelowna, B.C., from the EDINST Educational / Major Institutional designation to the MRL Multiple Unit Residential (Low Density) designation;
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 4th day of April, 2016.

Considered at a Public Hearing on the 26th day of April, 2016.

Read a second and third time by the Municipal Council this 26th day of April, 2016.

Mayor
City Clerk

BYLAW NO. 11221 Z15-0065 - Strandhaus Developments Inc., Inc. No. BC1005533 990 Guisachan Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

- 1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 1, District 136, ODYD, Plan 1470 and Lot 2, District Lot 136, ODYD, Plan 1470 located on Guisachan Road, Kelowna, B.C., from the RU1 Large Lot Housing zone to the RM3 Low Density Multiple Housing zone.
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 4th day of April, 2016.

Considered at a Public Hearing on the 26th day of April, 2016.

Read a second and third time by the Municipal Council this 26th day of April, 2016.

Mayor
y c.
City Clerk

BYLAW NO. 11270 Z16-0034 - Delauralyn Pihl 4491 Stewart Road West

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

- 1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 221, Section 32, Township 29, ODYD, Plan 1247 located on Stewart Road W, Kelowna, B.C., from the Agriculture 1 zone to the A1c Agriculture 1 with Carriage House zone.
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 22nd day of August, 2016.

Considered at a Public Hearing on the 6th day of September, 2016.

Read a second and third time by the Municipal Council this 6th day of September, 2016.

Mayor
mayor
 St. St. I
City Clerk

BYLAW NO. 11273 Z16-0044 - Jeffery & Linda Giebelhaus 866 Glenmore Drive

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

- 1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 9, Section 29, Township 26, ODYD, Plan 4101 located on Glenmore Drive, Kelowna, B.C., from the RU1 Large Lot Housing zone to the RU1c Large Lot Housing with Carriage House zone.
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 29th day of August, 2016.

Considered at a Public Hearing on the 20th day of September, 2016.

Read a second and third time by the Municipal Council this 20th day of September, 2016.

Mayor
City Clerk

Report to Council



Date: October 3, 2016

File: 1200-40

To: City Manager

From: Michelle Kam, Sustainability Coordinator and Laura Bentley, Planner II

Subject: Healthy City Strategy Update

Recommendation:

THAT Council receives, for information, the report from the Sustainability Coordinator and Planner II dated October 3, 2016 with respect to the Healthy City Strategy update;

AND THAT Council endorse Healthy Housing as the next Healthy City Strategy theme area.

Purpose:

To provide Council with an update on the Healthy City Strategy including the first theme area Community for All Ages, and to obtain Council support for the next theme area.

Background:

As per Council's resolution in early 2016, staff were directed to report back on the vision, principles, long term goals and targets as a next step to guide the future work of the Healthy City Strategy.

Healthy City Strategy

How communities are planned and built, and the services and resources provided within them, directly impacts people's physical and social health. Policies, infrastructure design and programs influence, and have the opportunity to positively impact, many aspects of our daily lives.

When strategically designed, the built environment, including homes, neighbourhoods, schools, streets, workplaces and parks, can reduce obesity and chronic diseases, like asthma heart disease and diabetes, by affecting air quality, activity levels of residents and access to healthy food. The built environment can also improve the well-being and social connection of residents.

The Healthy City Strategy is a long-term, integrative plan that focuses on healthy places and spaces, community health, and quality of life for all Kelowna residents. The City of Kelowna and Interior Health have partnered in a Healthy City Strategy Steering Committee with an overall vision of: "Working together to create built environments in which people and places thrive".

Five guiding principles are being used to guide the development of the Healthy City Strategy:

- 1. Prioritize the built environment
- 2. Integrate health in policies
- 3. Maximize partnerships for impact
- 4. Engage broadly and communicate simply
- 5. Lead and catalyse innovation

The Healthy City Strategy Steering Committee is working on long-term goals and targets and will report to Council when appropriate.

In order to guide the partnership development between the City of Kelowna and Interior Health, a Healthy Communities Capacity Building grant was applied for and received. This grant included a two-day PlanH Applied Learning Workshop, held on September 8 and 9. PlanH, implemented by BC Healthy Communities Society, facilitates local government learning, partnership development and planning for healthier communities. Working together with health authorities, UBCM and the Ministry of Health, PlanH supports Healthy Families BC, the Province's health promotion strategy.

Community for All Ages

In 2016, the Strategy has focused on the first of six themes areas: Community for All Ages. This theme area has a vision of "creating a city that is healthy, safe, active and inclusive for seniors, children and those with diverse abilities".

As part of the Community for All Ages project, community consultation took place in May and June. Five demographic groups were targeted for this engagement: seniors, caregivers of seniors, people with diverse abilities, caregivers of those with diverse abilities and parents or caregivers of children under 12. The consultation included a public survey, four community conversation events and one stakeholder event. Through the community events and online engagement, 420 survey responses were completed which are being summarized for the final Community for All Ages Action Plan.

Policy & Planning staff is currently reviewing the report from the project's consultant, Barefoot Planning, regarding draft recommendations. Meetings have been held with City staff as well as external stakeholders to refine the recommendations, to determine which actions can be implemented, and to identify the resources required.

The next steps for the project include a draft Community for All Ages Action Plan, additional stakeholder and public engagement the week of October 24 and a final plan for Council consideration and endorsement by mid-December.

Healthy Housing

The Healthy City Strategy Steering Committee has reviewed the remaining theme areas:

- Healthy Housing;
- Healthy Transportation Networks;
- Healthy Neighbourhood Design;
- Healthy Natural Environment; and
- Healthy Food Systems.

Recognizing the increasing constraints and demand for affordable, secure and suitable housing options in Kelowna, staff and the Steering Committee support housing as the next theme area for the Healthy City Strategy.

The goal of the Healthy Housing Strategy will be to identify and to prioritize housing needs, and to determine the most appropriate and effective strategies to address those needs. Focus areas may include affordability and supply, the rental housing market, and changing demographics. The outcome will be a Healthy Housing Strategy that will build on the existing Housing Strategy and the Community for All Ages Plan, and become part of the Healthy City Strategy.

Input from not-for-profit organizations, housing providers, the development industry, senior government agencies and coordination with the City's Social Development Manager will be critical to delivering a meaningful and successful outcome. Staff will prepare an engagement strategy, informed by the Council endorsed Public Engagement Guiding Principles, Engage Policy and IAP2 framework. The Healthy City Strategy Steering Committee will continue to provide project oversight to ensure continuity between theme areas and the overall vision.

Internal Circulation:

Divisional Director, Community Planning & Real Estate Divisional Director, Active Living & Culture Department Manager, Infrastructure Delivery Department Manager, Integrated Transportation Communications Advisor, Communications

Considerations not applicable to this report:

Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Existing Policy:
Financial/Budgetary Considerations:
Personnel Implications:
Communications Comments:
External Agency/Public Comments:
Alternate Recommendation:

Submitted by:
M. Kam, Sustainability Coordinator and L. Bentley, Planner II
Approved for inclusion: James Moore, Acting Policy & Planning Department Manager
cc:
Divisional Director, Community Planning & Real Estate Divisional Director, Active Living & Culture Department Manager, Infrastructure Delivery Department Manager, Integrated Transportation Manager, Social Development

Healthy City Strategy

Healthy City Strategy Update



Healthy City -Healthy Citizens







Healthy City Strategy

The Healthy City Strategy will be a long-term, integrative plan that will focus on healthy built environment, community health and quality of life for all Kelowna residents.



Vision:

 Working together to create built environments in which people and places thrive.



Guiding Principles

- 1. Prioritize the **built environment**
- 2. Integrate health in policies
- 3. Maximize **partnerships** for impact
- 4. Communicate simply and engage broadly for a healthy city
- 5. Lead and catalyze innovation
- 6. Embrace complexity





PlanH Applied Learning Workshop

- Kelowna was awarded Healthy Communities Capacity Building Grant
- Included the 2-day Applied Learning Session on September 8 and 9
- Coaching and facilitation from BC Healthy Communities





Community for All Ages Vision

A city that is healthy, safe, active & inclusive for seniors, children and those with diverse abilities





Community Engagement

- Online engagement at <u>getinvolved.kelowna.ca</u> (May 24 to June 13)
- 1 stakeholder workshop (May 31)
- 4 public engagement events (May 29-31)







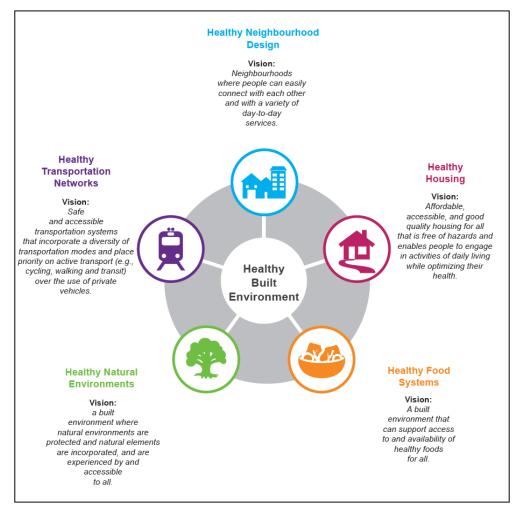
Key Project Milestones







Other Theme Areas



Provincial Health Services Authority. (2014). Healthy Built Environment Linkages: A Toolkit for Design, Planning, Health.





Healthy Housing Strategy

- Build on existing strategies and plans
- Identify and prioritize housing needs
- Determine appropriate strategies for Kelowna's context



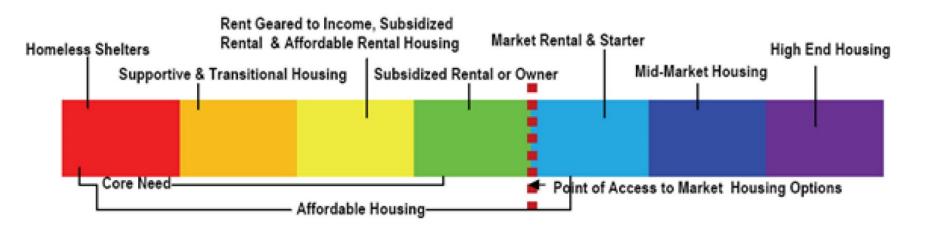


Snapshot of Housing in Kelowna

- Residential building permits up 75%
- Sale prices 10% higher than 2015
- Low rental vacancy rate
- Needs vary across demographics



Housing Continuum





Stakeholder Engagement

- Stakeholders will inform priorities and recommendations
- Staff will prepare an engagement plan
- Healthy City Strategy Steering Committee will provide oversight





Next Steps

- Community for All Ages Action Plan (2016)
- Healthy Housing Strategy (2017)
- Continued Healthy City Strategy partnership between the City and Interior Health

Report to Council



Date: October 3, 2016

File: 1200-40

To: City Manager

From: Laura Bentley, Planner II, Policy & Planning

Subject: Downtown Plan 2016 Annual Update

Recommendation:

THAT Council receive, for information, the October 3, 2016 report from the Planner II, Policy & Planning Department with respect to an annual update on the Downtown Plan.

Purpose:

To provide Council with an annual update on the initiatives and indicators included in the 2012 Downtown Plan.

Background:

Endorsed by Council in February 2012, the "My Downtown" Downtown Plan established goals and associated strategies to achieve a long-term vision for Downtown as a place "...where citizens choose to live, shop, play and congregate and where businesses choose to do business and where developers choose to develop".

A total of 25 key initiatives, many of which correspond to major projects already underway, were identified to deliver on the top priorities of:

- 1. Making downtown more pedestrian friendly
- 2. Increasing activity downtown
- 3. Increasing the number of people living downtown
- 4. Reducing crime / increasing safety
- 5. Making it easier to park

The Plan recognizes that not all of these initiatives are included in the 2030 Infrastructure Plan and that costs exceed the City's ability to fund them. Project timing is dependent on available funding and other external factors. Creative partnerships, such as the public pier and the Bernard Avenue Laneway projects, will continue to be explored as a means to advance unfunded initiatives.

The Plan goals are to attract people to downtown, increase sense of safety and attract private sector investment. With finite funding and evolving opportunities, initiative priorities may change over time, making the goal indicators crucial to determining the Plan's success.

Status updates on the initiatives, indicators and other elements of the Plan are discussed below.

Downtown Plan Initiatives

Staff reviewed the project initiatives to reflect budget, timeline and status updates for 2016. Full details can be found in Appendix C: Downtown Plan Initiatives, where additions are shown in red font and deletions are shown as a strikethrough. Note that department titles have been updated where needed for initiatives that are ongoing, in progress or deferred.

Building on development and growth in recent years, momentum continues with investment and planning for downtown initiatives in 2015 and the first half of 2016. Nearly three quarters of action plan initiatives are either complete, currently in progress or ongoing. Six are deferred as future long-term projects and two were cancelled in previous years due to external factors affecting the ability to implement. Initiatives that are currently underway include:

- Preliminary design for Phase 1 of the Art Walk extension from Smith Avenue to Doyle Avenue (in progress);
- Revisions to the C7 zone to create a more pedestrian-friendly environment and improve usability of the zone (in progress); and
- Construction of the Library and Memorial Parkades, which are expected to be completed in 2016 (in progress).

Other recent projects and initiatives that are not specifically identified in the Downtown Plan but contribute to achieving its vision and priorities include:

- Pathway wayfinding signage along the waterfront, through downtown and elsewhere across the City;
- Road and pedestrian improvements along Abbott Street between Bernard Avenue and Harvey Avenue;
- Council endorsement of the Civic Block Plan:
- New electric vehicle charging stations at the museum parking lot through a partnership with FortisBC;
- Public placemaking efforts and events in the Bernard Avenue laneway, which will become permanent in 2017;
- Progress on the new Okanagan Centre for Innovation and Interior Health office buildings, with completion expected in 2016;
- New Telus Communications offices north of downtown (although outside of the Plan boundary, this business industrial use generally supports the initiative of attracting utility company offices in the area); and
- Approval and construction of the Sole Downtown condominium building on St Paul Street.

These plans and projects continue to make downtown a more vibrant hub where residents, businesses and visitors are choosing to locate. Upcoming projects include the reconstruction

of Kerry Park, the timing of which is connected to the construction of the Westcorp hotel, and a Downtown Area Parking Plan to inform the type, timing and funding of parking solutions, building on the overall Parking Management Study.

Downtown Plan Indicators

The performance indicators are another tool to demonstrate the degree to which the Downtown Plan's goals are being met over time. Regular monitoring informs potential changes to support activities and initiatives that encourage more people and development downtown. Fluctuations from year to year are expected and staff focus more on longer-term trends to inform the success of the Plan's goals.

Staff reviewed the indicators with 2015 data and made some refinements based on information that is consistently available. The details are shown in Schedule D: Downtown Plan Indicators, with additions shown in red font and deletions shown as a strikethrough.

The first goal, *attract people to downtown*, has generally seen improvement since the Downtown Plan was endorsed as well as within the last year. There are more events and activities taking place in downtown parks and facilities, with some exceptions.

For the second goal, *increase sense of safety*, most indicators are moving positively with decreases in the number of offences. The number of crimes against persons and other criminal code violations are among the lowest since 2011, and the number of controlled drug and substance act violations and liquor violations decreased in the last year. However, the number of offences against property are the highest since 2011. The RCMP is continuing its crime prevention efforts downtown, and the area is also monitored by Bylaw Enforcement Officers, Downtown On Call teams, Park Ambassadors, Transit Security Officers, and private security contractors.

In April 2016, staff brought forward strategies to improve on the existing indicators about sense of safety. Council directed staff to add questions to the Citizen Survey to monitor the public's sense of safety in the downtown core. The next Citizen Survey is scheduled for 2017 and the annual Downtown Plan monitoring report will incorporate the results once available.

The third goal, attract private sector investment, has been refined to report on the value of new private sector residential and commercial construction. While the percentage is lower than recent years, the Okanagan Centre for Innovation, Interior Health and Memorial Parkade buildings all received building permits in 2015; however, they are not reflected in this indicator because they are considered institutional uses. Furthermore, overall building permit values were up 32 percent over 2014.

As of August 2016, building permits have been issued for two new residential projects within the Plan boundary and these will be captured in next year's Downtown Plan update, along with any other new residential or commercial projects.

Downtown Plan Incentives

The Downtown Plan notes several existing incentives and grants that help to encourage development and investment in downtown and other areas. Area-specific incentives include:

- Revitalization Tax Exemption Program (Bylaw No. 9561) incremental tax exemptions for eligible new construction
- Development Cost Charges (Bylaw No. 10515) lower rates than some other areas of the City
- Zoning Bylaw Parking Requirements (Bylaw No. 8000) lower parking requirements in the C7 zone, and no parking requirements for eligible developments in a specific area
- Payment In Lieu of Parking (Bylaw No. 8125) provision to pay instead of providing required off-street parking spaces

Other incentives available for eligible properties and developments in downtown and across the City include:

- Rental Housing Grants (Council Policy No. 335) funding to offset Development Cost Charges for purpose-built rental housing
- Heritage Building Tax Incentive Program (Council Policy No. 318) tax exemptions for eligible heritage buildings undertaking heritage conservation work
- Heritage Grants Program funding for heritage building conservation work

The Rental Housing Grants program was recently revised to encourage the creation of more family-friendly three-bedroom units by reflecting higher development costs of larger units. Additionally, Council approved an additional \$100,000 in funding per year for 2017 and 2018 towards this grant program, bringing the total to \$420,000 annually.

Summary & Discussion

Initiatives identified in the Downtown Plan continue to be delivered on and the indicators demonstrate ongoing interest in living, shopping, visiting and working downtown.

The finite available funding limits opportunities for capital investments, which must be balanced with needs and priorities elsewhere in the City. Initiatives continue to be evaluated as part of the annual capital planning process and will be completed as funding permits. Staff also continue to seek opportunities for other funding sources, partnerships or other means of delivering on the Downtown Plan initiatives.

Internal Circulation:

Divisional Director, Infrastructure

Divisional Director, Community Planning & Real Estate

Divisional Director, Civic Operations

Divisional Director, Active Living & Culture

Divisional Director, Corporate & Protective Services

Divisional Director, Communications & Information Services

Director, Business & Entrepreneurial Development

Director, Real Estate

Department Manager, Community Planning

Manager, Parking Services

Manager, Infrastructure Engineering

Manager, Parks Services

Manager, Senior Project

Manager, Parks & Buildings Planning

Manager, Cultural Services

Manager, Sport & Event Services

Manager, Civic Operations Finance & Administration

Manager, Integrated Transportation

Supervisor, Urban Forestry Supervisor, Crime Prevention

Communications Advisor, Communications

Planner Specialist, Policy & Planning

City Clerk

Existing Policy:

Downtown Plan (2012)

2030 Official Community Plan (2011)

Financial/Budgetary Considerations:

Project timing is dependent on future budget considerations and the ability to source external funding. Timing may depart from that noted in the Plan based on budget available from development cost charges, revenue (e.g. from parking), taxation, and senior government grant programs.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

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L. Bentley, Planner II, Policy & Pl	anni	ing
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Approved for inclusion:	J. Moore, Acting Department Manager, Policy & Planning

Attachments:

Schedule A: Downtown Plan

Schedule B: Downtown Plan Boundaries Schedule C: 2016 Downtown Plan Initiatives Schedule D: 2016 Downtown Plan Indicators

cc:

Divisional Director, Infrastructure

Divisional Director, Community Planning & Real Estate
Divisional Director, Civic Operations
Divisional Director, Active Living & Culture
Divisional Director, Corporate & Protective Services
Divisional Director, Communications & Information Services

my Downtown!

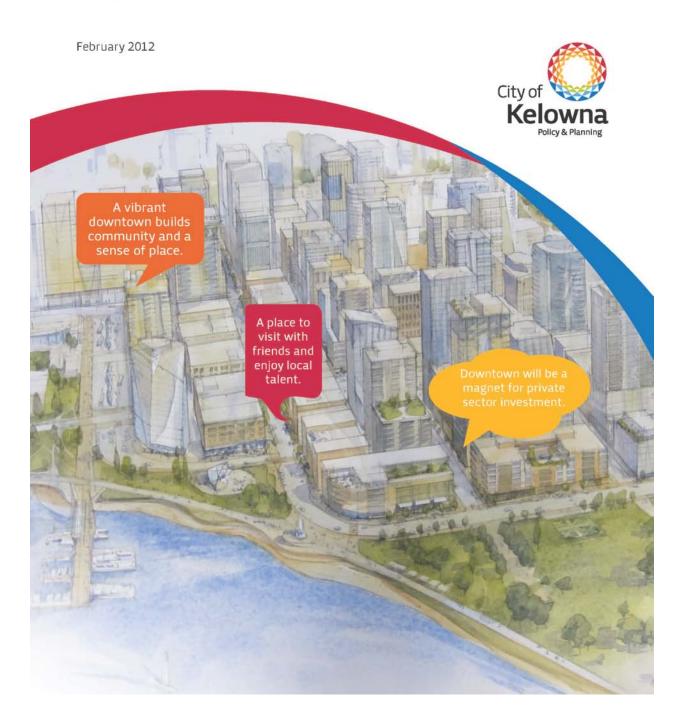


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Appendix B: Survey Summary

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INTRODUCTION

For Kelowna residents, the downtown is the heart and hub of the city. It is key to Kelowna's unique and authentic identity and to attracting residents, tourists and investment.

The Case for Investing in Downtown

There are strong emotional, social, environmental and financial cases to be made for downtown.

The emotional and social cases are alluded to in the perspectives shared by residents (see side bar). A great downtown encourages community engagement and boosts civic pride. A dynamic downtown provides a "go-to" place for young and old alike. The hub of activity attracts 'eyes and ears', and fosters a sense of ownership that results in increased safety.

Our environment also benefits. Downtowns are typically home to multi-unit dwellings that contain modest sized units and which share walls. These characteristics help reduce the environmental footprint associated with housing. The many services and shops available in close proximity encourage people to get around without This further reduces their car. environmental impacts and also provides benefits in the way of enhanced health and lighter loads on the wallet.

Experience in other communities has shown that there is also a financial case to be made for investing in downtown. Successful downtown revitalizations have triggered \$10 to \$15 of private investment for every \$1 of public investment. These investments create ongoing benefits. On a per-acre basis, the types of development located

RESIDENTS' PERSPECTIVES

"Downtown . . . is like making a first impression - you only get one chance"

Downtown is "the heart of the city, it has to beat!"

Downtown "Attracts business, attracts the creative class which reinforces community and business opportunities, provides a cultural touchstone for the community. It's the anchor for the city and attracts people. It forms the reputation of the city and as such should be the best it could possibly be."

"It is important for Kelowna to have a vibrant downtown to draw visitors and young people. Downtown has so much potential to be a busy happening area that would appeal to 20 to 40 year olds. It would bring in so much more money if it was developed with more businesses, more housing and hotels. It is the perfect location to develop being on the water."

"When all citizens come downtown from various parts of the city, congregating downtown creates a sense of community and togetherness."

Downtown is "a gathering point for locals to participate in and be proud of a unique mix of natural and cultural amenities -- a place that capitalizes on our lake front, flaunting openness for all and opportunity to interact with nature."

"Downtown is the common area of the city. We may live elsewhere but that is the one place we all go. It is in the broadest sense the cultural heart of the city. It is also what visitors see and how they judge the city."

"Vibrant downtowns are social hubs that breathe energy and ideas into a place."

"A healthy, vibrant downtown conveys to all --residents and visitors alike -- that the community cares . . ."

downtown typically generate higher tax revenues than suburban comparisons. For example, a recently constructed mixed-use residential/commercial project located downtown is generating tax revenue of over \$300,000 per acre and a 2-storey office/retail building downtown is generating revenue over \$100,000/acre. Those are very favourable revenues compared to the \$16,000 per acre tax being generated by several highway commercial businesses and \$10,000 per acre for suburban single family development.

It is for the above-noted reasons, that Kelowna has historically invested heavily in the Downtown and that there continues to be widespread and passionate interest in future directions for the Downtown. The City's recently adopted Official Community Plan acknowledges the role of Downtown with Policy 8.9.2 which states that

"The City of Kelowna recognizes that a unique, thriving and livable downtown is strategically important to Kelowna's overall prosperity and success. Towards this end, the City will plan and manage the Downtown as a single and special entity and will take a proactive, comprehensive, integrated and collaborative approach towards providing services and infrastructure, delivering programs, and developing a supportive regulatory and financial environment."

Previous Downtown Plans

In 2000, the City of Kelowna adopted a Downtown Plan which examined the area's history, its assets, its issues, and its challenges. The plan identified what needed to be done to support the area's economic health and long-term prosperity. In essence, it provided a road map that suggested how the City could get from where it was then to where it wanted to be in the future.

Of the action items identified in the Downtown Plan, by 2010, 73% of the 77 items assigned to the City of Kelowna for follow-up, had been acted upon or completed. The City had also undertaken numerous initiatives supporting Downtown, which were not specifically recommended in the Downtown Plan.

Council Direction

Despite all that had been achieved in the downtown over the previous ten years, by 2010, it was acknowledged that portions of the Downtown could be far more than they are today and that, for those areas, Kelowna residents' vision for Downtown had not yet been fully realized. As such, Council directed preparation of an updated Downtown Plan.



PROJECT SCOPE

The Downtown Plan (2012) contains a strategy and 10 year action plan towards achievement of a long term (25 year) vision.

The implementation strategy relates primarily to the area shown on Map 1 below within the Downtown Plan boundaries (purple line), but the downtown market is considered to be broader and includes those areas shown within the market boundaries (yellow line).

Map 1: Downtown Plan Boundary



VISION

The vision for downtown is as follows:

"My Downtown will include areas where citizens choose to live, shop, play and congregate and where businesses choose to do business and where developers choose to develop."

The vision was developed by a group of 41 Downtown Plan Charrette participants in early June 2011 and endorsed by Council later that month. The group developing the vision included a broad range of stakeholders including residents, business leaders, developers and individuals involved with a variety of non-profit and community groups.



Downtown Strengths

Even in the face of challenges, it is important to remember that downtown has a unique set of strengths, which when built upon can quickly and effectively result in revitalization that honours local context and best responds to available opportunities. Recognizing Kelowna's strengths and aligning action items to build on those strengths will position the City well for achieving the vision for downtown.

STRENGTHS

Key strengths include the following:

- Central location in a growing city and region
- City Park
- Lakefront location
- Bernard Avenue
- Cultural District
- Views to surrounding mountains
- Views to lake
- Grid system of roads
- Heritage structures
- Mill Creek
- Adjoining character neighbourhoods
- Well served by public transit
- Direct access from highway
- Potential for increased densities



PROJECTIONS

Within the context of Kelowna's 2030 Official Community Plan, it is anticipated that the Downtown area will attract just over 4800 new residents by 2030. That would represent 12% of the City's total growth. This estimate is based on an expectation that in coming years demographic changes and consumer preferences for urban style living in compact, mixed use, pedestrian oriented developments will increase demand for downtown living. Externalities such as peak oil and the need to reduce green house gases will also enhance Downtown's competitive position.

Table 1: Projected Population for the Greater Downtown Area*

Year	New Population	Total Population at end of period
2010-2014	1300	12,275
2015-2019	1250	13,525
2020-2024	1200	14,725
2025-2029	1100	15,825

Data Source: Policy and Planning Department research, based on 2030 Official Community Plan Projections

Population growth is anticipated to trigger the need for approximately 2800 new housing units. Overwhelmingly, new housing will be in multi-unit buildings.

Table 2: Projected Units for the Greater Downtown Area*

Year	Apartment Units (in buildings six storeys and under)	Apartment Units (in buildings over six storeys height)	Total New Units
2010-2014	550	200	750
2015-2019	530	200	730
2020-2024	500	200	700
2025-2029	475	175	650
Total	2055	775	2830

Data Source: Policy and Planning Department research, based on 2030 Official Community Plan Projections

^{*}The Greater Downtown Area includes the area to the north of Harvey Avenue to the base of Knox Mountain, west of Gordon Dr.



^{*}The Greater Downtown Area includes the area to the north of Harvey Avenue to the base of Knox Mountain, west of Gordon Dr.

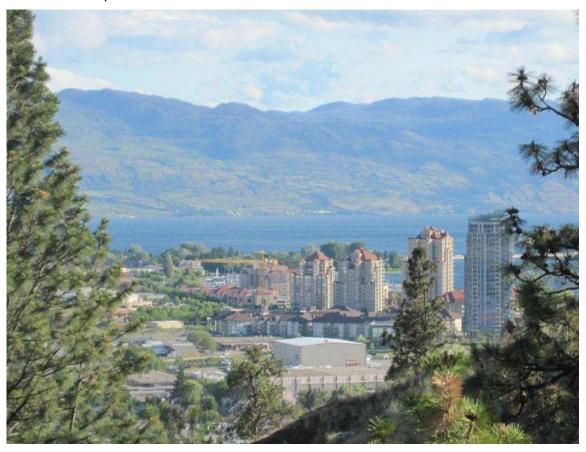
The projected housing unit mix has been based on what was built in Kelowna between 2000 and 2010.

Existing Downtown high rise buildings have an average of 130 units per tower, with individual unit counts ranging from 46 to 262. Applying the average unit count to anticipated demand for new units suggests that Kelowna can expect to see the addition of approximately three high rise towers per decade. The actual number may be higher or lower depending on market conditions and project size.

GOALS

To build on Kelowna's existing strengths and achieve the *My Downtown* vision, Kelowna residents and stakeholders have identified a need to develop a strategy that will deliver on the following three principle goals:

- 1. Attract people to downtown
- 2. Increase sense of safety
- 3. Attract private sector investment



STRATEGY

Before deciding on next steps, it is important to consider potential actions in the context of an overall strategy.

The actions contained in this report are based on a strategy which aims to build on existing strengths to create more activity so that more people will be attracted to come downtown. As people are attracted to downtown, some will want to live and work downtown. Greater numbers of tourists, residents and office workers will trigger a demand for more stores and services. That in turn, will attract more activity. The greater activity will increase the sense of safety. The demand for residential, office and retail space will attract private sector investment. This 'virtuous cycle' is reflected in the Downtown Plan's three goals.



Figure 1: Strategy Illustration

The strategy for downtown is to have the area reach a 'critical mass' whereupon the revitalization process is unstoppable and cannot be reversed.

Downtown Kelowna is fortunate in that it is located immediately adjacent to Okanagan Lake. The lake and associated beaches, parks and pathways are major attractions and contribute to the Kelowna 'brand'. Emphasizing these positive features and building on them should be a key part of the Downtown Plan strategy.



Creating more activity downtown starts with a focus on urban entertainment. Entertainment provides attractions that make people want to live downtown. Kelowna is fortunate in that downtown already has a very strong core of entertainment facilities, including: a performing arts centre, arenas, a movie theatre, restaurants, specialty and destination retail, festivals, art galleries, and night clubs.

Survey responses received as part of the Downtown Plan process indicated that the top three reasons people come downtown are to: visit restaurants, attend cultural events, and to shop. Public input has confirmed that entertainment facilities are a strong initial draw not just in other cities, but also in Kelowna.

Typically, following the establishment of a strong entertainment base, the next stage in a Downtown's

evolution will be the growth in demand for rental units. Rental housing is often sought by young urban "pioneers" who seek a unique lifestyle not available in the suburbs. In 2006, 9% of Kelowna's downtown population was aged 20-24, compared to 7% in all of Kelowna. Kelowna has recently experienced growth in the supply of downtown rental units. Between 2000 and 2010, 1867 apartment units, townhouse units and suites were added in the greater downtown area. Most of those units were built to be sold rather than rented. Sixty percent of the downtown units were picked up by investors, many of whom subsequently rented out the units. As of 2011, 51% of the <u>total</u> downtown housing stock was rented, compared to 28% for the city as a whole.

Demonstrated success within the rental housing market helps create more of a demand for for-sale housing that will be occupied by the owners. Kelowna has seen some of that. Of the units constructed in the downtown core over the past ten years, 40% were, in 2011, occupied by owners.

With growing activity and a good base of restaurants and other attractions, demand for office space will increase. There has, to date, been limited growth in this area, but it is expected that as the residential market grows, and as office space at Landmark is absorbed, there will be an uptick in demand for downtown office space. Given Landmark's focus on Class A office space, until that space is absorbed, there is, in the interim, an opportunity for Downtown to meet demand for Class B and C office space, which can be attractive to younger professionals, especially those in creative occupations.

As the number of downtown residential and office buildings increases, the need for local-serving retail becomes obvious and new commercial space is constructed to meet this need. Probably the best local example of this is the recent growth in retail activity along Ellis Street.



The timeline from a relatively complete entertainment base, to the appearance of the first speculative office buildings typically takes up to 20 years (Leinberger, 2005). Prospera Place was completed in 1999 and the Rotary Centre for the Arts in 2003. With the subsequent emergence of housing, office and retail activity, it is anticipated that within another few years, the Cultural District part of Downtown should be well on its way to having achieved the goals set out within this plan.

Year Built

2005 - Current

2000 - 2005

1995 - 2000

1990 - 1995

Pre - 1990



Figure 2: New Building Construction

Within the 305 acre area covered by the Downtown Plan, there are significant differences. Some areas are thriving, some are doing 'ok'; others are struggling. Not all areas of the Downtown are at the same point in their evolution. For areas that already have a lot of activity (e.g. the Cultural District), action items can reasonably revolve around attracting residential and office development. For areas where the desirable daytime street activity is low and where the nighttime environment can be intimidating and loud (e.g. the western end of Leon and Lawrence Avenues), it is unlikely that residential development can be attracted, even in the context of significant financial incentives, so other tactics will need to be employed. It is recommended that those other tactics include a push to attract non-residential development and activity to the periphery of the challenged area, with the expectation that over time the 'periphery' will move closer to the core of the challenged area and thereby eventually transform the entire area.

Given the strong performance of the Cultural District, this area can now provide tremendous 'core strength' to boost the performance of the rest of the Downtown.

While the Cultural District area should not be ignored in the coming years, the focus of implementation initiatives needs to shift to the portion of Downtown between Bernard Avenue and Harvey Avenue.

The purpose of the following section will be to, within the context of the above-noted strategy, detail the actions that are being recommended to achieve stated goals.



ACTION PLAN

Incentives

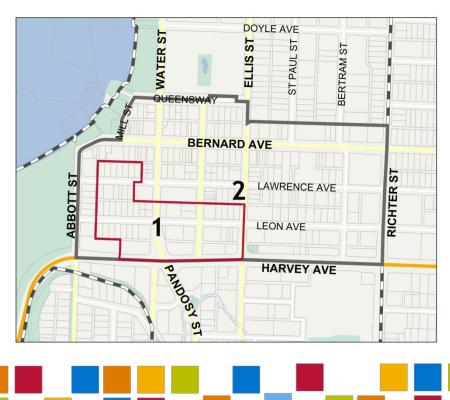
The following initiatives are in place to support and stimulate downtown development:

Revitalization Tax Exemption Program (see Bylaw No. 9561)

The Revitalization Tax Exemption Program provides tax incremental tax exemptions for new construction which adds floor space and which is valued at over \$50,000. The project must be consistent with applicable future land use designations, zoning, and development permit guidelines.

- For "Tax Incentive Area 1," 100% of the municipal share of the property tax due annually in relation to the improvements of the Parcel,
- For "Tax Incentive Area 2," 75% of the municipal share of the property tax due annually in relation to the improvements on the Parcel which can be attributed to a residential land use, and/or 50% of the municipal share of the property tax due annually in relation to the improvements on the Parcel which can be attributed to a commercial land use. For mixed-use buildings the above tax exemptions shall be pro-rated across the building to arrive at a combined exemption (e.g. half the building is residential [0.5*75%=37.5%] and half the building is commercial [0.5*50%=25%] for a combined exemption of 62.5%);

Map 2: Tax Incentive Area



Lower Development Cost Charges (see Bylaw No. 10515)

Development Cost Charges in the Downtown are 29% lower than rates applying to other parts of the City.



Table 3: Development Cost Charges

	City Centre (incl. Downtown)	South Mission	City Average ¹
Residential 1 - (generally single family, secondary suite, duplex)	\$7,530	\$21,540	\$10,623
	per unit	per unit	per unit
Residential 2 - (generally small lot single family , row housing)	\$7,079	\$20,247	\$9,986
	per unit	per unit	per unit
Residential 3 - (generally row housing and up to four storey apartment buildings)	\$5,045	\$14,432	\$7,118
	per unit	per unit	per unit
Residential 4 - (generally apartments greater than four storeys)	\$4,744	\$13,570	\$6,693
	per unit	per unit	per unit
Residential 5 - (generally multi-family residential units of 600 square feet or less)	\$66.2	\$189.5	\$93.4
	per sq. m.	per sq. m.	per sq. m.
Commercial - (commercial development in a zone listed in Section 14 of Zoning Bylaw)	\$24.8	\$70.9	\$35.0
	per sq. m.	per sq. m.	per sq. m.

¹ City Average was calculated using the 10 growth area DCC rates from 2011. City Average does not include the City Centre growth area DCC rate.



Lower Parking Requirements

The C7 zone (dominant downtown zoning) requires one parking stall per dwelling unit, regardless of size. In most other zones, a two bedroom unit would require 1.5 parking stalls. As such, there is a 50% discount in parking costs for building residential units downtown. Assuming a cost of \$30,000 per structured parking stall, the lower parking requirements would be equivalent to a \$15,000 cost savings per two bedroom unit.

Cash in Lieu of Parking Provisions (Bylaw No. 8125)

- An owner or occupier of a parcel of land within an Urban Town Centre, may, in lieu of providing the required off-street parking spaces, pay to the City a sum as set out in Schedule "A" of bylaw 8125 for all or any portion of the required number of off-street parking spaces.
- City cost of a parking space (\$22,500) in the Downtown Urban Centre is lower than the market cost of a parking stall in the Downtown Urban Centre (\$35,000).

In addition, the following programs, although not specific to the downtown, do have particular applicability to downtown development:

Rental Housing Grants

The City of Kelowna offers \$200,000 in grants to encourage the construction of affordable rental housing units. Funds are distributed based on the number of dwellings that qualify (up to \$5,000 per unit of non-profit affordable rental housing and up to \$2,500 per unit of affordable rental housing that does not involve a non-profit society. In addition, \$120,000 has been budgeted annually for waiving a portion of the applicable DCCs for eligible units of non-profit rental housing.

Heritage Tax Incentive Program Policy (Council Policy 318)

- The tax incentive program allows for tax exemptions for owners of a heritage property. The incentive encourages the restoration and rehabilitation of agricultural, commercial, industrial and institutional buildings listed on the City's Heritage Register.
- Many heritage properties listed on the City of Kelowna Heritage Register in the Downtown Area are eligible for the Heritage Tax Incentive Program

<u>Heritage Grants Program (City of Kelowna funded, managed by the Central Okanagan Heritage</u> Society)

- The program provides financial support to property owners of heritage properties to assist with costs associated with heritage conservation.
- The program is limited to exterior and building foundation (stabilization work).
- Any property listed on the Kelowna Heritage Register is eligible for this grant program.
- Designated heritage buildings are eligible for grants to a maximum of \$10,000 per three year period.
- Buildings listed on the Kelowna Heritage Register are eligible for grants to a maximum of \$5,000 per three year period.
- Grants will not exceed 50% of the cost of the work to be done.





Capital Investments

The capital investments made by the City in past years will, in coming years, continue to help attract private investment. Recently completed projects include the following:

Table 4: Completed Projects

Table 4. completed Projects			Cost (\$)	
City Initiated Capital Projects	Date Completed	City	Other gov.	Private
Relocating Utilities Underground/	2000-2010	2,500,000	<u>_</u>	
Alley way enhancements				
Art Gallery	1995	600,000	1,200,000	
Art Walk	2001	700,000		
Bernard Avenue	Ongoing	300,000		
Cardington Apartments	2009	500,000	6,250,000	
Cawston Multi Use Pathway	2011	1,500,000	2,700,000	
Chapman Parkade	2004	4,000,000		
City Hall Renovations	2010	3,500,000		
City Park Cenotaph	2007	200,000		30,000
City Park Oval & S. promenade	2008		3,000,000	
KCT Renovations	Ongoing	500,000		
Kelowna Passenger Ship Marina	2008	200,000		
Laurel Building Renovations	2010	1,500,000	1,100,000	
Library & Library Parkade	1998	6,000,000		
Marine Sewage Pump Out	2008	10,000		
Memorial Arena	2005-2006	1,500,000		
Parking Lots - Cawston & St. Paul	2008	500,000		
Parking Lots - Lawrence & Ellis	2006	500,000		
Prospera Place (City is buying this back over 30 years)	1999	30,000,000		
Public Art - (Bear & others)	2010	160,000		
Rotary Centre for the Arts	2003	4,000,000	3,100,000	
Signage / Wayfinding System	2007	200,000		
Streetscapes / Cultural District -	2002	500,000		
Water Street				
Streetscaping - Ellis Street	2009	30,000		70,000
Richter Street - Bernard to Harvey	2007	3,150,000		
Water Street - Pandosy realignment	2008	5,900,000	2,443,700	
Ellis Street at Highway 97	2007	300,000		
Stuart Park - Phase 1	2011	3,700,000	500,000	
Underground utility replacements (Ellis, St. Paul and others)	2000-2010	7,500,000		
Waterpark (fixtures, water treatment)	2009	250,000		
The Queensway Transit Terminal	1998	\$800,000	\$200,000	
		81,600,000	20,493,700	100,000
Sub Total		Ç	\$102,193,700	



Ongoing programs include the following:

Table 5: Ongoing City-Funded Downtown Programs

Programming Initiatives	Annual Expenses
Canada Day at Prospera	\$13,400
Downtown Kelowna Association	\$45,000
Festivals Kelowna	\$235,100
Kelowna Community Theatre	\$159,373
Referrit Community Thouse	ψ.ο.,,ο.,ο
Operating Grants	
Art Gallery	\$457,193
Museum	\$614,598
Prospera Place	\$1,215,570
Rotary Centre for the Arts	\$276,760
Water Park (City Park)	\$34,087
Other	
Hanging Baskets	
Security @ Queensway	\$95,000
Police Services (specific to Downtown)	\$930,000
Park Services	
Extra Security in Parks	\$190,000
Flower Barrels (shared cost with DKA)	\$3,000
Hanging Baskets	\$50,000
Christmas Displays and Lighting	\$50,000
Kasuqai Gardens	\$60,000
Support for Downtown Park Events	\$70,000
Extra Cleaning (street sweeping, washrooms, goose	\$25,000
mgmt)	
Ice Rink	\$10,000
Dedicated Gardener	\$60,000
Transportation Services	
Street Sweeping (frequency)	\$10,000
Snow Removal (storage)	\$25,000
DKA Annual Contract for Sidewalk and Parkade	\$8,000
Maintenance	
Litter Removal (frequency)	\$5,000
Brick Paver Maintenance	\$20,000
Graffiti (City infrastructure)	\$5,000
Audible Signal Maintenance	\$3,000
Line Marking (frequency)	\$3,000
Signal Maintenance (includes vandalism)	\$5,000
Sign Maintenance (includes vandalism)	\$5,000
Total	\$4,683,081

The referenced commitments represent an average (2000-2011) annual \$5 million capital and asset management investment in downtown and an annual \$4 ½ million programming investment.

Heading into the future, it is expected that costs of ensuring maintenance and replacement of existing facilities will present a heavy financial load. It is anticipated that at least \$8 million will be required over the next decade just to manage existing downtown assets. In addition to that, there are a number of facilities (for example the Kelowna Community Theatre and the Memorial Arena) that will reach the end of their economic life, and will need to be replaced just outside the time frame considered in this plan.

In short, the financial capacity to take on new projects, especially in the absence of non-taxation funding sources will be very limited. As such, it is critical that investments are strategically chosen so as deliver the greatest impact.

Future Action

To maximize results, it is critical that recently completed projects, projects under imminent construction, and the planning of new projects be coordinated.

A commonly heard plea as *My Downtown* was discussed was one of "just DO *something*". In the context of the support for Downtown noted in the previous section, it is apparent that it is not as if *nothing* has been done to date. It is, however, possible that efforts are not being directed at the issues that matter most to those who have a stake in Downtown.

Going through a planning process allows for community deliberation and discussion as to whether efforts are being targeted in a way that will help deliver on the community's vision.

What was heard through the consultation process was that, given an invitation to choose <u>one</u> thing to improve downtown, the following emerged as the collective top priorities:

Table 6: Focal Priorities

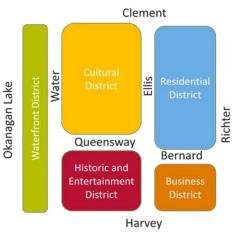
1	Making downtown more pedestrian friendly
2	Increasing activity downtown
3	Increasing the number of people living downtown
4	Reducing crime/increasing safety
5	Making it easier to park

The *My Downtown* action plan assesses what more can be done to support the above-noted priorities.



The strategy for My Downtown includes an acknowledgement that different areas of downtown are at different stages of the revitalization process. For the purposes of this action plan, Downtown has been divided into the subareas as noted on the map below:

Map 3: Downtown Districts



Given where each subarea is now at, it is recommended that the most effective use of limited resources would be achieved by focusing actions as noted below. With respect to the waterfront, it is recommended that investments to enhance this area for recreational use be continued.

Table 7: Priorities by District

Table 7: Priorities by district								
Focal Priorities	Cultural District	Residential District	Historic and Enter- tainment District	Business District	Lakefront District			
Make downtown more pedestrian friendly	x	х	x	x	х			
Increase activity downtown			х	х	х			
 Increase the number of people living downtown 		x						
4. Reduce crime/increase safety			x	х				
5. Make it easier to park	х			х				

Upcoming projects being recommended for further consideration include those listed in the table below.² It is important to note that not all of these are currently in the City's 10 Year Capital Plan. The cost of the projects vastly exceed the City's currently-anticipated ability to fund. Funding for some projects is highly dependent on external funding sources. Timing may depart from that noted based on budget available from development cost charges, revenue (e.g. from parking), taxation, and senior government grant programs. Construction timing may also shift based on development timelines.

This Plan recommends that priority be assigned to those projects which most directly and effectively deliver on the Downtown Plan focal priorities and which complement major initiatives already underway (investments in waterfront parks, RCMP relocation, Bernard Avenue Streetscape). In the context of future 10 Year Capital Planning exercises and future annual budget considerations, it is recommended that the following initiatives be given priority consideration:

Table 8: Action Plan Details

Initiatives	Background / Challenges	Wha done	t needs to be e?		What budget is required? (*included in Capital Plan)			
Make downtown more pedestrian friendly								
1. Remove truck traffic from Ellis St.	The noise and exhaust associated with truck traffic contribute to an environment that is not very pedestrian friendly. Providing for the turning movements required by large trucks leads to narrower sidewalks at intersections and can contribute to a more dangerous environment for pedestrians. Currently Ellis Street has truck traffic on it only during the day. At night, the truck traffic is diverted to Gordon Drive. As such, the load of the truck traffic is shared between two areas. Directing day time truck traffic to	1a)	Gather public and stakeholder feedback received on the Ellis/Gordon truck route arrangement.	Infra- structure Planning	None	2012		

² Note that some of the projects will require advance completion of supporting studies or designs. These have not always been noted in the project list.

	Gordon Drive will likely not be favourably received by those who live along that road. Providing for greater truck traffic on alternative roads could trigger further intersection changes, with associated costs.	1b)	Assemble information on truck trip counts.	Infra- structure Planning	None	2012
	Diverting truck traffic to Gordon will lengthen truck trips. This will increase business costs for some significant local employers (e.g. Tolko, Kelowna Ready Mix, Calona Wines, BC Tree Fruits etc.) On the flip side, having truck traffic come down a core downtown street makes the immediately surrounding area less friendly to pedestrians and cyclists. The truck traffic is likely also limiting the potential for outdoor seating areas and other economic activity along Ellis. The Ellis Street area is densifying and more people are now living in housing immediately along Ellis Street and are being affected by truck noise. In short, the challenge is that there is no simple solution. No matter what is done, there will some who will be unhappy.	1c)	Bring report to Council with information on the impacts of the current arrangements, the feedback received, and the impacts that would be associated with removing truck traffic from Ellis St.	Infra- structure Planning	None	2012
		1d)	Should Council direct that Ellis Street remain as a truck route, revisit the issue should Tolko in the future no longer be attracting logging trucks.	Infra- structure Planning	None	TBD
2. One way to two- way conver- sion to Leon/ Lawrence	Conversion would-potentially lead to a loss of up to 180 parking stalls. Replacement of these stalls would trigger the need for an additional parkade - something which is not currently in the City's Capital Plan. Parking is a sensitive matter to downtown merchants and the public. The Bernard Avenue Revitalization project will be undertaken from 2012 to 2014. During this time, those coming downtown will likely be looking for parking along Leon and Lawrence when	2a)	Convert Leon/Lawrence to 2-way traffic after a parkade has been constructed somewhere between Ellis and Richter St., south of Bernard Avenue.	Design and Construct- ion	Cost estimate \$2.8 million	After 2015

		they can't park on Bernard. With traffic patterns already disrupted by Bernard Avenue construction, this would not be a good time to convert Leon and Lawrence to 2-way traffic.					
3.	Add street- scaping to Leon and Lawrence	yet been developed for Leon and Lawrence. Until the street is converted to two-way operation, or the angle parking is converted to parallel parking, there is not enough right-of-way to allow for a widened sidewalk. In the meantime, parts of Leon and Lawrence Avenues are looking very 'tired' and are in need of a lift. Utility upgrades will need to be considered in association with any comprehensive streetscape work. Some hanging baskets are in place on Lawrence (16) and Leon Avenues (17). Hanging	3a)	Add banners and flower baskets, and improve lighting along Leon/Lawrence. Undertake improvements in such a way that they will not later be 'throw-aways' when the full Streetscape Plan is implemented. Budget item here is for banners, flower baskets etc. Amount for lighting is covered in Action Item #18.	Civic Opera- tions	Approx. \$2,000/ year for an additional 6 hanging baskets.	2013
			3b)	Prepare a Downtown Streetscape Plan. Determine priorities and scope for streetscaping projects over the next 20 years in conjunction with the City's underground utility replacement program and anticipated private development.	Infra- structure Planning - Parks & Public Places Branch	\$20,000	2015-16
			3c)	Require those redeveloping along Leon and Lawrence to undertake street front improvements consistent with Streetscape Plan. (In order to prevent these improvements from being throwways, this should	LUM	Private sector cost.	2016 Once Street- scape Plan is complet- ed, new parkade has been built and street has been convert- ed to

			only be done once a Streetscape Plan has been completed AND the curb to curb width has been finalized - either after conversion to 2-way traffic, or conversion to parallel parking.)			two-way opera- tion.
		3d)	Implement a full- fledged streetscape for Leon and Lawrence Avenue.	Infra- structure Planning and Design and Construct- ion	\$2-\$3 million	Beyond 2020
4. Plant more street trees	Planting trees in highly urbanized environments requires extra measures to ensure adequate soil volumes that will allow for long-term tree health. Special measures are also needed to protect against vandalism. It can be challenging to find		Consider modern technology to increase soil volume and survival. Example: Silva Cells and structural soil.	Civic Opera- tions (Parks)	Variable	Ongoing
	locations that are suitable for planting trees. Addition of street trees would require increased budgets or and/or increased requirements on developers.	4b)	Offer advice on tree location to ensure tree success (soil volume is very important for long term survival.)	Parks and Urban Forestry staff	No additional costs	Ongoing
		4c)	Initiate bylaw changes to require more trees to be planted when properties are redeveloped (see recommendations in Urban Forest Strategy).	Policy and Planning	No additional costs	2013
		4d)	Ensure that trees are appropriately budgeted for as part of future civic investments (streetscaping, pedestrian/cyclist connections, park	Infra- structure Planning	\$3,500/ tree (costs become expensive when tree guards, Silva Cells and	Ongoing

			additions etc.)		irrigation are required.)	
5. Extend Art Walk	The Art Walk can only be extended once the RCMP are relocated, the existing building is demolished and new property subdivisions are completed to isolate development parcels for resale to developers. Planned changes to the transit exchange and transit operations would need to take the extension into consideration.	5a)	Construction of Art Walk - connecting the existing Art Walk at Smith across Doyle in front of Kasugai Garden, to the Bennett Clock, across Queensway and down Pandosy to Bernard.	Infra- structure Planning	A \$2 million minimum budget is assumed. Gas tax revenue may be a potential revenue source.	2018
		5b)	Plan/design extension of Art Walk down Pandosy to Harvey where another 'gateway' event could be created. Phase 1 - Library Parkade to Bennett Clock. Phase 2 - Pandosy St from Queensway to Harvey Ave (streetscaping project).	Infra- structure Planning - Parks & Public Places Branch	Phase 1 - \$250,000 Phase 2 - \$300,000 Note: based on 10% engineer- ing and design fees	Phase 1 - 2014 Phase 2 - 2020-25
		5c)	Construction of Art Walk Phase 1. Construction of Art Walk Phase 2 (streetscaping project).	Infra- structure Planning - Parks & Public Places Branch	Phase 1 - \$2.5 million Phase 2 - \$3.0 million	Phase 1 - 2016-17 (to be coordinated as part of the RCMP relocation project) Phase 2 - 2020-25

6.	Improve pedestrian /cyclist connections across highway	costly, both as a result of construction costs and land acquisition costs. Improving at-grade opportunities will run up against apposition from the	6a)	Opportunity Analysis (to improve pedestrian/cyclist connections across the highway) Identify which intersections will become the focus for pedestrian and cyclist connections. An overpass is planned at Central Green, but it is also suggested that an improved pedestrian crossing (could be at-grade?) be provided somewhere roughly halfway between Central Green and the underpass at City Park (between Abbott Street and Water Street).	Infra- structure Planning - Transport ation & Mobility Branch	\$10,000	2013-14
	developments approved in the vicinity do not remove future potential to add an overpass at an appropriate location.	6b)	Conceptual Design Study for Central Green Overpass (Note that this overpass will also support the Rapidbus Stations which will be constructed on Hwy 97 near Richter Street, in 2012/13.)	Infra- structure Planning	TBD	2013	
			6c)	Construct Overpass at Central Green.	Design and Construct- ion	\$4 million (\$3 million for the bridge structure and an additional \$1 million for the pathway connect- ions)	2017



			6d)	Improve at-grade pedestrian crossing opportunities or build an overpass at either Abbott or Water Street intersection.	Design and Construct- ion	Approximately \$3 million. This is not likely to be built without significant contributions from either senior governments or the private sector.	Beyond 2020
7.	Expand and Improve Queens- way Transit Exchange	The transit exchange is not large enough to accommodate all the buses that come to this location. The transit exchange is very stark, attracts some undesirable activity, and does not provide sufficient support facilities.	7a)	Expand Queensway Transit Exchange to the West. Improve the area to make it more pedestrian friendly. Add street trees.	Regional Services	*\$4.1 million (with \$1.6 million of that coming from senior government)	2015
8.	Create easy to use zoning and building codes to enable more pedestrian friendly construc- tion	The C7 Zone is not currently very user friendly and is not contributing to a pedestrian friendly street level environment. Floor Area Ratio provisions are very high but cannot be achieved without height variances. Parking requirements may need to be revisited.	8a)	Revise C7 Zone.	Land Use Manage- ment	*\$100,000	2013
lı	ncrease A	ctivity Downtown					
9.	Rebuild Kerry Park	The current design of Kerry Park does not function optimally.	9a)	Design updated Kerry Park.	Infra- structure Planning	*\$75,000	2012
			9b)	Reconstruct Kerry Park.	Design and Const- ruction	\$2 million	2015



10. Stuart Park (Phase 2)		10a)	Add Promenade and add turf once building is removed.	Design and Const- ruction	*\$2 million (half of this is in Capital Plan)	2013
		10b)	Detail Design of Stuart Park (Phase 2.)	Design & Const-ruction / Infra-structure Planning - Parks & Public Places Branch	*\$200,000	2012
		10c)	Construction of Stuart Park (Phase 2.)	Design & Const- ruction / Infra- structure Planning - Parks & Public Places Branch	\$2.0m - cost estimate will be updated in Spring 2012.	2013
11. Add public pier	There could be public pressure for a more extensive pier than is being planned. This would add to the costs.	11a)	RFP for the public pier.	REBS/ Design and Const- ruction	n/a	Feb. 2013
		11b)	Build pier.	REBS/ Design and Const- ruction	\$100,000 from Rotary Club \$1 million from private invest- ment.	2013
12.Build confer- ence centre	There are some who question whether there are enough hotel rooms in the downtown to support more extensive conference or convention facilities. Without adequate 'beds', the potential for a conference centre to draw activity will be limited. At present, feasibility studies have not proved out the viability of such a facility. The Chamber wishes to pursue a second phase of	12a)	Encourage private sector preparation of a feasibility study.	GM, Comm- unity Sustain- ability	The Chamber has estimated at \$60,000 -\$100,000 and have will likely be asking the City for a further contribution. The	2012

	feasibility study. Some in the hotel/motel and conference and convention centre business have suggested that their conference facilities are currently underutilized.				City has previously provided the Chamber with \$ 5,000.	
		12b)	Should a feasibility study support the viability of a conference centre, consider the role that City owned land could play in locating such a facility on a strategic downtown property.	REBS	TBD	TBD
13.Build techno- logy hub	Details have not yet been worked out. There is no shared vision as to what it is or how it will operate. As of yet, there is no funding identified to proceed. One model/concept for consideration is the Waterloo Accelerator Centre that was funded through an extensive partnership of public and private funders http://www.acceleratorcentre.com/	13a)	Continue meetings between Accelerate Okanagan, UBCO, the Federal Government the Central Okanagan Economic Development Commission, as well as the City to discuss the concept.	GM Comm- unity Sustain- ability	n/a	Ongoing
		13b)	Consider partner funding a Feasibility Study.	GM Comm- unity Sustain- ability	Accelerate Okanagan is pursuing funding from the BC Innovation Council	TBD



		13c)	Assess some potential sites within the Downtown; both city-owned and / or privately owned sites of interest.	REBS/GM Comm- unity Sustain- ability	TBD	TBD
		13d)	Prepare a package of potential high profile Downtown sites and prepare market estimates of value for consideration as a part of the Feasibility assessment.	REBS/GM Comm- unity Sustain- ability	TBD	TBD
14.Attract govern- ment and utility company	Other organizations are not driven by the same agendas as the City of Kelowna. Some may not even be aware of the City's desire to locate major new offices downtown.	14a)	Politically engage in discussions with MLAs, MPs and key CEOs.	City Manager	n/a	Ongoing
office buildings	Some may be deterred by the expense of providing parking downtown. Major cities throughout North America have established a policy and a desire to ensure that large public and private employers firstly consider the downtown for any expansions or office consolidations.	14b)	Consider the role the City can play in providing incentives to the location of key office buildings (land, parking etc.)	REBS and Policy and Planning	TBD	Ongoing
15.Improve Signage	Many motorists (including tourists) driving along Harvey Avenue pass by downtown with no knowledge that they are doing so. If more people knew about Downtown, this would bring more people to the area, and therefore help increase activity levels.	15a)	Design unique, authentic and visually appealing entrance signage for Downtown at Ellis St. and Harvey Avenue (Anchor Park.)	Infra- structure Planning	\$10,000	2012
		15b)	Build entrance signage.	Design and Const- ruction	\$150,000	2013

Increase nu	umber of people liv	ing d	downtown			
16.Provide financial incentives for affordable housing	financial incentives for affordable high cost of providing structured parking inhibit the provision of affordable housing downtown. The private sector is not able to		Continue to provide 10 year incremental tax exemptions for affordable housing located downtown.	Policy and Planning	Foregone property tax revenue. Amount will be dependent on extent of development.	2012 and ongoing.
		16b)	Continue offering Rental Housing Grants.	Policy and Planning	*\$200,000 / year for Rental Housing Grants. An additional \$120,000 / year that is budgeted for helping to top up grants to the maximum amount of the equivalent DCC.	Ongoing.
		16c)	Reduce minimum parking requirements for new multi-unit housing Downtown (consistent with recommendations of Housing Strategy.)	Policy and Planning and Land Use Manage- ment	No cost, provided that parking requirements are only lowered where there is no need for the parking.	2013
17.Provide land for affordable housing	The land dedicated to affordable housing cannot then typically be used for other civic purposes.	17a)	Identify which downtown city- owned land could be made available for affordable housing.	REBS	Would depend on the properties identified.	2012 and ongoing.

		17b)	Promote the availability of land for the provision of affordable housing.	REBS	Opportunity cost of the land and potential need to acquire other land to replace the land dedicated towards affordable housing.	2012 and ongoing.					
Reduce Cri	Reduce Crime and Increase Safety										
	The perception of crime is worse than the reality. The concerns about safety are particularly acute at night and in the early morning - especially in the summer when transient populations increase.										
18.Improve lighting		18a)	Assess the lighting along the western portions of Leon and Lawrence Avenue and the Queensway Transit Terminal and provide adequate lighting that will address overall safety and also reduce criminal activity.	Civic Operatio ns	\$250,000 to \$500,000	2013					
19.Provide indoor queuing space		19a)	Encourage businesses serving marginalized populations to provide sufficient space for indoor queuing for services.	Partners for a Healthy Down- town	None	2012 and ongoing					
20.Increase police visibility		20a)	Encourage very visible deployment of existing police resources, particularly during summer months (5 RCMP officers are assigned to downtown.)	GM, Corp- orate Sustain- ability	None	2012 and ongoing					

21. Add a security office and conven- ience retail space at the Queens- way Transit Terminal	Adding retail space to the Queensway Transit station will increase pedestrian activity and provide more "eyes on the street", which will in turn increase safety.	21a)	Provide for a building to be constructed on the island at the Queensway Transit Station. Require that any building constructed at the site include a security office and convenience retail space.	Regional Services	\$1 million	2014
22.Reduce thefts from vehicles		22a)	Explore ICBC partnership to reduce vehicle theft in the Downtown core.	GM, Comm- unity Sustain- ability (re: Police Services) and ICBC	TBD	2012 and ongoing
Make it eas	sier to park					
parkade a rat the ast end in of all downtown parkade	No land has been acquired for a parkade. There are insufficient funds in the Parking Reserve to allow for construction of a parkade or even for the borrowing of funds to	23a)	Complete a Parking Management Study to identify whether there is a need for an additional parkade.	Infra- structure Planning	*\$100,000 (request- ed in 2012 budget)	2012
	borrowing of funds to construct a parkade.	23b)	Increase parking rates, as to be identified in Parking Management Study, to build up enough funds to allow for borrowing that would in turn allow for construction to commence.	REBS	n/a	2013
		23c)	Buy land for a parkade.	REBS	\$3-5 million	2014
		23d)	Construct a parkade.	Design and Const- ruction	\$7 million minimum for a 300 stall lot (variances in this number depending	2015

					on design criteria)	
24. Expand parking opportunities for the Cultural District area	Significant parking has been lost along the waterfront and further parking losses will occur as Stuart Park is expanded. Given the demand for parking in this area, it is anticipated that at least some of the lost parking will need to be replaced.	24a)	Create additional structured parking to meet parking needs in the Cultural District (expansion to Library parkade?)	Design and Const- ruction	\$3 million (City) plus \$3 million (private)	2019
25.Increase supply of parking for people with disabil- ities	As Kelowna's population ages and the numbers suffering from chronic disease increases, there will be more demand for parking close to front entrances. Those with disabilities do not have to pay for parking. There is currently generally 1	25a)	Include assessment of supply and demand for parking for those with disabilities in the Terms of Reference for the Parking Management Study referenced elsewhere in this Action Plan.	Infra- structure Planning	n/a	2012
	parking stall for people with disabilities per block face.	25b)	Designate additional spaces, as identified in Parking Management Study.	REBS	Foregone revenue	2012

Financing the Plan

Of the previously-noted potential actions, only six and a half have been provided for in current capital plans. A total of over \$29 million (\$2.9 million per year over a ten year period) is unfunded. Funding those projects exclusively with local taxpayer resources would translate into a one-time tax increase of 30%. Alternatively, the increase could be spread over a number of years to lessen the impact. However, neither scenario would likely be considered acceptable. There is potential for other revenue sources such as increased parking rates to offset some costs such as new parkades and perhaps streetscape improvements. The "wish list" noted in the previous section will realistically have to be carefully balanced against taxpayer and ratepayer ability to fund, not to mention competing demands, potential for private and senior government co-investment and other considerations.



POLICIES

My Downtown is of value to the whole city

- Economic Development. Acknowledge that a vital Downtown is a strong marketing tool and can support economic development by attracting more residents, businesses and visitors from the local, regional, provincial, national and international markets. A high quality-public realm is a major contributor to a positive visitor experience. Therefore, investment in the public realm is not only an investment for local residents and businesses, but should also be seen as an investment in the tourism industry.
- Specialness of Downtown. Recognize that a unique, thriving and livable downtown is strategically important to Kelowna's overall prosperity and success. Towards this end, the City will plan and manage the Downtown as a single and special entity and will take a proactive, comprehensive, integrated and collaborative approach towards providing services and infrastructure, delivering programs, and developing a supportive regulatory and financial environment.

My Downtown is a hub of activity

- Visitor Information Centre. Support relocation of the Downtown visitor information center to a more strategic site that will maximize opportunity for visitors to become aware of and participate in downtown offerings. Ensure that associated RV parking needs are considered.
- 4 Amenities for Activity. Encourage commercial and civic amenities that would provide for more active year-round use of the waterfront.
- Design for Activity. Design parks and open spaces for a variety of users, including youth, families and seniors to promote activity in those spaces at different times of the day, all days of the week and throughout the year. A downtown that is welcoming to children will attract residents of all ages.



- Options. Bring vitality, art, music and people to the downtown by encouraging: arts, cultural, live music and sport venues; street vending; sidewalk cafes including temporary outdoor seating areas; performance and busking; and other non-traditional commercial uses near or in parks/open spaces or on sidewalks (where such uses can be accommodated) to ensure a wide variety of options are available and to strengthen the area as an event and recreation hub.
- Mixed Use. Encourage mixed use projects, especially in areas closest to the waterfront and cultural district.
- Abbott St. Encourage a high quality, pedestrian-oriented sidewalk environment and mixed use development along Abbott Street to improve the image and attraction of this part of downtown and attract developers to adjacent areas. Encourage all new development along Abbott Street to have a raised ground floor and street-fronting terrace overlooking the park and lake, with active service uses such as restaurant, coffee shop, juice bar, brewpub, bar, take-out food service etc.

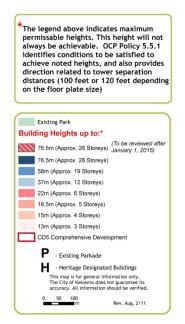
My Downtown is growing

- Incentives. Support the development and redevelopment of mixed use retail, office, entertainment, residential, hotel and other urban uses by removing barriers to development and by providing financial support towards future streetscaping and other projects where there is a unique opportunity to advance the goals and objectives of the Downtown Plan.
- 10 Land Consolidation. Facilitate land parcel consolidation along Abbott Street by permitting lane closures behind Abbott. This may require underground utility services relocation.
- 11 **Civic Buildings and Services.** Locate, in the downtown those new civic buildings and services that would attract visitors from the city as whole.
- Building Heights. Allow building heights to reach a maximum of the heights noted on Map 3 (unless existing zoning provides for greater heights). To achieve those heights, Council may consider variances from the heights set out in the Zoning Bylaw, provided that the additional height (beyond that provided in the Zoning Bylaw) results in the creation of affordable housing or yields other significant community benefits and is appropriate from the perspective of the following considerations:

- Contextual fit into the surrounding urban fabric
- Shadowing of the public realm
- View impacts
- Overlook and privacy impacts on neighbouring buildings
- Impacts on the overall skyline
- Distance between adjacent tall buildings
- Impacts on adjacent or nearby heritage structures
- Building form and massing to mitigate negative impacts of tall buildings

Map 4: Downtown Building Heights

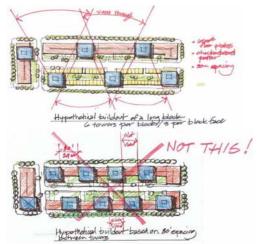




Tower Separation. Require, where height variances are sought, that a minimum separation distance of 36.5 m (120 ft.) be provided between adjacent towers where there are floor plates larger than 697 sq. m (7,500 sq. ft.) and a minimum separation distance of 30.5 m (100 ft) will be sought between towers where floor plates are less than 697 sq. m. (7500 sq. ft.).

14 Tall Buildings/Block. Limit the number of taller buildings on any long blocks (typ. 270

m long) to 5 towers per block.



- Willow Inn Site. Allow up to 19 storeys on the former Willow Inn site at the corner of Queensway Avenue and Mill Street upon demonstration that the proposed development gives careful consideration to view impacts from other parts of downtown, is a signature landmark building and that it meets a high standard of design excellence.
- Parking Requirements on Bernard. Eliminate parking requirements for buildings along Bernard Avenue (between Abbott Street and Ellis Street) and the western side of Water Street (between Bernard Avenue and Lawrence Avenue) for development that does not exceed four storeys.

My Downtown is a wonderful place to live

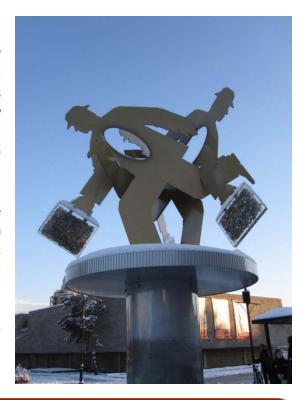
- Housing Diversity. Structure development policy, regulations and city initiatives so as to encourage housing that accommodates population diversity in all its dimensions including household type and size, age, socioeconomic status, and tenure preference.
 - Encourage student and artist live/work housing to be provided in order to add vitality to the area.
 - Support the creation of family oriented housing by: encouraging townhouse development on streets that are pedestrian-friendly, with relatively low traffic volumes and high quality streetscapes; and providing recreational open spaces that appeal to families with children.

- Integrate non-market (subsidized) housing for individuals, families with children, and seniors. This may be in purpose built, non-market housing or integrated within market housing developments.
- Seek to preserve and ideally increase the rental housing stock. This may include measures such as the limiting of condominium conversions during periods of low rental vacancy rates.
- Incentives for Affordable Housing. Structure development incentives to encourage provision of affordable housing as defined by Kelowna's Housing Strategy. Continue to allow Zoning Bylaw density bonuses in return for the provision of affordable and non-market housing, while recognizing that the level of bonus may need to be adjusted in order for this to be an effective tool. Consider lowering parking requirements for affordable housing units where transportation options such as formalized car and bike sharing programs and discounted transit passes are available.
- 19 **Non-Market Housing**. Secure non-market housing on large city-owned redevelopment sites within the Downtown.
- 20 Year-round Housing. Encourage the development of housing that attracts year-round residents who will support a full complement of retail and restaurant uses and contribute to a livelier downtown.
- 21 **Daycare**. Encourage new opportunities for daycare centers as part of residential, commercial or institutional developments.
- Walking Distance Access to Services. Work towards ensuring that downtown residents have walking distance access to: transit, open space, grocery stores, health facilities, community meeting space, children and seniors' amenities.
- Noise. Recognize the impact of noise and conflicting land uses/services on residential livability and consider measures to minimize the impact.

My Downtown is a stimulating place to work

Office Buildings. Support the continued location of professional and commercial office developments in the Downtown Plan area. Support the expansion of the Downtown office core north of Clement Avenue to meet future office demand *when* land supply in the Downtown becomes constrained.

- 25 Government, Institutional, and Utility Company Offices. Encourage provincial and federal governments, major institutions (IHA, UBC, OC, SD23 etc.) and utility companies to locate administrative offices, education facilities and/or satellite functions in the Downtown.
- 26 Supportive Amenities. Enhance the Downtown as a primary office location through the provision of a quality public realm and supportive amenities and services.
- 27 Home Based Businesses. Encourage homebased businesses in the Downtown area with a supportive regulatory environment.



My Downtown is a great place to shop & eat

- 28 **Bernard Main Shopping Street**. Support Bernard Avenue as the focus of the Downtown's shopping area.
- 29 **Single Day Closures of Bernard**. Support occasional single-day closures of Bernard Avenue to motor vehicles to enhance vibrancy and alternative public festivals or markets.
- 30 Retail Corridors. Encourage retail uses to locate on designated Retail Corridors as noted in red on Map 5. Encourage a second strong retail anchor at the east end of Bernard Avenue to complement Safeway and to support Bernard Avenue as the primary Downtown retail corridor. Discourage new financial institutions and offices on the ground floor of buildings within the retail area show on Map 5 (ATMs are not included in this policy). Financial institutions and offices are better situated as ground floor uses outside of the retail area or on floors above-grade within the retail area.

Map 5: Retail Areas



- **Build to Property Line**. Encourage street fronting retail to be built out to the property line to create a strong streetwall definition.
- **Public Market**. Facilitate a Public Market in the Downtown area.
- **Local Businesses**. Encourage the development and growth of *local* businesses, both large and small to support the retention of Downtown's local character.
- **Bertram Street**. Encourage café and restaurant uses along the southern section of Bertram Street.
- **Below-Grade Retail**. Discourage below grade street-fronting retail storefronts.

My Downtown is a perfect place to learn

36 Educational Institutions. Support the location, enhancement and expansion of educational institutions and related uses throughout the Downtown. Advantages of this policy include: making efficient use of transit service, more vitality /active uses day and night, and opportunities for student housing which would animate all areas of the Downtown day and night.



- Library. Encourage and support the library's role in ensuring that all citizens in the Downtown have access to information and communication tools.
- 38 **Early Learning/Elementary**. Work with School District 23 to identify suitable sites for elementary education in order to provide a liveable downtown for families.

My Downtown is a place I can get to

Connectivity

- Neighbourhoods. Ensure Downtown is well-connected and integrated with each of the surrounding neighbourhoods such that movements between the Downtown and nearby residential/mixed-use neighbourhoods are convenient and safe, especially for pedestrians and cyclists. Provision for safe and convenient non-vehicular movement across Harvey Avenue (between Abbott Street and Richter Street) is of particular concern, as are connections from Downtown to the Cultural District and Mill Creek.
- 40 **Between Destinations**. Establish and develop pedestrian and bicycle connections linking key downtown destinations (including parks). Such connections should complement neighborhood activities and create places for localized civic celebrations and events. The connections should provide recreational, aesthetic and environmental benefits to downtown residents.
- Tourist Attractions. Ensure efficient and direct transportation connections from the Downtown to other tourist attractions and destinations.
- 42 Waterfront. Retain physical access to and along the waterfront.

Roads

- 43 Abbott Street. Retain two-way traffic lanes along Abbott Street.
- 44 Ellis Street. Minimize negative impacts of truck traffic.
- Leon and Lawrence Avenues. Support conversion of one-way streets to two-way operation where there is an economic rationale for doing so (i.e. conversion would trigger private investment resulting in an increased tax base that will compensate for the cost associated with the conversion).
- 46 **Non-local Traffic.** Minimize non-local through traffic travelling on residential streets.

47 **Street Grid.** Maintain and extend the traditional street grid.

Intersection Design

- 48 **Universal Design.** Incorporate universal design elements into all intersections to ensure they are fully accessible to all modes of transportation and demographic groups.
- 49 **Right of Ways**. Support innovative intersection designs that reduce right-of-way needs.
- All modes. Avoid the elimination of any travel modes in intersection design. Intersection widening for additional turn lanes to relieve congestion is acceptable provided such does not inconvenience or decrease the safety of pedestrian and bicycle movement.

Vehicle Travel Alternatives

- Trip Reduction. Reduce the number of vehicle trips that both originate AND have their destination in the Downtown by encouraging the redirection of these short trips to walking, cycling, transit or carpools.
- Complete Streets. Work towards "complete streets" that consider all users, as per the following priority: pedestrians, cyclists, transit users and motorists, with the aim of building a comprehensive network that enhances the Downtown and helps to create a sense of place.

Bicycle Network

53 Infrastructure. Create a safe, convenient and supportive bicycling environment with appropriate infrastructure design and facility investments and consider development of a shared bike program.

Pedestrians

Access Across Highway. Improve the safety, convenience and comfort of pedestrian/cyclist movement across Harvey Avenue (Highway 97). This is critical to ensuring that the very large population and employment base south of the Highway comes downtown. The population south of the Highway is currently much larger than the population living downtown and access to the market south of the highway is key to the health and vitality of downtown businesses. Ideally, the enhanced crossing opportunities would be provided at-grade. Given the Province's control over

- the highway, this will require provincial support. The crossing opportunities envisaged would be in addition to the overpass planned for Central Green.
- **Design**. Ensure pedestrian connections are well-designed and use high quality materials and sustainable construction standards.
- 56 Intersections. Promote intersection design that includes striped crossings or special paving treatment (brick, paving stone, alternative colours, etc.) in crosswalks and ensure such are placed at all intersections near major origin and destination points and ensure adequate illumination exists to light all four corners of intersections with crosswalks.
- **Walkways**. Encourage open mid-block pedestrian walkways on full block new/redevelopment projects where the blocks are longer than 200 m.
- **Mid-Block Crossings**. Provide for mid block crossings in areas with high volumes of pedestrians or where the frequency of intersections is reduced.
- **Multi-functional**. Promote the pedestrian zone as a multi-functional space where people walk, do business, sit and watch.
- **Unobstructed**. Ensure that sidewalks accommodate an unobstructed pedestrian path clear of signage (including merchant sandwich boards), utility elements, landscaping or street furniture. It is important to maintain even walking surfaces and remove surface materials (such as snow and gravel) in a timely fashion.

<u>Transit</u>

- 61 Priority. Assign high priority to transit service for the Downtown. Background: The Queensway Transit Exchange will continue to be one of the long-term strategic hubs of the Kelowna Regional Transit system. As part of the Rapid Bus project (Phase 3) which will extend from the Westbank Centre to UBC Okanagan, Queensway is planned for major improvements between Water St and Ellis St. This includes improved pedestrian infrastructure such as wider sidewalks, streetscaping and improved lighting. The Hwy 97 Rapid Bus will be provided with transit priority between the Hwy 97 route and the exchange on Queensway. Finally, a new frequent transit route proposed to run along Gordon Dr between the H2O/Capital News Centre and the Downtown, will be incorporated into the stops at the Queensway Exchange.)
- **Exchange**. Retain the Downtown transit exchange at the present Queensway location and continue to work with BC Transit to implement design improvements to the Queensway Transit Exchange to improve pedestrian comfort and enhance appearance and functionality.

- Transit Stops. Design accessible transit stops that provide a safe and comfortable waiting area for all users.
- 64 **Downtown Service.** Investigate the possibility of implementing a 'specially branded' transit service that will provide convenient connections between major residential, commercial and parking areas within the downtown area.

Parking

- 65 **Reduce Need.** Support mixed use development, encourage shared use parking, and promote alternative modes of transportation to reduce the need for new parking infrastructure.
- 66 **Shared Parking Structures.** Encourage shared parking structures between adjacent residential developments, with direct links between the parking and the developments.
- 67 **Parallel Parking.** Retain on-street parallel parking wherever possible on streets where ground floor retail uses are required (see Map 5).
- Obsabilities. Ensure that the supply of parking for those with disabilities meets needs as identified through a Parking Management Study.
- 69 Reduced Parking. Support the implementation of reduced parking requirements for developments within 400 metres of the Queensway transit exchange and for affordable housing units.
- 70 **Surface Parking.** Resist allowing new developments to provide surface parking in excess of bylaw requirements.

My Downtown is fun and creative

- 71 **Cultural Sustainability**. Foster long term sustainability and growth of major cultural institutions, entertainment facilities, festivals and arts/cultural/community events.
- 72 **Primary Centre for Entertainment**. Encourage the continued development of the Downtown as the primary Urban Centre for entertainment uses.
- Variety. Encourage a variety of entertainment venues and uses to promote a vibrant destination, while limiting impacts on existing and future development/land uses (see Liquor Policy Review and Council Policy #359).

- Industry Collaboration. Encourage and facilitate on-going collaboration with entertainment industry stakeholders and regulators, including the local licensed establishment operators' association to continue the proactive planning and management of Downtown as an "entertainment district" with discussions including policing & enforcement models, public safety & security, and late-night transportation & parking options.
- 75 Culture of Design. Foster a culture of design and a greater appreciation of its importance through the encouragement of public/professional dialogue and engagement around design issues; create public excitement around the possibilities for improving the quality of the Downtown environment, stress the benefits of more creative and innovative approaches and allow the professional design community to show how they can champion these ideas in their work.

My Downtown is sustainable

- Sustainability. Accept responsibility, through City operations, programs and services, to: *Economy* -- Maintain a healthy, thriving and well-balanced economy comprising a blend of large and small business, which encourages the development of independent businesses and is resilient to economic changes; *Social Equity* -- Continuously improve the quality of life for the Downtown community without adversely affecting others; *Environment* -- Enhance the quality of the air, water, land and other natural resources by minimizing human impacts on ecosystems through greater conservancy, reduced pollution, increased efficiency, and protection of native vegetation, fish, wildlife habitat and other ecosystems. In working towards sustainability, the City will, when appropriate, align and partner with community groups, businesses, non-profits, neighboring communities and other levels of government.
- 77 **District Energy.** Work towards a District Energy system for downtown.

My Downtown is caring

Accessibility. Encourage the development of recreation, arts and culture programs and community events and services that are accessible to people with all levels of physical ability and ability to pay and that are appealing to a broad and culturally diverse demographic.



- Homelessness. Treat homeless people with dignity and respect. The City will continue to learn about and understand the reasons behind homelessness in general and the particular needs of homeless residents. The City will work with all stakeholders to strive to alleviate the immediate needs of the homeless, the homeless situation in general and to improve the opportunities for individuals who are homeless. The City will use its resources and authority to address this issue with other levels of government. This will include advocating for increased government focus on and funding for those needs and services that, when not available, can lead to homelessness. Specific examples include: affordable housing, government income and support programs, crisis shelter, mental health services, addiction counseling and rehabilitation and skills development.
- Social Services Displacement. Monitor the impact of redevelopment on the ability of essential social service agencies to remain downtown. Currently there are a number of agencies within the Downtown Plan area that provide programs or amenities for marginalized people. Interior Health provides medical care to the downtown community and the homeless through the Outreach Urban health clinic located on Leon Street. Should essential social service agencies be displaced by redevelopment, the City will work with stakeholders and social service agencies to respond appropriately.

My Downtown is safe

- 81 Multi-Pronged Approach. Address crime with a sustained and long-term approach that uses a variety of enforcement and prevention measures including:
 - a) Appropriate policing levels;
 - b) New methods of community policing;
 - c) Municipal bylaw education and enforcement;
 - d) Community development approaches to crime prevention and control;
 - e) Land use and programming approaches that put eyes on the street and encourages people to use the public realm; and
 - f) Greater support of services and programs dealing with addictions and substance abuse.

My Downtown honours the past

- 82 Heritage Asset Management. Implement Heritage Asset Management protocols to serve as a role model for the creative use and adaptive re-use of City-owned heritage buildings and excellence in operations, maintenance, and restoration.
- Opportunities to Celebrate. Reinforce the presence, value and opportunities that heritage resources (buildings and landscaping) contribute to each of the neighbourhoods by ensuring that heritage resources are considered as a part of the evolution and development of Downtown. Opportunities to celebrate heritage resources shall be considered a priority in reinforcing a sense of place and identity and can be achieved with initiatives such as resource preservation, kiosks, plaques, signs by the sidewalk, incorporation of historic pavement that has stamped dates and street names), public art, concrete etchings or other media.
- 84 Use of Tools. Strive to be a City that preserves and enlivens heritage resources using the following tools:
 - a) land use policies and bylaws;
 - b) tax relief or incentives;
 - c) advocacy, stewardship and promotion;
 - d) partnerships and collaborative relationships;
 - e) interdepartmental collaboration regarding opportunities; and
 - f) any other innovative approaches.

My Downtown is green

- Sunlight Access. Select future open space within the Downtown with consideration to the amount of sunlight the site receives. At the time a park site is formally secured, consideration should be given to the level of sunlight protection required to serve the functions of the park. Preserve sunlight access for all existing and new open spaces.
- Tree Coverage. Increase tree coverage with the planting of trees along streets, in parks, and other public places. Increased tree coverage will assist with stormwater management, mitigate pollution, provide shade and help beautify the Downtown.
- 87 **Supportive Land Uses**. Plan for land uses that are supportive and enhance the vitality of both existing and new open spaces.

170

Parks Planning. Continue to support and revitalize the downtown waterfront parks as a key priority (e.g. City Park, Kerry Park, Stuart Park, Waterfront Park, and Rotary Marsh Park) through comprehensive planning and design to ensure a high quality public realm.

My Downtown is beautiful

- 89 Lake Views. Maintain and create views of the lake. Enhance views of Lake Okanagan from public waterfront walkways by making more efficient use of water lots so that there is a less 'cluttered' appearance.
- 90 **Mountain Views**. Maintain street-end views of the surrounding mountains.



- 91 Public Facilities as Landmarks. Consider all public facilities (libraries, museums, galleries, firehalls, recreation centres, etc.) important landmarks and require a corner or view terminus location and highest standards of urban design for new facilities.
- Transportation Corridor Design. Encourage high-quality and consistent design treatments on all streets. Designs shall consider elements such as landscaping, trees, street lighting, curb extensions, wider sidewalks, wheelchair ramps, transit stops, urban braille system, postering locations, wayfinding, bannering, public art, decorative paving surfaces and traffic calming treatments. Special emphasis shall be placed on the aesthetics, durability, safety and the effective long-term maintenance of the designs. Streetscapes should be designed in the context of providing for all modes of transportation.
- Lighting. Support and encourage the development and use of creative lighting effects, signage and lightscaping -- both permanent and temporary in nature, to accentuate civic buildings, cultural institutions, and heritage buildings. Particular emphasis should be placed on the Cultural District and on areas frequented by tourists and visitors. Lighting considerations will include encouragement towards exterior lighting of buildings and structures so as to improve the night time aesthetics and animation of the Downtown. In so doing, consideration shall also be given to the impacts of any lighting strategy on residential uses.

94 Cleanliness. Support initiatives led by the private sector or other community organizations such as the DKA and community associations to keep private property, and the public space around private property well-maintained and clean.

Please note that in addition to the policies noted in the Downtown Plan, there are design guidelines in the Official Community Plan which pertain to the Downtown.

MONITORING

The action items pursued over the life of this plan may change in response to evolving opportunities, so the success of this plan will not be determined purely on the number of action plan initiatives ultimately pursued. A better indicator will be the degree to which the goals have been achieved. To monitor progress towards goals, it is recommended that the following indicators be monitored and reported annually.

Goals	Indicators	Desired	Proposed Data
	(tracked for Jan-Dec with exception of items marked with *, which will be tracked from Apr-Sept)	Trend	Source
1. Attract	# events held downtown	Increase	City of Kelowna
people			
to downtown	People attending major outdoor events	Increase	City of Kelowna
	People attending indoor cultural performances	Increase	City of Kelowna
	People attending indoor sporting events	Increase	City of Kelowna
2. Increase Sense of Safety	# of crimes against persons(s)* (this category includes offences related to murder, robbery, assault and sexual assault)	Decrease	RCMP
	# of offences against property* (this category includes offences related to break and enter, theft, possession of stolen property and fraud)	Decrease	RCMP
	# of other criminal code violations* (this category includes offences related to prostitution, mischief, trespassing, weapons and breach/bail violations)	Decrease	RCMP
	# of controlled drugs and substance act violations*	Decrease	RCMP
	# of liquor violations* (this category includes intoxication in a public place)	Decrease	RCMP
	# of pedestrian injuries	Decrease	ICBC
	# of cyclist injuries	Decrease	ICBC
	Do downtown business owners feel safe?	Increase	DKA (survey)
3. Attract private sector	Value of private sector residential building permits for new construction issued within plan boundaries (as a percentage of City total)	Increase	City of Kelowna
investment	Value of private sector commercial building permits for new construction issued within plan boundaries (as a percentage of City total)	Increase	City of Kelowna
	Value of private sector building permits issued for commercial and residential renovations within plan boundaries (as % of City total)	Increase	City of Kelowna
	% of owner occupied housing units	Increase	City of Kelowna (through BC Assessment data)

Appendix A: Downtown Plan Process

Review Process

The review of the Downtown Plan began in earnest in early 2011.

The Downtown Plan update process, included a review of the following:

- the previous Downtown Plan (2000)
- the Spaxman Report on the Downtown Plan (2007)
- correspondence from stakeholders
- public comments relating to CD21 discussions
- Council feedback on CD21
- Urban Design Charrette (June 2011)(see below for details)
- Stakeholder consultation (October and November 2011)
- Public consultation (November 2011)

Urban Design Charrette

From June 7-11, 2011, the City hosted an Urban Design Charrette. The charrette was led by Urban Forum Associates and included a consultant team with specialists in the areas of urban design, planning, architecture, landscape architecture, sustainability planning, transportation planning, civil engineering, urban land economics and design workshop facilitation.

A key focus of the charrette was to obtain community consensus on urban design principles - in particular settling on appropriate building heights.

To work towards more definitive direction on building heights and to identify projects that would support a more vibrant and livable downtown, a charrette (footnote: A charrette is an intensive, interactive planning and design workshop where professional planning and design consultants work with stakeholders and other interest groups to develop a conceptual level plan for a defined study area; in this case downtown Kelowna) was hosted in June 2011.

The planning and design work conducted during the charrette was based on the Downtown Plan Principles passed by Council resolution June 7, 2010:

- (1) Enhance Kelowna's identity nationally and internationally and enhance the identity of downtown as Kelowna's Principle Centre;
- (2) Develop a viable mixed use community that supports live, work and play opportunities for both residents and visitors;
- (3) Develop safe streets by providing more eyes and ears on the streets to reduce demand for law enforcement in the area;

- (4) Incorporate sustainable design principles by making efficient use of existing infrastructure, provide a stronger tax base, create an urban environment that facilitates pedestrian movement, incorporate a mixture of uses at densities that are economically viable and that will support public transit and incorporate green building technologies;
- (5) Expand community amenities by enhancing public use of City, Kerry and Stuart Parks, developing a major pier and enhanced short term public moorage, ensuring continuous public access along the lake, preserving identified view corridors, developing streetscape improvements consistent with a world class urban centre, increasing public open space and providing for a range of other amenities including eventual daycare facilities and school facilities in appropriate locations in the downtown;
- (6) Create a community feel that integrates well with adjoining areas including the identified parks and Culture District;
- (7) Incorporate housing diversity in the downtown by providing a range of housing types and tenures including affordable and special needs housing;
- (8) Respect the areas Heritage assets;
- (9) Provide for downtown amenity contributions as a condition of development shared by all benefiting lands, including future downtown redevelopment where appropriate and where possible (i.e. daycare facilities, schools, offsite affordable housing); and
- (10)Honour the City's agreement with the Province for movement of vehicles into and out of Kelowna for the new Bill Bennett Bridge.

In addition to being guided by the above principles, the Charrette was also informed by the concerns and aspirations for the downtown that came out of the community outreach efforts conducted in the three months leading up to the charrette.

The first two evenings of the charrette involved the consultants working with participants to identify issues and collectively discuss and decide on the principles upon which the vision for the downtown plan would be based. These discussions led to the development of the vision now embedded in the Downtown Plan.

Forty-one stakeholders participated in the charrette evenings. Stakeholders included:

- public at large (13)
- Urban Development Institute (5)
- downtown landowners (5)
- young adults (3)
- Downtown Kelowna Association (3)
- residents associations (3)
- Partners for a Healthy Downtown & RCMP (1)
- Advisory Planning Commission (1)

- Accessibility Advisory Committee (1)
- Cultural District (1)
- Community Heritage Commission (1)
- Interior Health Authority (1)
- University of BC (1)
- BC Transit (1)
- Chamber of Commerce (1)

During the third and fourth days of the charrette, the consultants met with representatives and/or the boards of stakeholder groups to have one-on-one discussions regarding the plan as the plan was being prepared.

In addition to relying on the input and feedback of charrette participants and stakeholder groups the project website was updated daily with information generated during the charrette. Public response to this material (e.g. email, tweets, blogs) was passed on to the consultant team during the charrette week for consideration and use.

Throughout the charrette week, and particularly after most of the work with stakeholders was completed, the consultant team spent their time in intensive design of the downtown. The direction for their design work was based on those issues and principles identified by the charrette participants as being most common to all of them. There was a high degree of consensus among charrette participants regarding the issues and principles that should drive the Downtown Plan. Not unexpectedly, the issue of building height saw the largest divergence of opinion among charrette participants. However, despite the divergence of opinion, there was still general agreement among the majority of participants that a) more people living, working and playing downtown was important, b) building height and densification was an appropriate way to achieve that goal, c) that building heights should step back from the lake, City Park and Bernard Avenue, and d) that building heights should be distributed to preserve view corridors and provide solar access at street level.

The final day of the charrette featured a public open house in Kerry Park, where the results of the consultants' and stakeholders' efforts were put on display for public information and feedback. The display panels from the open house were posted on the project website. Three hundred and thirty-five people attended the open house. One hundred and one completed exit surveys were received from attendees, and responses generally indicated support for the Urban Design Concept displayed at the open house.

Survey respondents indicated significant positive feedback for the following key recommendations presented at the open house:

- focusing activity on the waterfront
- improving the pedestrian realm downtown
- providing a greenway and buffer along Harvey Avenue

Like charrette participants, open house survey respondents had some concerns regarding building height, though more respondents were in favour of the height scheme proposed at the open house than were opposed to it.

Council Discussions

Two weeks after the Charrette was finished, the vision and recommendations emerging from the event were presented to Council. On June 27th, Council directed staff to initiate building height-related OCP policy and Zoning Bylaw amendments and to prepare an updated Downtown Plan based on the input received.

Over the course of summer 2011, Council provided staff with additional input to allow for refinement of the building height recommendations that emerged from the Charrette. On July 25th, staff presented information on options for integrating recommendations into the OCP and Zoning Bylaw. This presentation resulted in some further refinements which were then packaged for Council's consideration on August 8, 2011. At that time, Council gave initial consideration to the OCP amendments and directed that related Zoning Bylaw amendments be prepared and that the public hearing for the OCP amendments be scheduled concurrently with anticipated Zoning Bylaw amendments. The Zoning Bylaw amendments were given initial consideration on September 19th. The Public Hearing for both the OCP amendments and Zoning Bylaw amendments was held on October 18th. Council gave final reading to both the OCP amendments and Zoning Bylaw amendments on November 14th once the City received input from the legislatively mandated Zoning Bylaw amendments referral to the Ministry of Transportation.

Stakeholder Consultation (October and November 2011)

During the months of October and November, City staff held four stakeholder consultation sessions for the Downtown Plan. The stakeholder groups included the Urban Development Institute (UDI), the Downtown Kelowna Association (DKA), the Chamber of Commerce and the Charrette participants. Each consultation session included a Downtown Plan presentation from the General Manager of the Community Sustainability Division and a group discussion regarding the Downtown Plan priority projects.

Using a 'points' exercise, stakeholders groups were asked to prioritize the 41 potential downtown projects, according to which they felt would best deliver on the vision developed for the downtown. Participants could distribute their 20 points however they wanted between the projects. For example: they could place 10 points on each of two projects that they consider particularly critical, or they could pick their top twenty projects and place one point next to each of those projects. They did not have to use all the dots.

Chamber of Commerce

On Tuesday, October 25, 2011, the General Manager of the Community Sustainability Division met with members of the Chamber of Commerce.

On November 22, 2011, City staff received a letter from the Chamber of Commerce in response to the stakeholder consultation on October 25, 2011 and the projects that were discussed during this session.

Using the "points" exercise, the Chamber of Commerce indicated affordable housing (including student housing) as the top priority project.

Downtown Kelowna Association (DKA)

On Friday, October 28, 2011, the General Manager of the Community Sustainability Division met with members of the Downtown Kelowna Association.

On November 3, 2011, City staff received a letter from the DKA in response to the stakeholder consultation on October 28, 2011 and the projects that were discussed during this session.

Using the "points" exercise, DKA indicated that the top 5 short term (2 to 5 years) priority projects as:

- 1. Redesign Leon and Lawrence Avenues
- 2. Remove truck traffic from Ellis Street
- 3. Install more appealing Downtown entrance and signage
- 4. Develop Kerry Park Plaza
- 5. Add parkades

In addition to the top 5 short term priority projects, the DKA also indicated the secondary priorities, the low priorities and the low "big moves" priorities.

Secondary priorities:

- Waterfront building (the development of a mixed use building in City Park)
- UBCO City Task force (student housing project with development relief)
- Pedestrian links (once the RCMP detachment is relocated, the extension of the Art Walk should become a priority)
- Bertram Greenway (create a public market place in the Downtown area)
- City Park Master Plan

Low priorities:

- Pedestrian underpass beneath Harvey Avenue
- Abbott streetscape

- Naturalized shorelines
- Public lookout

Low "big moves" priorities:

 Harvey Greenway (beautification of Harvey/Highway 97 and create a prominent entrance to Ellis / Anchor Park - investigate lower cost alternatives)

Charrette Workshop

Residents who had participated in the Downtown Plan Urban Design Charrette in June, 2011, were invited to join City staff for a Downtown Plan Workshop on Wednesday, November 2, 2011. This workshop was held at the Prestige Inn, which is located at 1675 Abbott Street, from 5:00 p.m. to 6:30 p.m. The purpose of the workshop was for City staff to report on the activities that had happened since the Urban Design Charrette and to obtain input and feedback on the Downtown Plan project priorities. The Director of Policy and Planning and General Manager of the Community Sustainability Division gave a short presentation on the Downtown Plan.

Of the original group of Charrette participants, 14 participants attended the Downtown Plan Workshop. The workshop format on November 2^{nd} was identical to that used for the UDI, Chamber of Commerce and DKA sessions. As such, some of those who had attended the original Charrette and who had affiliations with these groups chose not to attend the November 2^{nd} sessions. The attendance at this session was therefore lower than at the original Charrette.

The top 5 priority projects that were indicated by the Charrette participants in the 'points' exercise are:

- 1. Remove truck traffic from Ellis Street (25 dots or 11%)
- 2. Redesign Leon and Lawrence Avenues (18 dots or 8%)
- 3. Develop a commercial and public boat dock (pier) at the foot of Queensway (13 dots or 6%)
- 4. Make a pedestrian access across highway safer and more convenient (11 dots or 5%)
- Develop Kerry Park Plaza (9 dots or 4%)
 Extend Art Walk (9 dots or 4%)
 Affordable housing (including student housing) (9 dots or 4%)

Urban Development Institute

On Thursday, November 3, 2011, the General Manager of the Community Sustainability Division met with members of the Urban Development Institute.

On November 14, 2011, City staff received a letter from UDI in response to the stakeholder consultation on November 3, 2011 and the projects that were discussed during this session.

Using the "points" exercise, UDI indicated the top 5 priority projects as:

- 1. Add Parkades (57 dots or 26%)
- 2. Build a technology hub in the Downtown Area (40 dots or 18%)
- 3. Redesign Leon and Lawrence Avenues (34 dots or 15%)
- 4. Build a convention centre in the Downtown Area (32 dots or 15%)
- 5. Develop a commercial and public boat dock (pier) at the foot of Queensway (27 dots or 12%)

In addition to the 41 projects from the "points" exercise, UDI also suggested four new priority projects:

- A multi-dimensional downtown utility (heat, water, wastewater, power, etc.) which can provide lots of "economic" energy to new developments
- A significant re-think of the waterfront to focus on economic opportunity (food, events, boats, etc.)
- A significant visitor information center (similar to Penticton) that offers an "Okanagan experience."
- Downtown UBCO Campus
 - o Create a downtown campus on the old KSS site
 - Incorporate student housing into the campus

Public Consultation (November 2011)

Residents had the chance to provide City staff with input to help finalize the Kelowna's Downtown Plan at an open house on Thursday, November 3, 2011. The open house was held from 4 p.m. to 7 p.m. at the Okanagan Regional Library downtown, 1380 Ellis Street.

Members of the public were invited to provide feedback on the potential Downtown Plan and learn more about the policies being proposed to support the 10-year plan. Using a "dotmocracy" exercise, residents were also asked to prioritize the 41 potential downtown projects listed on the display panels using the 20 dots they were given when they first arrived. By placing a dot on a specific project, attendees indicated that they felt that project would best help deliver on the vision developed for the downtown. Residents could distribute the dots however they wanted between the projects. For example: they could place 10 dots on each of two projects that they consider particularly critical, or they could pick their top twenty projects and place one dot next to each of those projects. They did not have to use all the dots.

A total of 108 residents attended the open house and provided input on projects for the Downtown Plan. This was considered a good level of interest given that there were many competing events on offer that evening.

The top 5 priority projects that were indicated in the dotmocracy exercise were as follows:

- 1. Affordable housing (including student housing) (106 dots or 6%)
 - a. The Charrette consultants recommended a UBC/City joint venture student housing development in Downtown.
 - b. Affordable housing is also addressed in the Housing Strategy
- 2. Remove truck traffic from Ellis Street (104 dots or 6%)
 - a. Review the success of the City's Truck Route Plan to determine any viable alternatives to Ellis Street
 - b. Remove truck traffic (cost estimate \$10k) which will allow for an improved pedestrian environment and streetscaping
- 3. Build a convention centre in the Downtown area (79 dots or 4%)
 - a. The Chamber, COEDC, and Tourism Kelowna are currently discussing the terms of reference for the phase of feasibility analysis
- 4. Build a technology hub in the Downtown area (74 dots or 4%)
 - a. Discussions have begun with Accelerate Okanagan, COEDC, UBCO and the City with regard to a new Technology Centre of Excellence
- 5. Improve cycling connections (72 dots or 4%)
 - a. Improve cycling connections throughout downtown

Residents also had the opportunity to give feedback and provide input through a short online Downtown Plan Survey. Residents were asked to take 10 minutes to answer 10 questions for the 10-year plan. A total of 667 fully or partially completed surveys were submitted. Detailed results from this survey can be seen in Appendix 3.

Public Consultation (February 2012)

On January 23, 2011, Council approved the draft Downtown Plan. Residents were invited to provide feedback on the plan; including action items, policies and financial considerations. Comments and suggestions on the plan were received by email (11) and by blog posts (9).

The majority of comments received were supportive of the plan:

- "Looks great, get it to council for adoption!!!!"
- "I like what I see so far."
- "Good plan. Like cross walk at Abbott or Water across busy highway 97. Like convention centre with hotel on top like Pan Pacific in Vanc, as people like to stay at centre. Agree with re-location visitor centre. Like building height set back plan as proposed. Well done. Like pedestrian orientated sidewalk on Abbott street by park etc."
- "I strongly support the initiative of increased downtown population, jobs and public safety."
- "Plan looks good great vision."
- "I want to firstly say the downtown plan as a whole looks amazing. There has been a lot of work put in to this project and we as property owners and restaurant owners downtown are very pleased and excited to see progress in the right direction.

- "Thanks for the opportunity to comment. Kelowna is a beautiful place and I love My Downtown. Love the coffee shops, the bistros, and they would be so fun to have a couple of those along the lake, -- benches and tables where people can play board games or cribbage or whatever with umbrellas so people can come and enjoy just like at the skating park. Will look forward to seeing the development of the downtown in the years ahead. Oh yes and love the cultural district and the art walk. Pretty awesome to be living in an amazing place like Kelowna."
- "I just finished reading through the plan and am very happy with the proposals. I agree with the projects that have been given priority and am excited about the proposed changes and developments."

Comments and/ or suggestions from Downtown business owners included:

- Remove Ellis Street truck route
- Add parking along the 1500-1600 Ellis Street block
- Change zoning for properties along Abbott street from 6 stories to 20 stories or more
- Do not require amenity contribution for additional height
- Ensure regulations and guidelines do not prevent redevelopment

Comments and/or suggestions from Kelowna residents included:

- Add free wifi in public areas (specifically in the parks, areas near the shore, and restaurants)
- Provide areas where electronic devices can be plugged in to a power outlet and/or USB port for charging (ex. near benches)
- Expand the Stuart Park ice rink
- Lower building heights (ex. 26 stories is too high)
- Ensure future location for the visitor centre allows for RV parking
- Add a shuttle bus to minimize car traffic
- Provide for Fintry Queen moorage off of City Park (as suggested by owner of Fintry Queen)
- Provide more parking
- Take steps to ensure safety and security (especially along Leon and Lawrence)

Stakeholder Consultation (February 2012)

The Director of Policy and Planning met the Urban Development Institute (UDI), the Downtown Kelowna Association (DKA), and the Chamber of Commerce in early February to receive feedback on the draft Downtown Plan.

Urban Development Institute

On Thursday, February 2, 2012, the Director of Policy Planning met with members of the Urban Development Institute. The primary feedback received was that the community amenity contribution policy proposed in the draft would be a disincentive to downtown development. (The proposed policy was subsequently removed).



Chamber of Commerce

On Tuesday, February 7, 2012, the Director of Policy Planning met with members of the Chamber of Commerce. Following that, the Chamber indicated that "the Chamber Board is pleased that there is a comprehensive plan, that had excellent public input and that we would like to see the plan implemented as soon as resources and opportunities arise."

Downtown Kelowna Association

On Wednesday, February 15, 2012 the Director of Policy Planning met with members of the Downtown Kelowna Association. Their feedback was that it was a solid plan and that they were generally pleased with the content and they encouraged Council's endorsement of the plan.

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Appendix B: Survey Summary



DOWNTOWN PLAN NOVEMBER 2011 SURVEY Results Summary

Survey Purpose and Methodology

As one part of the research and public input component of the Downtown Plan 2011, the City set up an online survey using Survey Monkey. The survey ran for approximately 4 weeks, starting on October 18, 2011 and ending on November 17, 2011. On November 11th, the web page link automatically closed in error, obligating us to extend the survey until November 17, 2011. The two page survey consisted of ten questions, two of which were open ended.

By the deadline date, 667 surveys were returned, and of this number, 653 surveys (or 97.9%) had been fully completed.

Highlights

RESPONDENT PROFILE

The age of those responding to the survey was, with the exception of the lower responses from those over the age of 70, quite close to the age profile of the community as a whole (see table below for comparisons). The greatest number (23%) of respondents were between the age of 30-39. However, close behind this were respondents aged 18-29 (22%) and respondents aged 50-59 (21%).

Demographics

Respondents (2011 Survey)	Age Range (2006 Census)	City of Kelowna (2006 Census)
22%	20-29*	16%*
23%	30-39	15%
18%	40-49	20%
21%	50-59	18%
13%	60-69	13%
4%	70 +	19%
	(2011 Survey) 22% 23% 18% 21% 13%	(2011 Survey) (2006 Census) 22% 20-29* 23% 30-39 18% 40-49 21% 50-59 13% 60-69

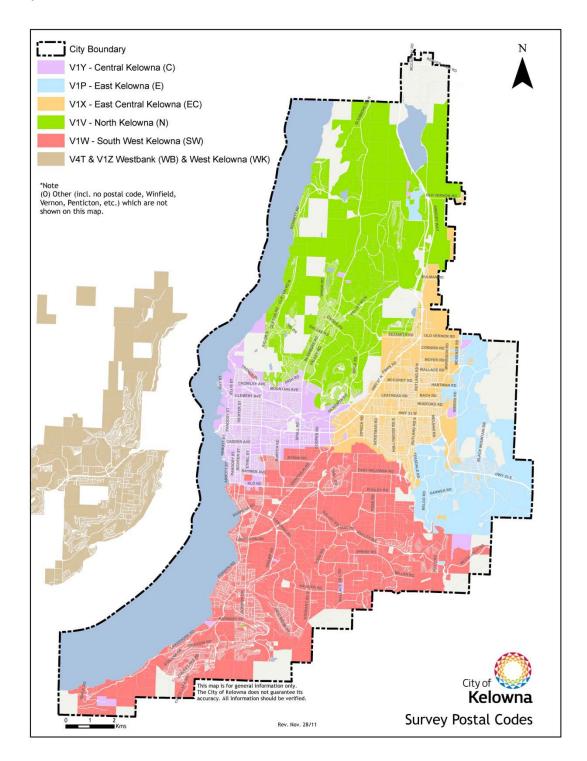
^{*}These results slightly differ from those found in the 2011 Survey as the survey also includes the 'under 18' age category.

Of the 667 respondents, 613 (or 92 %) live in Kelowna. Of those living in Kelowna, most live in Central Kelowna - not surprising given the focus of the survey. 54 survey respondents (8%) either live outside of Kelowna or did not provide their postal code.

Area of Residence	Number of Respondents (2011 Survey)
Central Kelowna (C)(incl. Downtown area)	262
East Kelowna (E)(incl. Black Mountain area)	14
East Central Kelowna (EC)(incl. Rutland area)	80
North Kelowna (N)(incl. Glenmore area)	100
South West Kelowna (SW) (incl. Lower & Upper Mission area)	120
Westbank (WB) & West Kelowna (WK)	30
Other (O) (incl. no postal code, Winfield, Vernon, etc.)	54

^{*}The areas of residence can be seen Map B1 (next page).

Map B1: Postal Code Areas



IMPORTANCE OF DOWNTOWN

When respondents were asked how important it is for the City to have a healthy, vibrant downtown, 528 respondents (79%) said it was important or very important. The response to this question was very consistent across age groups. The top reasons given for the importance of downtown included:

- o It attracts business, tourists, local residents, etc.
- It is the hub of the City
- o It creates an identity for the City
- o It is the heart of the City
- o It is the core of community activities
- o It promotes a local economy and monetary growth in the City

GO DOWNTOWN

The number one reason to go downtown, according to the respondents, is to visit restaurants (576 respondents or 88%). This is closely followed by "attend cultural events" (which includes concerts, theatre, movies, etc.) (556 respondents or 85%), "shop" (511 respondents or 78%) and "socialize" (471 respondents or 72%).

Additional reasons to go downtown were indicated in the respondents' comments:

- 48 respondents indicated they go downtown to exercise (which includes yoga classes, walking dogs, skating, etc.)
- 29 respondents indicated they go downtown for other types of activities not listed in the survey (which includes going to the library, attending meetings, etc.)
- o 8 respondents indicated they go downtown to volunteer

GOALS FOR DOWNTOWN

61.7% of respondents (401) indicated that the top goal for downtown over the next ten years is to attract people to come downtown. 43.2% of respondents (280) indicated that the goal to increase the number and diversity of people living downtown was very important and 42.5% of respondents (276) indicated that the goal to increase all Kelowna residents' attachment to downtown was very important.

Additional goals for downtown over the next 10 years were indicated in the respondents' comments:

- o Increase or decrease building height in the downtown core
- o Create more mixed use space in the downtown core (including a mix between residential and business and a mix between heritage and new development)
- Improve safety in the downtown core (especially on or near Leon Avenue and Lawrence Avenue)
- Improve or build more parking

ISSUES IN DOWNTOWN

Respondents indicated the top 5 serious issues in Downtown are:

- 1. Lack of certainty regarding vision for downtown (49% or 311 respondents)
 - The 18-29 age category had the highest number of respondents who felt that this was important or a very important (17%)
- 2. Crime (40% or 258 respondents)
 - The 18-29 age category had the highest number of respondents who felt that this was an important or a very important issue (16%)
- 3. Homelessness (35% or 227 respondents)
 - o The 40-49 age category had the highest number of respondents who felt that this was an important or a very important issue (14%)
- 4. Personal safety (34% or 221 respondents)
 - The 18-29 age category had the highest number of respondents who felt that this was an important or a very important issue (13%)
- 5. Vacant or underdeveloped sites (34% or 218 respondents)
 - The 18-29 age category had the highest number of respondents who felt that this was an important or a very important issue (17%)

Respondents who live in the Central Kelowna area found these 5 serious issues to be a greater concern than those who lived in other areas of Kelowna. As noted in Map B1, the downtown area is included in the Central Kelowna area.

The top issues as indicated in the respondents' comments include:

- Safety (26)
- Development and building height (23)
- Traffic and transportation (17)
- Activities and amenities in the downtown (16)
- Parking (13)

PROJECTS FOR DOWNTOWN

Survey respondents were asked to score a number of projects proposed for the downtown on a scale of 1-5 (1=very unimportant to 5=very important). The score indicates how important each project is to ensuring a vibrant future in Kelowna. The top 5 projects which have been indicated as being important or very important are:

- 1. Bernard Avenue streetscape (wider sidewalks, more trees, more benches, etc.) (79%)
 - a. Of this percentage, 18% live downtown
 - b. Of this percentage, 29% work downtown
 - c. Of this percentage, 63% shop downtown
 - d. Of this percentage, 70% visit restaurants downtown
 - e. Of this percentage, 69% attend cultural events downtown
- 2. Improve pedestrian connections within downtown (complete sidewalk network, create more pedestrian connections through long blocks) (75%)
 - a. Of this percentage, 17% live downtown
 - b. Of this percentage, 27% work downtown
 - c. Of this percentage, 60% shop downtown
 - d. Of this percentage, 67% visit restaurants downtown
 - e. Of this percentage, 66% attend cultural events downtown
- 3. Extend the naturalized shoreline and curved waterfront walkway/bikeway to the north and south from James Stuart Park (74%)
 - a. Of this percentage, 16% live downtown
 - b. Of this percentage, 27% work downtown
 - c. Of this percentage, 59% shop downtown
 - d. Of this percentage, 66% visit restaurants downtown
 - e. Of this percentage, 64% attend cultural events downtown
- 4. Extend the walkway from the Cultural District (it now ends by the Library parkade) to the Queensway Transit Terminal (68%)
 - a. Of this percentage, 15% live downtown
 - b. Of this percentage, 25% work downtown
 - c. Of this percentage, 54% shop downtown
 - d. Of this percentage, 61% visit restaurants downtown
 - e. Of this percentage, 60% attend cultural events downtown
- 5. Make it easier to cross the highway as a pedestrian or cyclist (67%)
 - a. Of this percentage, 15% live downtown
 - b. Of this percentage, 25% work downtown
 - c. Of this percentage, 55% shop downtown
 - d. Of this percentage, 60% visit restaurants downtown
 - e. Of this percentage, 59% attend cultural events downtown

NEXT STEPS FOR DOWNTOWN

Survey respondents were asked to distribute 100 points between 7 categories to indicate how they think efforts should be directed with respect to 'next steps' for downtown. Of the possible 100 points total, 543 respondents felt that the category that "the City should invest taxpayer money in streetscape projects, parks, trees, public squares, piers, etc." was the most important effort, receiving a response total of 10,638 points and an average of 19.59 points.

523 respondents indicated that the category "ask developers to contribute money to help build new facilities (piers, squares, parks, etc.)" was the second most important "next step" for downtown. This category received a response total of 9,859 points and an average of 18.85 points.

542 respondents indicated that the category "partner with business interests to promote the downtown as the place to live, work, shop, play, etc." was the third most important "next step" for downtown. This category received a response total of 9,333 points and an average of 17.22 points.

The four remaining categories are:

- Change regulations so that new buildings, parking lots etc. are better designed response total of 8,660 points and an average of 16.46 points (526 respondents)
- Provide incentives for developers to construct new buildings response total of 8,203 points and an average of 15.96 points (514 respondents)
- Change regulations to make development more economically viable response total of 7,283 points and an average of 14.34 points (508 respondents)
- Seek contributions from property owners and businesses to help fund new facilities response total of 5,024 points and an average of 10.23 points (491 respondents)

IMPROVE DOWNTOWN

In an open-ended question, survey respondents were asked to indicate what they suggest be done to improve downtown.

- 63 respondents indicated that the top thing to do to improve downtown would be to make it more pedestrian friendly. More specifically suggestions included: less cartraffic (or in some areas, for example Bernard Avenue, making roadways for pedestrian access only), more walkways, more plazas, wider, more attractive sidewalks, etc.
- 2. 37 respondents indicated that more activities in the downtown would improve the downtown area. More specifically suggestions included: more boutiques, a greater diversity of shops, more nightclubs and more restaurants as well as increased hours of operation for the businesses downtown. Respondents also indicated that more

community programs, affordable entertainment, cultural events, festivals and public markets would help to improve the atmosphere of the downtown.

- 3. 30 respondents indicated that increased density in the downtown would improve the downtown area. More specifically suggestions included: increasing building height of new developments and creating more mixed-use buildings. Respondents indicated that high rise buildings that include a mix of office, commercial and residential spaces will help create a safe community feel in the downtown area and would help to minimize Kelowna's urban sprawl.
- 4. 28 respondents indicated that decreasing crime and increasing safety in the downtown would improve the downtown area. More specifically suggestions included: increasing the number of street lights to create safer parks, building safe pedestrian crossing areas (especially along busy streets and between major intersections), encouraging new business along Leon and Lawrence and increase policing patrols in the downtown area.
- 5. 27 respondents indicated that increasing and improving parking in the downtown would improve the downtown area. Respondents indicated that more parking (including parking for those with disabilities, street parking, and parkades) would bring more people downtown thus making it a much more vibrant part of the City.

COMMUNICATIONS

97% (648) of respondents filled out the survey online. Only a small fraction of the respondents, 3% (19), chose to fill out the survey by hand and drop it off at City Hall.

The online survey was promoted using numerous communication methods:

- Facebook
- Twitter
- E-bulletin updates (6)
- Downtown Plan Blog
- City Webpage Highlight
- News Release (2)
- Capital News Ads (October 28, 2011 and November 3, 2011)
- Workshop invitations to Charrette participants
- Open House invitations
- Open House survey information cards

Appendix C: Downtown Kelowna Profile



DOWNTOWN

Kelowna Profile

The City of Kelowna is the largest city in British Columbia's Okanagan and is recognized as one of the most livable cities in Canada. With an average of 2,000 hours of sunshine every year, Kelowna offers all the amenities of a major city, such as fine dining, unique shops, and vibrant culture, in the context of vast mountain ranges, parkland, numerous sandy beaches and historic orchards and vinyards. Well known for its hot summers and mild winters, Kelowna presents four-season activity options for all ages. Kelowna is easily accessible by bus, car and air, with Kelowna's International Airport identified as the 10th busiest in Canada. Since its establishment in May 1905, Kelowna continues to be a gateway for business, industry and education.

Kelowna is a prospering community that balances growth with support of the City's heritage. Kelowna has 207 properties listed on the Heritage Register, 19 of which have been designated heritage sites, with the majority of these heritage properties located Downtown. Downtown boasts a number of character areas and historic sites including Abbott Street and Marshall Street Heritage Conservation Areas, Ethel Street Residential Area, the North End, and the former Chinatown.

Downtown attracts residents and visitors alike. Downtown Kelowna is a hub of activity and serves as the focal point for the City. Many are attracted to the wide variety of shops, restaurants, recreational and cultural facilities. Downtown offers a lakefront location, nearly 60 acres of park and green space, and a pedestrian friendly boardwalk that stretches from City Park to Tug boat beach.

Downtown is undergoing an exciting revitalization with investment in Bernard Avenue, Phase 2 of Stuart Park, the Queensway Bus Exchange expansion as well as the restoration of downtown's heritage buildings.

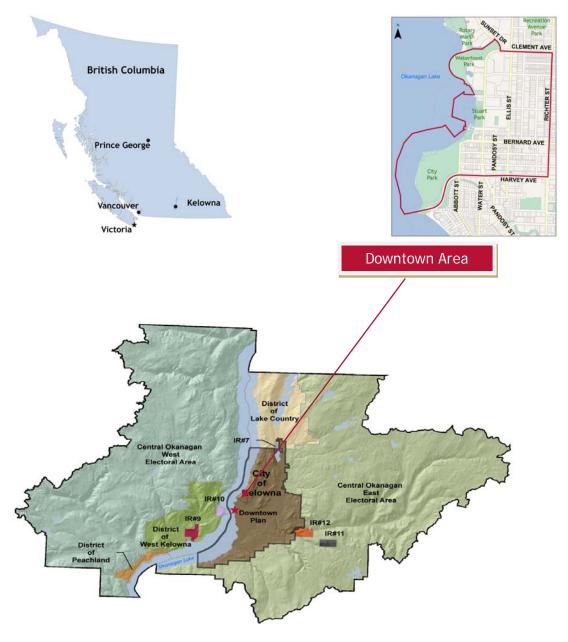
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	G	eographyC-3
	Р	opulation C-4
		Growth
		Age
		Gender
		Home Language
		Ethnicity
		Aboriginal Population
		Marital Status
		Family Size
		Household Size and Types
		Population & Density
	lr	ncome
		Median Household Income
		Population & Income
	Н	ousingC-8
		Private Dwellings
		Residential Growth
	С	haracter Areas
	Ε	mploymentC-11
		Occupations
		Leading Employers
	D	evelopment
		Commercial Growth
		Industrial Growth
		Institutional Growth
		Major Development Projects
	Т	ransportation
		Transit/Walking/Cycling
		Bicycle and Vehicle Parking
	L	ifestyleC-16
		Venues & Major Events
		Accommodations
		Facilities

Geography

The City of Kelowna is one of four municipalities that make up the Central Okanagan Regional District (CORD). Kelowna, the largest city in the Okanagan Valley, is situated in the southern interior of British Columbia. Located on the eastern shore of the 110km (68 miles)

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Okanagan Lake, Kelowna is positioned mid-way between Vernon to the north and Penticton to the south. Bounded by Okanagan Lake to the west, Richter Street to the east, Clement Avenue to the north and Harvey Avenue/Hwy 97 to the south, Downtown Kelowna is a dynamic place to live, learn, work, and play.



Population

Growth

The population of the Central Okanagan Regional District (CORD) (including Kelowna) was 162,276 in 2006 and is forecast to increase by

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42 % by 2020, bringing the city's population of the district to 230,000. Kelowna is the largest city in the Regional District and the total population is anticipated to increase by 51 % by 2030. By that time, it is estimated that the population of Kelowna will be approximately 162,000.

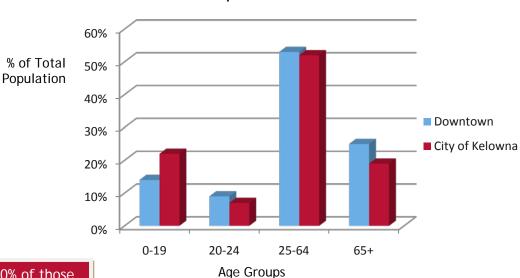
In 2006, there were 9961 people living in Downtown Kelowna, representing 9 % of the city's population. By 2030, the Downtown population is forecast to increase by 4800 residents (48 %), representing 12 % of the City's total growth.

Between 2001 and 2006, Downtown Kelowna's population grew 1.9 % compared to 10.9 % for Kelowna, 9.8 % for the Regional District and 5.3 % for the province as a whole.

POPULATION PERCENTAGE COMPARISON								
	Downtown	Kelowna	Kelov	vna	COF	RD	British Co	lumbia
Year	Population	%	Population	%Change	Population	%Change	Population	%
		Change						Change
2001	9,770		96,235		147,739		3,907,738	
2006	9,961	2.0	106,707	10.9	162,276	9.8	4,113,487	5.3

Source: Statistics Canada Data Set 2006 Statistics Canada Data Set 2001

Population Profile



More than 50% of those living downtown are 25-64 years old.

Source: Statistics Canada Data Set 2006

TOTAL POPULATION BY AGE GROUP Downtown 0-19 14% 23335 1355 22% 20-24 9% 900 7564 7% 25-64 5275 55170 53% 52% 65+ 25% 20730 2500 19%

Age

Young children make up a lower share of the downtown population than they do elsewhere in the city, but young adults make up a slightly larger share.

Source: Statistics Canada Data Set 2006

Home Language

97% of residents living in Downtown Kelowna spoke English as their home language. The next most common home language was German at .7%, followed by Italian (.5%) and Polish (.4%).

Ethnicity

53% of the Downtown population have British Isles origins. Those with Western European origins represent 31% of the Downtown population.

Aboriginal Population

Aboriginals formed 5% of Downtown's Kelowna population in 2006. Métis make up 69% of the total aboriginal population, followed by 25% North American Indian.

AGE & GENDER				
	Male		Fema	ale
	Downtown	Kelowna	Downtown	Kelowna
	Kelowna		Kelowna	
0 to 4 years	175	2345	170	2355
5 to 9 years	150	2725	130	2710
10 to 14 years	145	3190	140	3065
15 to 19 years	230	3615	215	3330
20 to 24 years	455	3800	445	3665
25 to 29 years	475	3065	430	3045
30 to 34 years	340	2850	335	2915
35 to 39 years	335	3225	300	3295
40 to 44 years	295	3815	305	4210
45 to 49 years	360	3970	365	4445
50 to 54 years	285	3590	380	4035
55 to 59 years	270	3405	305	3695
60 to 64 years	205	2620	290	2990
65 to 69 years	180	2380	230	2670
70 to 74 years	195	2175	235	2525
75 to 79 years	205	1885	375	2460
80 to 84 years	160	1525	360	2095
85 years and	180	1050	380	1965
over				
Total	4545	51225	5395	55485

Source: Statistics Canada Data Set 2006



Marital Status

31% of Downtown Kelowna's population 15 years and over were legally married in 2006 whereas 38% of Downtown Kelowna's population 15 years and over were single (never legally married).

TOTAL POPULATION 15 YEARS AND OVER BY LEGAL MARITAL STATUS		
Marital Status	Downtown	Kelowna
Never legally married (single)	3470	38%
Legally married (and not separated)	2770	31%
Separated, but still legally married	445	5%
Divorced	1250	14%
Widowed	1105	12%
Total Population	9040	

Source: Statistics Canada Data Set 2006

Of the legally married couples living Downtown, only 28% have children at home.

Family Size

69% of the families living in private households Downtown are 2 person families.

FAMILY SIZE	
Census Family	2006
Size	
2 Persons	1615
3 Persons	420
4 Persons	235
5 Persons	50

Source: Statistics Canada Data Set 2006

Household

57% of the private households downtown are non-family households. Moreover, the majority of households in the downtown are 1 person households.

DOWNTOWN HOUSEHOLDS				
Household	2001	2006	% Change	
types One-family	2395	2280	Change - 5 %	
Multiple-family	20	25	+ 25 %	
Non-family	2920	3080	+ 6 %	
Household size	2001	2006	%	
1 person	2535	2595	Change + 2 %	
2 persons	1875	1930	+ 3 %	
3 persons	520	515	- 1 %	
4 to 5 persons	335	335	0 %	

Source: Statistics Canada Data Set 2006

POPULATION AND DENSITY				
	Downtown Kelowna	Kelowna	CORD	BC
Population density people per square kilometer	9,770	504	56	4
Land area (square km)	1.0	212	2,904	924,815

Source: Statistics Canada Data Set 2006 Statistics Canada Data Set 2001

Income

In 2005 the average income of population 15 years and over in Kelowna was \$33,647, 19.2% higher than in 2000. The average income for Downtown Kelowna was \$26,484 in 2005, 10.5% higher than in 2000.

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MEDIAN HOUSEHOLD INCOME				
Туре	Downtown Kelowna	Kelowna	CORD	BC
All Private Households (\$)	\$40,048	\$48,859	\$50,308	\$52,709
Couple Households with Children (\$)	n/a	\$82,266	\$81,066	\$79,509
Couple Households without Children (\$)	n/a	\$58,898	\$58,214	\$63,969
One-Person Households	\$19,999	\$26,176	\$26,430	\$27,773

Source: Statistics Canada Data Set 2006



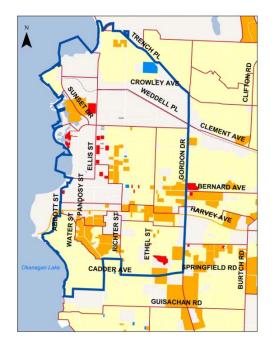
POPULATION		
Income	Downtow	n Kelowna
Under \$1,000	385	5%
\$1,000 to \$2,999	170	2%
\$3,000 to \$4,999	205	2%
\$5,000 to \$6,999	285	3%
\$7,000 to \$9,999	475	6%
\$10,000 to \$11,999	510	6%
\$12,000 to \$14,999	645	8%
\$15,000 to \$19,999	1300	15%
\$20,000 to \$24,999	830	10%
\$25,000 to \$29,999	705	8%
\$30,000 to \$34,999	655	8%
\$35,000 to \$39,999	595	7%
\$40,000 to \$44,999	345	4%
\$45,000 to \$49,999	360	4%
\$50,000 to \$59,999	380	4%
\$60,000 and over	535	6%
TOTAL Downtown	84	70
population with income		

Source: Statistics Canada Data Set 2006

Housing

Kelowna currently has more than 6500 residential units in the greater Downtown area (as illustrated in the map below). The percentage of owned private dwellings (49%) is almost equivalent to the number of rental private dwellings (51%) in Downtown Kelowna.

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Multi Unit Dwellings
Single Unit Dwellings
Multi Unit in Commercial
Multi Unit in Education and
Minor Institutional
Other Zoning

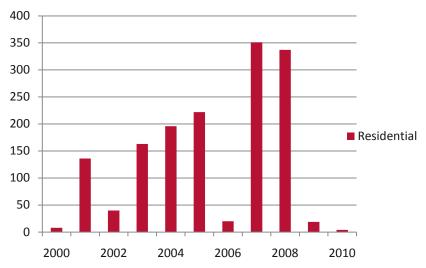
DWELLINGS BY HOUSING TENURE								
	Downtown Kelowna							
Owned	2655	49%	32385	72%				
Rented	2745	51%	12600	28%				
TOTAL	5405		44985					

Source: Statistics Canada Data Set 2006

Residential Growth

From 2000-2007, the greater Downtown experienced a steady increase in residential growth, with only a couple of years in between with minimal growth (2002 and 2006). Fewer units were added after 2008, reflective of the housing trends in Kelowna as a whole, as well as provincially and even nationally.

Residential growth (number of new units) in the Greater Downtown (2000-2010)



Source: Kelowna Residential Building Permits 2000-2010 www.kelowna.ca/CityPage/Docs/PDFs//Maps/CitySubSectors.pdf

Character Areas

Kelowna balances growth with support for the protection of distinctive and authentic natural, cultural and built heritage assets. Downtown's heritage and neighbouring character areas, such as the Abbott Street and Marshall Street Heritage Conservation Areas, Chinatown, the North End and the Ethel Street Residential Area have become Kelowna's main historic enclaves. Moreover, opportunities to renovate heritage buildings in the Downtown area have given the area a unique appeal, thereby adding to the vibrancy and character of Kelowna as a whole. As the Downtown area faces population and development growth over the next 20 years, the City recognizes the importance of protecting and managing Kelowna's heritage resources.

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Abbott Street & Marshall Street Heritage Conservation Areas

Properties located in Kelowna's Abbott Street and Marshall Street Heritage Conservation Areas are protected by conservation guidelines that help maintain the historical character of the existing single or two family residential homes. As identified by City Council in 1993, the Abbott Street Heritage Conservation Area consists of properties located north of the hospital, south of Mill Creek, west of Pandosy Street and east of Okanagan Lake. The area was laid out as a subdivision in 1904 and by the 1920's it had become a prestigious residential area. The area currently consists of 325 homes, 52 of which are listed in the 1983 Kelowna Heritage Resource Inventory. Also identified by City Council in 1993, the Marshall Street Heritage Conservation Area consists of 25 properties located along Marshall Street and Buckland Avenue. Victorian Revival, Mediterranean Revival, early Vernacular Cottage and late Vernacular Cottage are the four architectural styles of the buildings in this area.



Chinatown

Kelowna's former "Chinatown" area is bounded by Leon Avenue (north), Harvey Avenue/Hwy 97 (south), Abbott Street (west) and Water Street (east). Valued for its historic association with the Chinese-Canadian community, "Chinatown" was where the majority of Kelowna's Chinese population (approximately 15% of Kelowna's total population in 1909) lived and worked for nearly a century. Kelowna's "Chinatown" began in the late 1800s and was a hub of economic, social and cultural activity, until the last business closed in 1978.



North End Neighbourhood

Kelowna's historic North End borders Broadway Avenue (north), Bay Avenue (south), Ellis Street (west) and Richter Street (east). This single family residential area, located at the foot of Knox Mountain, is predominantly made up of houses built immediately after the Second World War and in the two decades following. The federal government built the non-profit subsidized rental housing, now known as the "wartime houses", to address the unemployment and housing issues that followed many veterans after the Second World War.





Ethel Street Residential Area

The area bounded by Bernard Avenue, Gordon Drive, Richter Street and Mill Creek is a mature single family residential district, having been subdivided shortly after the original Kelowna Townsite was developed (Kelowna Heritage Resource Inventory, 1983). This area includes the only remaining examples of Late Victorian and Edwardian brick houses in Kelowna. This area is associated with many of the community's important civic officials and community leaders during the formative years of incorporation and civic development and contains a large number of houses from the First Civic Phase (1904 to 1914). Fourteen homes located along Ethel Street and Richter Street are listed in the Kelowna Heritage Register.

Bernard Avenue

Bernard Avenue was the original main street for Kelowna, containing nearly all of the city's First Civic Phase commercial buildings (1904-1914) and the Second Civic Phase (1914-1940). Fumertons Retail Store, Kelowna's Stationers Building, Dusty's Night Club, Bennetts Furniture and Hardware Store and Willits Taylor Drug Store are a few of the earliest civic and commercial enterprises along Bernard Avenue. There are 29 commercial and residential buildings on Bernard Avenue listed on the Kelowna Heritage Register.





Employment

Downtown Kelowna is home to many of the City's largest major City employers. Major employers include; the Interior Health Authority, the City of Kelowna, and the Delta as well as numerous legal firms, accounting firms and banks. Other occupations in the Downtown area tend to fall under the umbrellas of hospitality, media, retail, food and cultural services.

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The City of Kelowna has more than 7240 businesses (2011), of which 633 (8.7%) are located downtown.

The top three occupations for those living downtown include; sales and service occupations (31% or 1610 occupations), trades, transport and equipment operated and related occupations (17% or 860 occupations) and business, finance and administration occupations (14% or 715 occupations).

DOWNTOWN KELOWNA TOTAL LABOUR FORCE 15 YEARS AND OVER BY OCCUPATION						
All occupations	Down	itown				
A Management occupations	595	11%				
B Business, finance and administration occupations	715	14%				
C Natural and applied sciences and related occupations	265	5%				
D Health occupations	260	5%				
E Occupations in social science, education, government service and religion	375	7%				
F Occupations in art, culture, recreation and sport	195	4%				
G Sales and service occupations	1610	31%				
H Trades, transport and equipment operators and related occupations	860	17%				
I Occupations unique to primary industry	95	2%				
J Occupations unique to processing, manufacturing and utilities	145	3%				
TOTAL	51	80				

Source: Statistics Canada Data Set 2006

LEADING EMPLOYERS - GREATER DOWNTOWN KELOWNA (2010)							
Company	Total Employees	Description Type					
Sun-Rype Products Ltd. City of Kelowna Tolko Industries Ltd. The Grand Okanagan Resort Interior Health Authority	372 267 ¹ 249 246 ² 230 ³	Manufacturing Government Manufacturing Hotel/Service Health					

Source: Central Okanagan, Economic Development Commission, Regional District of the Central Okanagan 2010

- (1) City of Kelowna Human Resources 2011
- (2) Central Okanagan, Economic Development Commission, Regional District of the Central Okanagan 2009
- (3) Interior Health Authority Real Estate Services 2011

8.7% of all business in Kelowna are located Downtown.

Development

Kelowna's population is projected to grow at an annual rate of 1.51% through 2030, increasing the total population by 45,485 residents. As such Kelowna will be one of the fastest growing cities in the Province. In order to accommodate such growth in population, Kelowna will be required to develop new residential, commercial, industrial and institutional buildings.

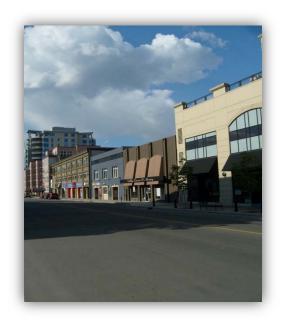
Geography
Population
Income
Housing
Character Areas
Employment
Development
Transportation
Lifestyle

Over the past 10 years the greater Downtown area has seen the addition of space and the conversion of uses (eg. industrial & commercial.)

There is over 1 million square feet of office space in the downtown area.

Commercial Growth

As of 2001, the total square footage of commercial floor space in the Downtown area was 2,050,600 square feet. Since then, commercial growth in the greater downtown has remained relatively steady. 2002-2010 saw the addition of approximately of 250,000 sq.



DOWNTOWN KELOWNA								
Approx. Commercial Floor Space (2001) ¹	Square Feet							
Retail Pers. Serv.	465,806 sq. ft.							
Office 1 st Floor	452,705 sq. ft.							
Office 2 nd Floor	463,438 sq. ft.							
Office 3 rd Floor	114,589 sq. ft.							
Office 4+ Floors	23,556 sq. ft.							
Restaurant	352,827 sq. ft							
Fast Food	9,691 sq. ft.							
Bank	65,949 sq. ft.							
Shopping Centre	67,027 sq. ft.							
Storage	35,012 sq. ft.							
TOTAL (as of 2001)	2,050,600 sq. ft.							
TOTAL new square footage from 2002-2010 ²	256,081 sq. ft.							
Estimation of TOTAL square footage (as of 2010)	2,306,681 sq. ft.							

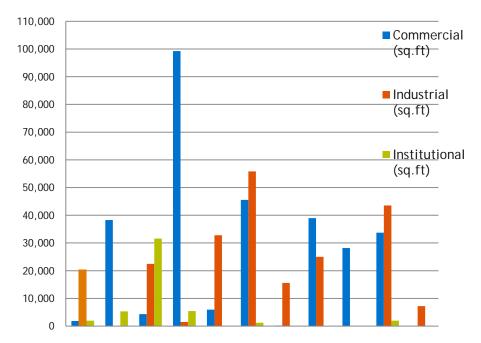
Source: (1) Based on BC Assessment 2001

(2) Kelowna Commercial Building Permits 2002-2010

Industrial Growth Industrial growth in the greater downtown remained steady over the past 10 years. Industrial growth had the greatest increase in square footage in 2005 (55,844 added square feet.)

Institutional Growth In the past 10 years, institutional growth in the greater downtown occurred largely from 2000-2003. In 2002, 29,817 square feet were added for the Chapman Parkade on Lawrence Avenue.

Commercial, Industrial and Institutional growth (sq. ft.) in the Greater Downtown (2000-2010)



Source: Kelowna Commercial, Industrial and Institutional Building Permits 2000-2010 www.kelowna.ca/CityPage/Docs/PDFs//Maps/CitySubSectors.pdf

MAJOR DEVELOPMENT PROJ	ECTS 2000-2010		
Project	Address	Use	Year
Chapman Parkade	Ellis Street	Commercial	2000
Rotary Centre for the Arts	421 Cawston Avenue	Commercial	2002
Delta Grand Hotel	1310 Water Street	Commercial (expansion)	2003
The Cannery Lofts	1289 Ellis Street	Residential (multi-use)	2005
The Downtown Lofts	1329 Ellis Street	Residential (multi-use)	2006
Ellis Court	1331 Ellis Street	Residential (multi-use)	2007
Cardington Apartments (John Howard Society)	1436 St Paul Street	Residential (multi-use)	2007
Waterscapes	1075-1099 Sunset Drive	Residential	2007
Delta Grand Casino	1300-1306 Water St	Commercial (Parkade and Addition)	2008
Martin Lofts	700 Martin Avenue	Residential	2008
Sunplex Sports Arena	1155 Ellis Street	Commercial	2009
The Madison	1395 Ellis Street	Residential (multi-use)	2009
Skye Tower	1075 Sunset Drive	Residential	2010

Source: Kelowna Residential Building Permits 2000-2010 www.kelowna.ca/CityPaqe/Docs/PDFs//Maps/CitySubSectors.pdf

Transportation

Downtown Kelowna is accessible to all; whether it is by boat, car, public transit, bicycle, foot or other methods of transportation. Of those living downtown, 14% walk to work and 6% bike to work. With the pedestrian friendly sidewalks, grid pattern streets and expansion of bike and pedestrian lanes along Cawston Avenue, active and

recreational transportation Downtown is increasing.

14% of downtown residents walk to work.

Mode of Transportation

Geography
Population
Income
Housing
Character Areas
Employment
Development
Transportation
Lifestyle

Transit

Queensway transit terminal, the hub of public transit in Kelowna, is located the centre of Downtown. Kelowna operates 1029 weekday bus trips, with 319 trips originating at Queensway and 324 trips terminating there.

Multi-use Paths and Cycling Routes - 5km Distance of Downtown



	Downtown Kelowna	Kelowna
Driver	66%	79%
Passenger	7%	8%
Public Transit	4%	3%
Walked	14%	6%
Bicycled	6%	3%
Motorcycle	0%	0%
Taxicab	0%	0%
Other Method	2%	1%

Source: Statistics Canada 20% Data Set 2006

Walking/ Cycling

There are approximately 50,000 people living within a 5km cycling distance of Downtown Kelowna.



Multi-use Paths Cycling Routes



Bicycle Parking

The City of Kelowna promotes and encourages sustainability and active modes of transportation in the community. At this time, the downtown area has a total of 165 bike parking spaces.

The downtown area currently has 5 "street lockers" and by the end of 2012, 4-5 additional

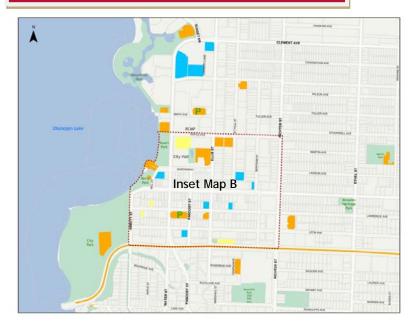
on street individual lockers will be installed throughout downtown. In addition, there are 12 single space bike lockers within the two downtown parking structures, 5 of which are located at the Library parkade and 7 of which are located at the Chapman parkade. By February 2012, the downtown area will have a total of 70 bicycle parking racks.

Vehicle Parking

As highlighted in the Off Street Vehicle Parking Map (Map A), the greater downtown area has a mix of City owned and privately owned parking. The red outline in both Map A and Map B (the inset map of Map A) between Abbott Street and Richter Street and Doyle Avenue and Harvey Avenue highlights the publicly available parking within a 5 minute walk from Bernard Avenue. Within this boundary, there are 2230 available parking stalls. In addition to these, there are parking lots that are available exclusively for patron use.

Map A)

Off Street Vehicle Parking - Downtown Area



Legal Parcel
City Owned
City Owned Evenings 8

City Owned Evenings & or Weekends Parking Only

Private Parking
5 Minute Walk from
Bernard Avenue

Parkade

Map B) Inset Map

Parking - 5 minute walk from Bernard



On Street
City Operated
Privately Operated
Total (available M-F,
daytime)
Available Weekends &
Evenings

There are 375 parking stalls available at the Library parkade.

Lifestyle

Downtown Kelowna is the heart of the city and is known for its culture, entertainment, festivals, art and multitude of indoor and outdoor activities.

Geography
Population
Income
Housing
Character Areas
Employment
Development
Transportation
Lifestyle

Venues:
Okanagan Regional Library
Kasugai Gardens
Prospera Place
Performing Arts:
Rotary Centre for the Arts
Kelowna Actors Studio
Museums and Galleries:
Kelowna Art Gallery
Okanagan Heritage Museum
BC Wine Museum & VQA Wine Shop
BC Orchard Industry Museum
Okanagan Military Museum
Kelowna Fire Museum
Theatres/Concert Halls:
Kelowna Community Theatre
The Mary Irwin Theatre
Paramount Theatre

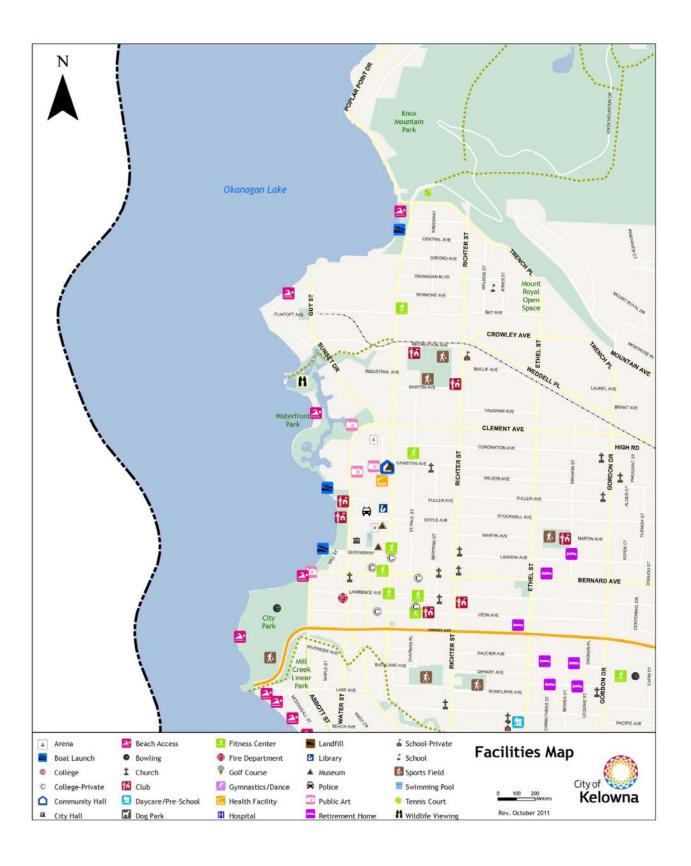
262,002 visits were made to the Kelowna Regional Downtown Library in 2010 (approximately 5,137 visits/week).



Accommodation	Number of Beds
Prestige Hotel Kelowna	105 beds
Royal Anne Hotel	95 beds
SameSun Backpackers Lodge	76 dorm beds and 14 private rooms
The Delta Grand Okanagan Lakefront Resort	396 beds in the hotel section and 315 beds in the condo section
Travelodge	63 beds

In July 2011 Kelowna's City Park was home to the largest Sport and Music Festival in Western Canada, <u>Center of Gravity</u>.

Major Downtown Events	
Kiwanis Music Festival	www.kelownakiwanisfestival.com
Knox Mountain Hill Climb	www.knoxmtnhillclimb.ca
Fat Cat Children's Festival	www.fatcatfestival.ca
Parks Alive	www.parksalive.com
Canada Day Celebrations	www.festivalskelowna.com
Okanagan International Film Festival	www.okanaganfilmfestival.com
Annual Across the Lake Swim	www.acrossthelakeswim.com
Okanagan Jazz and Blues Festival	www.okanaganjazzblues.org
Centre of Gravity	<u>www.centerofgravity.ca</u>
Mardi Gras Summer Festival	www.downtownkelowna.com.
Annual Apple Triathlon	www.appletriathlon.com
Cirque du Soleil	prosperaplace.com
Dragonboat Festival	www.kelownadragonboatfestival. com
Okanagan Wine Festivals	www.owfs.com
Arts Alive	www.festivalskelowna.com
Downtown Kelowna Lightup	www.downtownkelowna.com/ligh tup



Schedule "B"



chedule C:	Downtown Plan Initiatives						
Initiatives	Background / Challenges		What needs to be done?	Who is going to do it?	What budget is required?	By when?	Rationale for change
ake downtown i	more pedestrian friendly						
1. Remove truck traffic from Ellis St.	The noise and exhaust associated with	1a)	Gather public and stakeholder feedback received on the Ellis/Gordon truck route arrangement.	Infrastructure Planning	None	Complete	
	Currently Ellis Street has truck traffic on it only during the day. At night, the truck traffic is diverted to Gordon Drive. As such, the load of the truck traffic is shared between two areas. Directing day time truck traffic to Gordon Drive will likely not be favourably received by those who live along that road.						
	Providing for greater truck traffic on alternative roads could trigger further intersection changes, with associated costs.						
	Diverting truck traffic to Gordon will lengthen truck trips. This will increase business costs for some significant local employers (e.g. Tolko, Kelowna Ready Mix, Calona Wines, BC Tree Fruits etc.)						
	On the flip side, having truck traffic come down a core downtown street makes the immediately surrounding area less friendly to pedestrians and cyclists. The truck traffic is likely also limiting the potential for outdoor seating areas and other economic activity along Ellis. The Ellis Street area is densifying and more people are now living in housing immediately along Ellis Street and are being affected by truck noise.						
	In short, the challenge is that there is no simple solution. No matter what is done, there will some who will be unhappy.						

Initiatives	Background / Challenges			Who is going to do it?	What budget is required?	By when?	Rationale for change
		1b)	Assemble information on truck trip counts.	Infrastructure Planning	None	Complete	
		1c)	Bring report to Council with information on the impacts of the current arrangements, the feedback received, and the impacts that would be associated with removing truck traffic from Ellis St.	Infrastructure Planning	None	Complete	
		1d)	Should Council direct that Ellis Street remain as a truck route, revisit the issue should Tolko in the future no longer be attracting logging trucks.	Infrastructure Planning	None	Complete	
2. One way to two- way conversion to Leon/Lawrence	Conversion would-potentially lead to a loss of up to 180 parking stalls. Replacement of these stalls would trigger the need for an additional parkade - something which is not currently in the City's Capital Plan. Parking is a sensitive matter to downtown merchants and the public.		Convert Leon/Lawrence to 2-way traffic after a parkade has been constructed somewhere between Ellis and Richter St., south of Bernard Avenue.	Design and Construction Integrated Transportation and Infrastructure Delivery	Cost estimate \$2.8 million	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan. This initiative may be considered as part of the Transportation Master Plan review.
3. Add streetscaping to Leon and Lawrence	A streetscape plan has not yet been developed for Leon and Lawrence. Until the street is converted to two-way operation, or the angle parking is converted to parallel parking, there is not enough right-of-way to allow for a widened sidewalk. In the meantime, parts of Leon and Lawrence Avenues are looking very 'tired' and are in need of a lift. Utility upgrades will need to be considered in association with any comprehensive streetscape work. Some hanging baskets are in place on Lawrence (16) and Leon Avenues (17). Hanging baskets close to night clubs have previously been vandalized. Placement at some locations is challenging because of conflict with required vehicle sight lines. The Communities in Bloom Committee has recommended the addition of six baskets along the 200 block of Leon Avenue.	3a)	Add banners and flower baskets, and improve lighting along Leon/Lawrence. Undertake improvements in such a way that they will not later be 'throw-aways' when the full Streetscape Plan is implemented. Budget item here is for banners, flower baskets etc. Amount for lighting is covered in Action Item #18.	Civic Operations	Approx. \$2,000/ year for an additional 6 hanging baskets.	Complete	

Initiatives	Background / Challenges		What needs to be done?	Who is going to do it?	What budget is required?	By when?	Rationale for change
		3b)	Prepare a Downtown Streetscape Plan. Determine priorities and scope for streetscaping projects over the next 20 years in conjunction with the City's underground utility replacement program and anticipated private development.	Infrastructure- Planning Integrated Transportation and Parks & Buildings	\$20,000	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.
		3c)	Require those redeveloping along Leon and Lawrence to undertake street front improvements consistent with Streetscape Plan. (In order to prevent these improvements from being throwways, this should only be done once a Streetscape Plan has been completed AND the curb to curb width has been finalized - either after conversion to 2-way traffic, or conversion to parallel parking.)	Community Planning	Private sector cost.	Beyond 2020 Beyond 2030	To be implemented following development of Downtown Streetscape Plan and road cross-sections.
		3d)	Implement a full-fledged streetscape for Leon and Lawrence Avenue.	Infrastructure Planning and Designand Construction Integrated Transportation, Parks & Buildings and Infrastructure Delivery	\$2-\$3 million	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.
4. Plant more street trees	Planting trees in highly urbanized environments requires extra measures to ensure adequate soil volumes that will allow for long-term tree health. Special measures are also needed to protect against vandalism. It can be challenging to find locations that are suitable for planting trees. Addition of street trees would require increased budgets or and/or increased requirements on developers.	4a)	Consider modern technology to increase soil volume and survival. Example: Silva Cells and structural soil.	Civic Operations	Variable	Ongoing	

Initiatives	Background / Challenges		What needs to be done?	Who is going to do it?	What budget is required?	By when?	Rationale for change
		4b)	Offer advice on tree location to ensure tree success (soil volume is very important for long term survival.)	Parks Services	No additional costs	Ongoing	
		4c)	Ensure that trees are appropriately budgeted for as part of future civic investments (streetscaping, pedestrian/cyclist connections, park additions etc.)		\$3,500/tree (costs become expensive when tree guards, Silva Cells and irrigation are required.)	Ongoing	
	The Art Walk can only be extended once the RCMP are relocated, the existing building is demolished and new property subdivisions are completed to isolate development parcels for resale to developers. Planned changes to the transit exchange and transit operations would need to take the extension into consideration. Art Walk extension from the Library Parkade to the Bennett Clock (Queensway),	5ia)	Preliminary design of Art Walk extension - connecting the existing Art Walk at Smith across Doyle in front of Kasugai Garden, to the Bennett Clock.	Infrastructure- Planning Parks & Buildings	TBD n/a		Conceptual design for the Art Walk extension from Smith Avenue to Queensway Avenue included in the Civic Precinct Plan.
		5ib)	Detailed design of Art Walk extension Phase 1	Infrastructure Planning Parks & Buildings	TBD \$165,000	2017	Partial funding identified for 2017 in 2030 Infrastructure Plan.
		5ic)	Construction of Art Walk extension Phase 1	Infrastructure Planning Infrastructure Delivery	TBD \$1.5 million	2018	Funding identified for 2018 in 2030 Infrastructure Plan.
		5id)	Detailed design of Art Walk extension Phase 2	Parks & Buildings	\$195,000	2019	No funding identified in 2030 Infrastructure Plan.
		5ie)	Construction of Art Walk extension Phase 2	Infrastructure Delivery	\$1.8 million	2020	No funding identified in 2030 Infrastructure Plan.
5ii. Streetscaping Pandosy Street	Streetscaping project along Pandosy Street from the Bennett Clock (Queensway) to Harvey Ave to connect to Art Walk.	5iia)	Preliminary design streetscaping project along Pandosy Street from the Bennett Clock to Harvey Avenue.	Infrastructure Planning Integrated Transportation and Parks & Buildings	TBD	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.
		5iib)	Detailed design of streetscaping project	Infrastructure Planning Integrated Transportation and Parks & Buildings	TBD	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.

Initiatives	Background / Challenges	What needs to be done?		Who is going to do it?	What budget is required?	et is By when?	Rationale for change
		5iic)	Construction of streetscaping project	Infrastructure Planning Infrastructure Delivery	TBD	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.
6. Improve pedestrian/cyclist connections across highway	Adding overpasses will be costly, both as a result of construction costs and land acquisition costs. Improving at-grade opportunities will run up against opposition from the Ministry of Transportation whose mandate focuses primarily on ensuring certain capacities for vehicle traffic. Any improved connections also offer the opportunity to enhance branding, signage and promotion of the downtown. Ideally, any overpass would be a functional as well as distinctive and visually appealing structure that would announce that those driving by are passing an area of the City with some significance.	6a)	Opportunity Analysis (to improve pedestrian/cyclist connections across the highway). Identify which intersections will become the focus for pedestrian and cyclist connections. An overpass is planned at Central Green, but it is also suggested that an improved pedestrian crossing (could be atgrade?) be provided somewhere roughly halfway between Central Green and the underpass at City Park (between Abbott Street and Water Street).	-	\$10,000	Beyond 2020	
	early on so that developments approved in the vicinity do not remove future potential to add an overpass at an appropriate location.	6b)	Conceptual Design Study for Central Green Overpass (Note that this overpass will also support the Rapidbus Stations which will be constructed on Hwy 97 near Richter Street, in 2012/13.)	Planning Integrated Transportation	TBD	Beyond 2020	
		6c)	Construct Overpass at Central Green.	Design and Construction Infrastructure Delivery	\$4 million (\$3 million for the bridge structure and an additional \$1 million for the pathway connections)	Beyond 2020 2030	Funding identified for 2030 in 2030 Infrastructure Plan.
		6d)	Improve at-grade pedestrian crossing opportunities or build an overpass at either Abbott or Water Street intersection.	Design and- Construction- Infrastructure Delivery	Approximately \$3 million. This is not likely to be built without significant contributions from either senior governments or the private sector.	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.

Initiatives	Background / Challenges		What needs to be done?	Who is going to do it?	What budget is required?	By when?	Rationale for change
7. Expand and Improve Queens-way Transit Exchange	The transit exchange is not large enough to accommodate all the buses that come to this location. The transit exchange is very stark, attracts some undesirable activity, and does not provide sufficient support facilities.	7a)	Expand Queensway Transit Exchange to the West. Improve the area to make it more pedestrian friendly. Add street trees.	Regional Services	*\$4.1 million (with \$1.6 million of that coming from senior government)	Complete	
8. Create easy to use zoning and building codes to enable more pedestrian friendly construction	The C7 Zone is not currently very user friendly and is not contributing to a pedestrian friendly street level environment. Floor Area Ratio provisions are very high but cannot be achieved without height variances. Parking requirements may need to be revisited.	8a)	Revise C7 Zone.	Community Planning	\$100,000 n/a	TBD 2016	C7 zone being amended as part of the Civic Block Plan implementation.
9. Rebuild Kerry Park	function optimally.	9a)	Design updated Kerry Park.	Infrastructure Planning	\$75,000	Complete	
		9b)	Reconstruct Kerry Park.	Design and Construction Infrastructure Delivery	\$3.7 million	2016 2017	Detailed design to be completed in 2016. Construction timing depends on available funding and timing of hotel construction.
10. Stuart Park (Phase 2)		10a)	Add Promenade and add turf once building is removed.	Design and Construction	\$2 million	Complete	

Initiatives	Background / Challenges		What needs to be done?	Who is going to do it?	What budget is required?	By when?	Rationale for change
		10b)	Detail Design of Stuart Park (Phase 2.)	Design and Construction	\$200,000	Complete	
		10c)	Construction of Stuart Park (Phase 2.)	Design & Construction / Infrastructure Planning	\$2.0m	Complete	
11. Add public pier	There could be public pressure for a more extensive pier than is being planned. This would add to the costs.	11a)	RFP for the public pier.	REBS/ Design and Construction	n/a	Complete	
		11b)	Build pier.	REBS/ Design and Construction	\$100,000 from Rotary Club \$1 million from private investment.	Complete	
12.Build technology hub		12a)	Assess some potential sites within the Downtown; both city-owned and / or privately owned sites of interest.	REBS/GM Community Sustainability	TBD	Complete	
utility company office buildings	Other organizations are not driven by the same agendas as the City of Kelowna. Some may not even be aware of the City's desire to locate major new offices downtown. Some may be deterred by the expense of providing parking downtown.	13a)	Politically engage in discussions with MLAs, MPs and key CEOs.	City Manager	n/a	Ongoing	
	Major cities throughout North America have established a policy and a desire to ensure that large public and private employers firstly consider the downtown for any expansions or office consolidations.	13b)	Consider the role the City can play in providing incentives to the location of key office buildings (land, parking etc.)	REBS Real Estate and Policy & Planning	TBD	Ongoing	

Initiatives	Background / Challenges		What needs to be done?	Who is going to do it?	What budget is required?	By when?	Rationale for change
14.Improve Signage	Many motorists (including tourists) driving along Harvey Avenue pass by downtown with no knowledge that they are doing so. If more people knew about Downtown, this would bring more people to the area, and therefore help increase activity levels.	14a)	Design unique, authentic and visually appealing entrance signage for Downtown at Ellis St. and Harvey Avenue (Anchor Park.)	Infrastructure Planning Parks & Buildings	\$10,000	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.
		14b)	Build entrance signage at Anchor Park.	Design and- Construction Infrastructure Delivery	\$150,000	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.
		14c)	Design Highway signage for Downtown.	Infrastructure Planning Parks & Buildings	TBD	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.
		14d)	Install Highway signage.	Traffic Operations	TBD	Beyond 2020 Beyond 2030	No funding identified in 2030 Infrastructure Plan.
ncrease number o	of people living downtown						
15.Provide financial incentives for affordable housing	The high cost of land and high cost of providing structured parking inhibit the provision of affordable housing downtown. The private sector is not able to provide housing at a cost that is considered affordable to those making even median incomes.	15a)	Continue to provide 10 year incremental tax exemptions for affordable housing located downtown.	Policy & Planning	Foregone property tax revenue. Amount will be dependent on extent of development.		
		15b)	Continue offering Rental Housing Grants.	Policy & Planning	*\$200,000 / year for Rental Housing Grants. An additional \$120,000 / year that is budgeted for helping to top up grants to the maximum amount of the equivalent DCC.		
		15c)	Reduce minimum parking requirements for new multi-unit housing Downtown (consistent with recommendations of Housing Strategy.)	Planning and	No cost, provided that parking requirements are only lowered where there is no need for the parking.	Ongoing	

Initiatives	Background / Challenges		What needs to be done?	Who is going to do it?	What budget is required?	By when?	Rationale for change
16.Provide land for affordable housing	The land dedicated to affordable housing cannot then typically be used for other civic purposes.	16a)	Identify which downtown city- owned land could be made available for affordable housing.	REBS Real Estate	Would depend on the properties identified.	Ongoing	
		16b)	Promote the availability of land for the provision of affordable housing.		Opportunity cost of the land and potential need to acquire other land to replace the land dedicated towards affordable housing.	Ongoing	
Reduce Crime and	Increase Safety						
17.Improve lighting		17a)	Assess the lighting along the western portions of Leon and Lawrence Avenue and the Queensway Transit Terminal and provide adequate lighting that will address overall safety and also reduce criminal activity.	Civic Operations	\$250,000 to \$500,000	Complete	
18.Increase police visibility		18a)	Encourage very visible deployment of existing police resources, particularly during summer months (5 RCMP officers are assigned to downtown.)	Sustainability	None	2012 and ongoing	
19. Add a security office and convenience retail space at the Queensway Transit Terminal	Adding retail space to the Queensway Transit station will increase pedestrian activity and provide more "eyes on the street", which will in turn increase safety.	19a)	Provide for a building to be constructed on the island at the Queensway Transit Station. Require that any building constructed at the site include a security office and convenience retail space.	Regional Services Integrated Transportation and Parks & Buildings	\$0.5 M TBD	2015-2016 TBD	New design with new project scope and requirements are under review. Construction date and budget to be determined.
20.Reduce thefts from vehicles		20a)	Explore ICBC partnership to reduce vehicle theft in the Downtown core.	GM, Comm-unity Sustainability (re: Police Services) and ICBC Corporate & Protective Services and ICBC	TBD	2012 and ongoing	
Make it easier to p	park						

Initiatives	Background / Challenges			Who is going to do it?	What budget is required?	By when?	Rationale for change
21.Build parkade at the east end of downtown	No land has been acquired for a parkade. There are insufficient funds in the Parking Reserve to allow for construction of a parkade or even for the borrowing of funds to construct a parkade.	21a)	Complete a Parking Management Study to identify whether there is a need for an additional parkade.	Infrastructure Planning	*\$100,000 (requested in 2012 budget)	Complete	
		21b)	Increase parking rates, as to be identified in Parking Management Study, to build up enough funds to allow for borrowing that would in turn allow for construction to commence.	REBS	n/a	Complete	
		21c)	Buy land for a parkade.	REBS Real Estate	\$3-5 million \$2.5 million	Beyond 2020	Funding identified for 2020 in 2030 Infrastructure Plan.
		21d)	Construct a parkade.	Design and- Construction- Infrastructure Delivery	\$12 million minimum for a 300 stall lot (variances in this number depending on design criteria)	Beyond 2020 Beyond 2030	Funding for design work identified for 2029 in 2030 Infrastructure Plan. No funding for construction identified in 2030 Infrastructure Plan.
22. Expand parking opportunities for the Cultural District area	Significant parking has been lost along the waterfront and further parking losses will occur as Stuart Park is expanded. Given the demand for parking in this area, it is anticipated that at least some of the lost parking will need to be replaced.	22a)	Create additional structured parking to meet parking needs in the Cultural District (expansion to Library parkade)	Design and Construction- Infrastructure Delivery	\$6.4 million	2015-2016	Expansion of Library Parkade and construction of Memorial Parkade underway with completion scheduled for 2016.
23.Increase supply of parking for people with disabilities	As Kelowna's population ages and the numbers suffering from chronic disease increases, there will be more demand for parking close to front entrances. Those with disabilities do not have to pay for parking.	23a)	Include assessment of supply and demand for parking for those with disabilities in the Terms of Reference for the Parking Management Study referenced elsewhere in this Action Plan.	Infrastructure Planning Real Estate	n/a	2015 2018	Downtown Area Parking Plan to start in 2016, building on the overall Parking Management Strategy.
	There is currently generally 1 parking stall for people with disabilities per block face.	23b)	Designate additional spaces, as identified in Parking Management Study.	REBS Real Estate	TBD	TBD 2018	Downtown Area Parking Plan to start in 2016, building on the overall Parking Management Strategy.

Schedule D:	Downtown Plan Indicators								
Goals	Indicators	Desired	2011	2012	2013	2014	2015		Rationale for change
	(tracked for Jan-Dec with exception of items marked with *, which will be tracked from Apr- Sept)	Trend						Source	
1. Attract people to downtown	# outdoor small event permits provided by the City in downtown	Increase	n/a	40	61	62	74	City of Kelowna	
	# outdoor medium event permits provided by the City in downtown	Increase	n/a	34	21	25	30	City of Kelowna	
	# outdoor large event permits provided by the	Increase	n/a	19	18	15	19	City of Kelowna	
	City in downtown # hours park rentals and sport field booking at	Increase	n/a	344	321	485	242	City of Kelowna	
	City Park			1561	1643	1753	1775		
	# events at the Community Theatre (Main Stage)	Increase	255	263	272	238	250	City of Kelowna	
	# events at the Community Theatre (Black Box Theatre)	Increase	51	58	50	53	48	City of Kelowna	
	# tournament bookings at Memorial Arena	Increase	n/a	13	16	18	18	City of Kelowna	
	# hours of ice time at Memorial Arena	Increase	n/a	1839.3	1805.3	1870.2	1825	City of Kelowna	
	# people using City Waterpark - Head count for June, July and August. ""Keep in mind that these numbers are from head counts and some people will have been counted multiple times if they were at the park long enough.	Increase	n/a	n/a	21263	20892	17157	City of Kelowna	
	# people using Stuart Park	Increase	available	available				City of Kelowna	Data not available.
	# hours indoor city-owned cultural spaces and- facilities in the Downtown Core are in use as a percentage of the time they are available.	Increase	n/a	n/a				City of Kelowna	Consistent data for this indicator is not available.
	# of and attendance at city funded cultural facilities, programs and events in the Downtown Core.	Increase	n/a	n/a				City of Kelowna	Consistent data for this indicator is not available.
				400	450	405	110	DOMP	
2. Increase Sense of Safety	# of crimes against person (s)* (this category includes offences related to murder, robbery, assault and sexual assault)	Decrease	177	183	159	135	149	RCMP	
	# of offences against property* (this category includes offences related to break and enter, theft, possession of stolen property and fraud)	Decrease	361	405	415	357	429	RCMP	
	# of other criminal code violations* (this category includes offences related to prostitution, mischief, trespassing, weapons and breach/bail violations)	Decrease	554	554	479	497	479	RCMP	
	# of controlled drugs and substance act	Decrease	332	300	489	525	461	RCMP	
	# of liquor violations* (this category includes	Decrease	409	420	454	493	379	RCMP	
	intoxication in a public place) # of pedestrian injuries	Decrease	3	6	n/a	n/a		ICBC	Data not available on an annual
	# of cyclist injuries	Decrease	6	9	n/a	n/a		ICBC	basis. Data not available on an annual
	Do downtown business owners feel safe?	Increase	n/a	n/a				DKA (Survey)	basis. Data not available.
	% of residents who feel that crime is the most- important issue facing Kelowna	Decrease	n/a	6%	n/a	n/a		City of Kelowna Citizen Survey	Data not available on an annual basis.
3. Attract private sector investment	Value of private sector residential and commercial building permits for new construction issued within plan boundaries (as a percentage of City total)	Increase	0.09% of City total	0.88% of City total	8.06% of City total	2.48% of City total	0.01% of City total	City of Kelowna	Revised indicator to reflect the value of private sector residential combined with commerical building permits.
	Value of private sector commercial building- permits for new construction issued within- plan boundaries (as a percentage of City total)	Increase	0.0% of City- total	3.97% of City- total				Gity of Kelowna	As above.
	Value of building permits issued forrenovations within plan boundaries (as % of City total)	Increase	18.63% of City total	12.55% of City total				City of Kelowna	Consistent data for this indicator is not available.
	% of owner occupied housing units	Increase	n/a	39%				City of Kelowna	Data not available.



DOWNTOWN PLAN ANNUAL UPDATE







PLAN PRIORITIES

- Making downtown more pedestrian friendly
- Increasing activity downtown
- Increasing the number of people living downtown
- Reducing crime / increasing safety
- Making it easier to park



INITIATIVES

- Continued momentum with investment and project planning
- Majority of initiatives are complete, ongoing or in progress
- Six initiatives deferred as future projects





INITIATIVES CURRENTLY UNDERWAY

- Art Walk Phase 1 preliminary design
- C7 zone revisions
- Library and Memorial Parkade construction

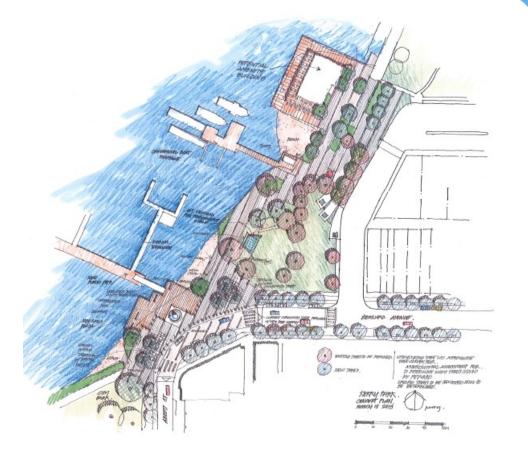






UPCOMING INITIATIVES

- Kerry Park reconstruction
- Downtown Area parking Plan





PLAN GOALS

- 1. Attract people to downtown
- 2. Increase sense of safety
- 3. Attract private sector investment









INDICATORS

- Measure success of goals over long-term
- Data needs to be reliable, repeatable and meaningful
- Some refinements based on data availability



INDICATORS

- Goal 1: Attract people to downtown
 - Generally more events happening downtown
- Goal 2: Increase sense of safety
 - Mixed results
- ▶ Goal 3: Attract private sector investment
 - High public sector, low private sector investment



RELATED SUCCESSES















NEXT STEPS

- Proceed with planned initiatives
- Collect and report on initiatives and indicators annually

Report to Council

Date: October 3, 2016

File: 1890-20

To: City Manager

From: Andrew Reeder, Utility Planning Manager

Subject: Petition by Mr. Rezansoff to Amend the Improvement District Boundary

(SEKID) for 984 Dehart Rd

Recommendation:

THAT Council receives for information, the Report from the Utilities Planning Manager, dated October 3rd, 2016 pertaining to the Petition by Mr. Rezansoff to Amend the Improvement District Boundary (SEKID) for 984 Dehart Rd;

City of

Kelowna

AND THAT the request from the South East Kelowna Irrigation District (SEKID) to exclude 984 Dehart Rd from their water service area boundaries, attachment A, be approved;

AND THAT 984 Dehart Rd be approved to connect to the City of Kelowna Water Utility provided the following conditions be met:

- 1) The Developer enters into a development agreement that requires the Developer to pay the equivalent of the current Water Service Development Cost Charge (DCC) fees as if they were part of the Sector A Water Plan in the Development Cost Charges Bylaw, 10515.
- 2) The fees collected be directed to the Water Service DCC reserve, R701.
- 3) The Developer pays for all costs to bring water services to his property and any upgrades to the City water utility required to supply water to the subject property.

Purpose:

The purpose of this report is to approve the SEKID request for a boundary adjustment, and to establish conditions for the Developer to join the City water system.

Background:

The South East Kelowna Irrigation District (SEKID) is not able to support the water and fire flow requirements for the proposed subdivision of 984 Dehart Road without substantial upgrades to its water system.

The developer has petitioned SEKID to alter its boundaries in order to receive water service from the City of Kelowna Water Utility.

On June 23, 2016 SEKID passed a resolution to exclude Lot 1, Sec 31, Twp. 29, Plan KAS62654, (984 Dehart Rd), from its boundaries of service and to request City Council support its Boundary amendment, attached.

Council support is required for the Province to consider the exclusion request. Should Council support the requested exclusion, SEKID's letters patent will then be altered by the Province.

The subject property is not in the City's Development Cost Charges Bylaw water boundary and therefore is not subject to any such charges, nor are the new water demands considered in any capital plan by the water utility. The requirement for an agreement in the resolution is designed to ensure that the developer will pay for his fair share of costs without negatively impacting the water utility or its users.

In addition, the subject property is currently within the DCC service boundaries for Roads, Parks, Wastewater collection and treatment and as such are required to pay those DCC fees and any other fees as identified in their servicing agreement.

Internal Circulation:

Community Planning Department Manager Development Engineering Manager Financial Services Director Infrastructure Engineering Manager Urban Planning Manager

Considerations not applicable to this report:

Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Existing Policy:
Financial/Budgetary Considerations:
Personnel Implications:
External Agency/Public Comments:

Communications Comments:

Submitted by:

Andrew Reeder, Utility Plan	ing Manager	
Approved for inclusion:	A. Newcombe - Divisional Director - Infrastruct	:ure

Attachments: South East Kelowna Irrigation District - June 27, 2016 letter

cc: Community Planning Department Manager
Development Engineering Manager
Financial Services Director
Infrastructure Engineering Manager
Urban Planning Manager



South East Kelowna Irrigation District

P.O. Box 28064 RPO East Kelowna Kelowna, B.C. V1W 4A6 Office: 3235 Gulley Road Phone: (250) 861-4200 Fax: (250) 861-4213 Email: <u>info@sekid.ca</u> Web: <u>www.sekid.ca</u>

June 27, 2016

City of Kelowna 1435 Water Road Kelowna, BC, V1Y 1J4

Attention: Kevin Van Vliet

Dear Kevin:

Re: BOUNDARY EXCLUSION - Rezansoff

Lot 1 Sec 31 Twp 29 ODYD Plan KAP62654

The South East Kelowna Irrigation District has received a Petition from Mr. Alexander Rezansoff to exclude the land legally described as **Lot 1 Sec 31 Twp 29 ODYD Plan KAP62654** from the South East Kelowna Irrigation District service area boundary. The Board of Trustees passed a resolution June 23, 2016 to allow the petition to proceed, a copy of which is attached.

We formally request the City of Kelowna's support to amend our boundary to exclude this parcel of land. Please provide written confirmation in support of this exclusion so we may petition the Ministry of Community, Sport and Cultural Development for an Order in Council to amend our boundary accordingly.

If you have any questions, please contact me at: (email) pike@sekid.ca, or (office) 250-861-4200.

Sincerely,

SOUTH EAST KELOWNA IRRIGATION DISTRICT

Toby Pike General Manager

tp/







PETITION TO AMEND AN IMPROVEMENT DISTRICT BOUNDARY

I (we) the undersigned owner(s) of land more particularly described below, hereby petition the Lieutenant Governor in Council on the matter of amending the boundary of the South East Kelowna Irrigation District under Section 734 of the *Local Government Act* to exclude my (our) tract of land described as:

Lot one (1) TAX ROLL:						13, C.
Registered Owner (s						
Signature (s)	E Bar	w//	Witness Date:	June	21/2016	
a rea sen sen tod sed sed sen	en de las de			t was been live from done have been good good how have been some	has are see that the past self him has not look per one past one that pay has	

The Trustees of the **South East Kelowna Irrigation District** hereby agree to request the Lieutenant Governor in Council amend the Letters Patent for the South East Kelowna Irrigation District to **exclude** the above named land out of it's boundary.

Chairman: Brian Wright

Trustee: Doug Owram

n

Trustee: John Christie

Dated this 23 day of June 2016

CITY OF KELOWNA BYLAW NO. 11259

Road Closure and Removal of Highway Dedication Bylaw (Portion of Road Adjacent to 1170 Hwy 33 W)

A bylaw pursuant to Section 40 of the Community Charter to authorize the City to permanently close and remove the highway dedication of a portion of highway on Hwy 33 W

NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, hereby enacts as follows:

- 1. That portion of highway attached as Schedule "A" comprising 0.191 Ha shown in bold black as Closed Road on the Reference Plan prepared by Douglas A. Goddard, B.C.L.S., is hereby stopped up and closed to traffic and the highway dedication removed.
- 2. The Mayor and City Clerk of the City of Kelowna are hereby authorized to execute such conveyances, titles, survey plans, forms and other documents on behalf of the said City as may be necessary for the purposes aforesaid.

Read a first, second and third time by the Municipal Council this 8th day of August, 2016.

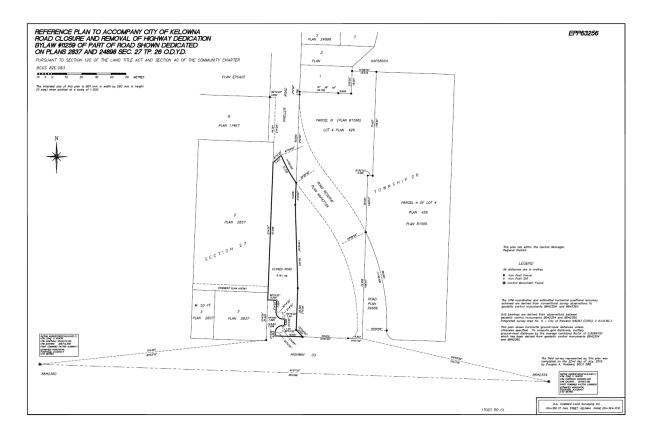
Approved Pursuant to Section 41(3) of the Community Charter this 16th day of September, 2016.

Audrie Henry (Approving Officer-Ministry of Transportation)	
Adopted by the Municipal Council of the City of Ke	lowna this
	Mayor

City Clerk

Bylaw No. 11259 - Page 2

Schedule "A"



CITY OF KELOWNA BYLAW NO. 11274

Road Closure and Removal of Highway Dedication Bylaw (Portion of Lakeshore Road)

A bylaw pursuant to Section 40 of the Community Charter to authorize the City to permanently close and remove the highway dedication of a portion of highway on Lakeshore Road

NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, hereby enacts as follows:

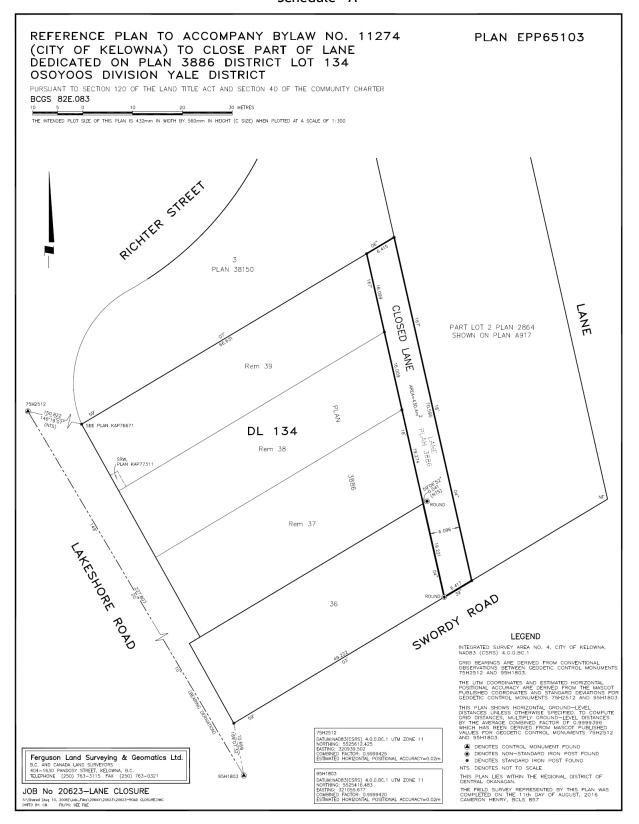
- 1. That portion of highway attached as Schedule "A" comprising 430.4m² shown in bold black as Closed Lane on the Reference Plan prepared by Cameron Henry, B.C.L.S., is hereby stopped up and closed to traffic and the highway dedication removed.
- 2. The Mayor and City Clerk of the City of Kelowna are hereby authorized to execute such conveyances, titles, survey plans, forms and other documents on behalf of the said City as may be necessary for the purposes aforesaid.

Read a first, second and third time by the Municipal Council this 12th day of September, 2016.

Adopted by the Municipal Council of the City of Kelowna this

<u></u>	
	Mayor
	City Clerk

Bylaw No. 11274 - Page 2 Schedule "A"



CITY OF KELOWNA

BYLAW NO. 11287

Amendment No. 4 to Housing Opportunities Reserve Fund Bylaw No. 8593

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Housing Opportunities Reserve Fund Bylaw No. 8593 be amended as follows:

- 1. THAT Section 4 USE OF RESERVE MONIES, Sub-Section 4.4 be deleted that reads:
 - "4.4 Monies from the **Reserve Fund**, not including funds derived from capital sources, may also be used to provide grants to housing providers at a maximum level of \$5,000.00 per unit of rental **affordable housing or core needs** housing and a housing agreement with the City will be required."

And replace it with:

- "4.4 Monies from the **Reserve Fund**, not including funds derived from capital sources, may also be used to provide grants to housing providers at a maximum level of \$8,000.00 per three bedroom unit, \$4,000 per two bedroom unit and \$2,000 per one bedroom unit of rental **affordable housing or core needs housing** and a housing agreement with the City will be required."
- 2. This bylaw may be cited for all purposes as "Bylaw No. 11287, being Amendment No. 4 to Housing Opportunities Reserve Fund Bylaw No. 8593."
- 3. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this 19th day of September, 2016.

Adopted by the Municipal Council of the City of Kelowna this

Mayo	
City Cler	