

City of Kelowna

Regular Council Meeting

AGENDA



Monday, September 25, 2023
1:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

This Meeting is open to the public and all representations to Council form part of the public record. A live audio-video feed is being broadcast and recorded on kelowna.ca.

2. Confirmation of Minutes

4 - 9

PM Meeting - September 11, 2023

3. Development Application Reports & Related Bylaws

3.1 Supplemental Report - Rose Rd 3455 - FH23-0001 - Nirmal Singh Dhaliwal and Rimplejeet Kaur Dhaliwal

10 - 39

To consider a Temporary Farm Worker Housing Permit for 24 seasonal workers on the subject property.

3.2 Amendments Regarding Electric Vehicle Readiness Requirements - TA23-0009 (BL12582) - City of Kelowna

40 - 73

To amend the Zoning Bylaw to include Electric Vehicle (EV) Readiness requirements in all new residential developments.

3.3 BL12582 - TA23-0009 Electric Vehicle Readiness Requirements - City of Kelowna

74 - 83

To give Bylaw No. 12582 first reading.

3.4 Bernard Ave 1181-1191 - Z22-0070 - BL12572 - SKJJ Bernard Land Holdings Ltd., Inc.No. BC1242190

84 - 116

To rezone the subject property from the MF2 – Townhouse Housing zone to the MF3 – Apartment Housing zone to facilitate the development of apartment housing.

3.5	Rezoning Bylaws Supplemental Report to Council	117 - 118
	To receive a summary of notice of first reading for Rezoning Bylaw No. 12581 and to give the bylaw further reading consideration.	
3.6	Wallace Rd 122 - BL12581 (Z23-0044) - Dhanbir Singh Nain and Gurdeep Kaur Patara	119 - 119
	To give Bylaw No. 12581 first, second and third reading in order to rezone the subject property from the RU1 – Large Lot Housing zone to the RU4 – Duplex Housing zone.	
3.7	Sutherland Ave 1280, DP23-0084 - Collinson Rise Development Inc.	120 - 240
	To issue a Development Permit for the form and character of apartment housing.	
4.	Bylaws for Adoption (Development Related)	
4.1	Holland Rd 3010 - BL12554 (Z23-0006) - Fryer Holdings Inc. and Lipkovits Holdings Ltd.	241 - 241
	To adopt Bylaw No. 12554 in order to rezone the subject property from the RU4 – Duplex Housing zone to the MF1 – Infill Housing zone.	
4.2	Mayfair Rd 870-872 - BL12569 (Z23-0032) - Brian Banman and Megan Banman	242 - 242
	To adopt Bylaw No. 12569 in order to rezone the subject property from the RU4 – Duplex Housing zone to the MF1 – Infill Housing zone.	
4.3	Horak Rd 4519 - BL12570 (Z23-0030) - 2457853 Alberta Ltd.	243 - 243
	To adopt Bylaw No. 12570 in order to rezone the subject property from the RU1 – Large Lot Housing zone to the RU4 – Duplex Housing zone.	
4.4	Holbrook Rd E 350 - BL12576 (Z23-0028) - Mariia Myts and Pavlo Myts	244 - 244
	To adopt Bylaw No. 12576 in order to rezone the subject property from the RU1 – Large Lot Housing zone to the RU1cc – Large Lot Housing with Child Care Centre, Major zone.	
5.	Non-Development Reports & Related Bylaws	
5.1	Mill Site Area Redevelopment Plan - Concept Plans	245 - 343
	To inform Council of the concept plans for the Mill Site Area Redevelopment Plan, upcoming public engagement, and next steps in the planning process.	
5.2	Transit Expansion Initiatives – 3 Year Outlook	344 - 368
	To receive Council approval for an execution of a Memorandum of Understanding for the Transit Improvement Program 3-year expansion initiatives for the period 2024-2027.	

5.3	Employer Commute Trip Reduction Program	369 - 397
	To present recommendations for a Kelowna Employer Commute Trip Reduction Program that will improve traffic flow and reduce emissions.	
5.4	Stormwater Funding Business Case and Implementation Plan - Phase 1	398 - 422
	To update Council on the Stormwater Funding Business Case and Implementation Plan – Phase 1.	
5.5	2024 Permissive Tax Exemption Bylaw	423 - 445
	To consider a property tax exemption for those organizations that have met the qualifications as outlined in Permissive Tax Exemption Policy #327.	
5.6	BL12579 - 2024 Permissive Tax Exemption Bylaw	446 - 457
	To give Bylaw No. 12579 first, second and third reading.	
6.	Bylaws for Adoption (Non-Development Related)	
6.1	BL12553 - Amendment No. 43 to Traffic Bylaw No. 8120	458 - 459
	To adopt Bylaw No. 12553.	
7.	Mayor and Councillor Items	
8.	Termination	



City of Kelowna Regular Council Meeting Minutes

Date: Monday, September 11, 2023
 Location: Council Chamber
 City Hall, 1435 Water Street

Members Present Mayor Tom Dyas, Councillors Ron Cannan, Maxine DeHart, Gord Lovegrove, Mohini Singh, Luke Stack, Rick Webber and Loyal Wooldridge

Members Participating Remotely Councillor Charlie Hodge*

Staff Present City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Deputy City Clerk, Laura Bentley*; Divisional Director, Planning & Development Services, Ryan Smith*; Community Planning & Development Manager, Dean Strachan*; General Manager, Infrastructure, Mac Logan*; Infrastructure Operations Department Manager, Geert Bos*; Planner, Arlene Janousek*; Policy & Planning Department Manager, Danielle Noble-Brandt*; Infill Housing Manager, James Moore*; Long Range Policy Planning Manager, Robert Miles*; Legal & Administrative Coordinator, Lisa Schell

Staff Participating Remotely Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

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

I would like to acknowledge that we are gathered today on the traditional, ancestral, unceded territory of the syilx/Okanagan people.

This Meeting is open to the public and all representations to Council form part of the public record. A live audio-video feed is being broadcast and recorded on kelowna.ca and a delayed broadcast is shown on Shaw Cable.

2. Confirmation of Minutes

Moved By Councillor Wooldridge/Seconded By Councillor Lovegrove

THAT the Minutes of the Regular Meetings of August 28, 2023 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 Wallace Rd 122 - Z23-0044 (BL12581) - Dhanbir Singh Nain and Gurdeep Kaur Patara

Staff:

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

Moved By Councillor Cannan/Seconded By Councillor Singh

THAT Rezoning Application No. Z23-0044 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of LOT B SECTION 35 TOWNSHIP 26 ODYD PLAN 32407, located at 122 Wallace Rd, Kelowna BC from the RU1 – Large Lot Housing zone to the RU4 – Duplex Housing zone, be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated September 11, 2023;

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.

Carried

3.2 Rezoning Bylaws Supplemental Report to Council

City Clerk:

- Confirmed correspondence received for each of the four rezoning applications circulated to Council.
- Council may consider the bylaws together.

3.3 Rezoning Applications

3.3.1 Mayfair Rd 870-872 - BL12569 (Z23-0032) - Brian Banman and Megan Banman

3.3.3 Gordon Dr 1459, 1467, Lawson Ave 1104-1130, Aspen Ct 1488 - BL12571 (Z23-0022) - HPG Development Ltd., Inc. No. BCo897381

3.3.4 Holbrook Rd E 350 - BL12576 (Z23-0028) - Mariia Myts and Pavlo Myts

Moved By Councillor Wooldridge/Seconded By Councillor Webber

THAT Bylaw Nos. 12569, 12571 and 12576 each be read a first, second and third time.

Carried

3.3.2 Horak Rd 4519 - BL12570 (Z23-0030) - 2457853 Alberta Ltd.

Moved By Councillor Cannan/Seconded By Councillor Singh

THAT Bylaw 12570 be read a first time and advanced to a Public Hearing.

Defeated

Mayor Dyas, Councillors DeHart, Hodge, Stack, Singh, Wooldridge and Lovegrove - Opposed

Moved By Councillor Wooldridge/Seconded By Councillor Webber

THAT Bylaw No. 12570 be read a first, second and third time.

Carried

Councillor Cannan - Opposed

4. Bylaws for Adoption (Development Related)

4.1 Lakeshore Rd 5127 - BL12533 (Z23-0003) - Rajinder Singh Bajwa and Babaljit Kaur Bajwa

Moved By Councillor Lovegrove/Seconded By Councillor Cannan

THAT Bylaw No. 12533 be adopted.

Carried

5. Non-Development Reports & Related Bylaws

5.1 Snow Route and Sidewalk Snow and Ice Bylaw Amendments

Staff:

- Displayed a PowerPoint Presentation outlining the proposed Traffic Bylaw amendments and responded to questions from Council.

Moved By Councillor DeHart/Seconded By Councillor Wooldridge

THAT Council, receives, for information, the Report from the Infrastructure Operations dated August 28, 2023 regarding amendments to Traffic Bylaw No. 8120 and Council Policy No. 332;

AND THAT Bylaw No. 12553, being Amendment No. 43 to Traffic Bylaw No. 8120, be forwarded for reading consideration;

AND THAT Council Policy No. 332, being Snow and Ice Control, be revised as outlined in the report from Infrastructure Operations dated August 28, 2023.

Carried

5.2 BL12553 - Amendment No. 43 to Traffic Bylaw No. 8120

Moved By Councillor Lovegrove/Seconded By Councillor Singh

THAT Bylaw No. 12553 be read a first, second and third time.

Carried

5.3 Housing Needs Assessment Results and Next Steps

Staff:

- Displayed a PowerPoint Presentation providing the results for the 2021-2031 Housing Needs Assessment and next steps and responded to questions from Council.

Moved By Councillor Webber/Seconded By Councillor Wooldridge

THAT Council receives, for information, the report from the Policy & Planning Department, dated September 11, 2023, regarding the results of the Housing Needs Assessment.

Carried

The meeting recessed at 2:34 p.m.

The meeting reconvened at 2:43 p.m.

Mayor Dyas made a statement regarding the tragedy and loss of lives twenty two years ago in the 9/11 attacks and regarding the emergency first responders.

5.4 Urban Centre Planning Framework

Staff:

- Displayed a PowerPoint Presentation providing an update on the Urban Centre Planning initiatives and responded to questions from Council.

Moved By Councillor DeHart/Seconded By Councillor Webber

THAT Council receive the report dated September 11, 2023 regarding the Urban Centre Planning Framework, for information.

Carried

5.5 Code of Conduct Policy

City Clerk:

- Displayed a PowerPoint Presentation summarizing the proposed Code of Conduct Policy and responded to questions from Council.

Council:

- Provide revision to Council Policy 388, Leave of Absence Sections 18 and 19.

Moved By Councillor Cannan/Seconded By Councillor Singh

THAT Council adopts Council Policy No. 388, being Code of Conduct, as amended in the report from the Office of the City Clerk dated September 11, 2023;

AND THAT Council Policy No. 313, being Conflict of Interest, be revised as outlined in the report from the Office of the City Clerk dated September 11, 2023;

AND THAT Council adopts Council Policy No. 389, being Council Disclosure of Gifts and Personal Benefits, as outlined in the report from the Office of the City Clerk dated September 11, 2023.

Carried

5.6 Lobbyist Registry and Interaction with Developers Policies

Deputy City Clerk:

- Displayed a PowerPoint Presentation outlining the proposed draft Lobbyist Registry Policy and responded to questions from Council.

Councillor Hodge disconnected from the meeting.

Council:

- Reword Policy 391 Section (1)(c) to rearrange the order within the section.
- Policy 391 - Delete Section 1(g).

Moved By Councillor Singh/Seconded By Councillor Lovegrove

THAT Council receives, for information, the report from the Office of the City Clerk dated September 11, 2023, with respect to the Lobbyist Registry Policy;

AND THAT Council adopts Council Policy No. 390, being Lobbyist Registry, as outlined in the report from the Office of the City Clerk dated September 11, 2023;

AND FURTHER THAT Council adopts Council Policy No. 391, being Council Interaction with Developers, as amended in the report from the Office of the City Clerk dated September 11, 2023.

Carried

6. Resolutions

6.1 UBCM Grant Application

City Clerk:

- Stated that UBCM requested the Regional District of Central Okanagan member municipalities endorse the Regional District of Central Okanagan grant application for Public Evacuation Route planning funding.

Moved By Councillor Cannan/Seconded By Councillor Webber

THAT Council approves the Regional District of Central Okanagan to apply for, receive and manage the 2023 UBCM CEPF Public Notification and Evacuation Route Planning grant funds on behalf of the City of Kelowna.

Carried

7. Bylaws for Adoption (Non-Development Related)

7.1 BL12489 - Amendment No. 4 to Soil Removal and Deposit Bylaw No. 9612

Moved By Councillor Webber/Seconded By Councillor Wooldridge

THAT Bylaw No. 12489 be adopted.

Carried

7.2 BL12578 - Amendment No. 40 to Airport Fees Bylaw No. 7982

Moved By Councillor Wooldridge/Seconded By Councillor Webber

THAT Bylaw No. 12578 be adopted.

Carried

8. Mayor and Councillor Items

The City Manager left the meeting at 4:41 p.m.

Councillor DeHart:

- Spoke to their attendance at the Ukrainian Canadian Heritage Day on behalf of Mayor and Council.

Councillor Wooldridge:

- Spoke to their attendance at the Karis Support Society Recovery Day event.

Councillor Singh:

- Spoke to their attendance at the Parkinson SuperWalk event.

Councillor Cannan:

- Spoke to their attendance at the Okanagan Sun's Burn Fund Classic Football Game.
- Spoke to an incident in Strathcona Park that did not get a response.

Mayor Dyas:

- Aware of the incident in Strathcona Park and will respond.

Councillor Lovegrove:

- Spoke to their attendance at the OK Basin Water Board AGM.

Councillor Stack:

- Provided a shout out to the RCMP for recent traffic enforcement and their presence near schools.

Mayor Dyas:

- Thanked Councillor Wooldridge for his involvement with emergency operations as the Regional District of Central Okanagan Board Chair.

9. Termination

This meeting was declared terminated at 4:50 p.m.

Mayor Dyas

sf/acm

City Clerk

SUPPLEMENTAL REPORT TO COUNCIL

Date: September 25th, 2023
To: Council
From: City Manager
Address: 3455 Rose Road
File No.: FH23-0001



	Existing	Proposed
OCP Future Land Use:	R-AGR – Rural – Agricultural and Resource	R-AGR – Rural – Agricultural and Resource
Zone:	A1 – Agriculture	A1 – Agriculture

1.0 Recommendation

THAT Council authorizes the issuance of Temporary Farm Worker Housing Permit No. FH23-0001 for Lot 4 Section 10 Township 26 ODYD Plan 355 located at 3455 Rose Road, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. A vegetated buffer is provided for screening adjacent property lines and between the temporary farm worker housing and active farming areas in accordance with Schedule B;
3. The applicant be required to post the City a Landscape Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscape buffer, as determined by a professional landscaper;
4. Registration of a Section 219 restrictive covenant on the Title that states;
 - a. The dwellings will be used for temporary farm workers only;
 - b. The owner will remove the dwellings if the farm operation changes such that if they are no longer required;
 - c. The dwellings will only be used for farm workers for a maximum of ten (10) months of the year;
 - d. The maximum number of accommodations permitted on this farm unit within this City sector is 60 workers; and,
 - e. The temporary farm worker housing building footprint is a maximum of 0.3ha.

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

2.0 Purpose

To consider a Temporary Farm Worker Housing Permit for 24 seasonal workers on the subject property.

3.0 Background

The Temporary Farm Worker Housing Permit Application was considered by Council on June 19th, 2023. After Council's discussion the application was deferred as there were concerns with the proposed landscaping and the structural safety of the farm worker housing. The below resolution has been resolved:

Resolution	Date
THAT Council defer further consideration of application FH23-0001 at 3455 Rose Road in order for staff to work with the Applicant to amend the application to address Council's concerns with structural safety and landscaping.	June 19 th , 2023

4.0 Discussion

Subsequent to Council's decision on June 27th, 2023, Development Planning and Building & Permitting met the applicant on-site to do an assessment of the existing buildings and the proposed landscaping locations. The site visit included a thorough walk-through of all structures. Following the site visit, the Building & Permitting Supervisor wrote a list of future building upgrades that would be required at the time of a Building Permit Application. This list was forwarded to the owner to provide them with an early indication of what would be required. Finally, following the site visit, the applicant resubmitted a new landscape plan that further enhanced the vegetated buffer around the farm dwelling locations.

The applicant/owner has demonstrated that they are willing to work with the City to bring the existing buildings into compliance and Staff believe that the updates have further mitigated concerns relating to landscaping and structural safety. If the application is successful, the owner will need to submit a landscape bond and apply for a Building Permit Application before they are permitted to have seasonal agricultural workers.

5.0 Application Chronology

Application Accepted: February 6th, 2023
 Previous Council Consideration: June 19th, 2023

Report prepared by: Tyler Caswell, Planner II
 Reviewed by: Lydia Korolchuk, Acting Planning Supervisor
 Reviewed by: Dean Strachan, Community Planning & Development Manager
 Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Draft Development Permit FH23-0001
 Schedule A: Site Plan & Floor Plans
 Schedule B: Landscape Plan
 Attachment B: Council Report – June 19th, 2023

For additional information, please visit our Current Developments online at www.kelowna.ca/currentdevelopments.

TEMPORARY FARM WORKER HOUSING PERMIT



APPROVED ISSUANCE OF TEMPORARY FARM WORKER HOUSING PERMIT NO. FH23-0001

Issued To: Nirmal & Rimplejeet Dhaliwal
Site Address: 3455 Rose Road
Legal Description: Lot 4 Section 10 Township 26 ODYD Plan 355
Zoning Classification: A1 – Agriculture
Development Permit Area: Temporary Farm Worker Housing



SCOPE OF APPROVAL

This Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this Permit, noted in the Terms and Conditions below.

The issuance of a Permit limits the Permit Holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific Variances have been authorized by the Permit. No implied Variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

1. TERMS AND CONDITIONS

THAT Temporary Farm Worker Housing Permit No. FH23-0001 for Lot 4 Section 10 Township 26 ODYD Plan 355 located at 3455 Rose Road, Kelowna, BC to allow the development of temporary farm worker housing be approved subject to the following:

- a) The dimensions and siting of the buildings and structures to be constructed on the land be in accordance with Schedule "A";
- b) A minimum 3-metre-wide vegetated buffer is provided for screening to adjacent property lines and between the temporary farm worker housing and active farming areas.
- c) The applicant be required to post with the City a Landscape Performance Security deposit in the form of an Irrevocable Letter of Credit in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;
- d) Registration of a Section 219 Restrictive Covenant on Title that states:
 - a. The dwellings will be used for temporary farm workers only;
 - b. The owner will remove the dwellings if the farm operation changes such that if they are no longer required;

- c. The dwellings will only be used for farm workers for a maximum of ten (10) months of the year;
- d. The maximum number of accommodations permitted on this farm unit within the City sector is 60 workers; and,
- e. The temporary farm worker housing building footprint is a maximum of 0.3ha.

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

2. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may use enter into an agreement with the property owner of the day to have the work carried out, and any surplus shall be paid over to the property own of the day. Should the Developer carry out the development permitted by this Permit within the time set out above, the security shall be returned to the Developer or his or her designate. There is filed accordingly:

- a) An Irrevocable Letter of Credit in the amount of **\$7,000.00**

Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

3. DEVELOPMENT

The land described herein shall be developed strictly in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit that shall form a part hereof.


If the Permit Holder does not commence the development permitted by this Permit within two years of the date of this Permit, this Permit shall lapse.

This Permit IS NOT a Building Permit.

4. Indemnification

Upon commencement of the works authorized by this Permit the Applicant covenants and agrees to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.
- b) All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

ATTACHMENT		A
This forms part of application		
# FH23-0001		
Planner Initials	TC	 City of Kelowna <small>DEVELOPMENT PLANNING</small>

5. APPROVALS

Issued and approved by Council on September 28th, 2023

Dean Strachan,
Community Planning & Development Manager

Date

The PERMIT HOLDER is the CURRENT LAND OWNER.
Security shall ONLY be returned to the signatory of the
Landscape Agreement or his or her designates

ATTACHMENT		A
This forms part of application		
# FH23-0001		
Planner Initials	TC	 City of Kelowna <small>DEVELOPMENT PLANNING</small>



SCHEDULE A

This forms part of application
FH23-0001

Planner
Initials TC


City of Kelowna
 DEVELOPMENT PLANNING



BUILDING 'A'
STORAGE / SLEEPING UNIT / COLD STORAGE



4 REAR VIEW
A2

DATE	NO.	BY	REVISION
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DO NOT SCALE THESE DRAWINGS.



PROJECT

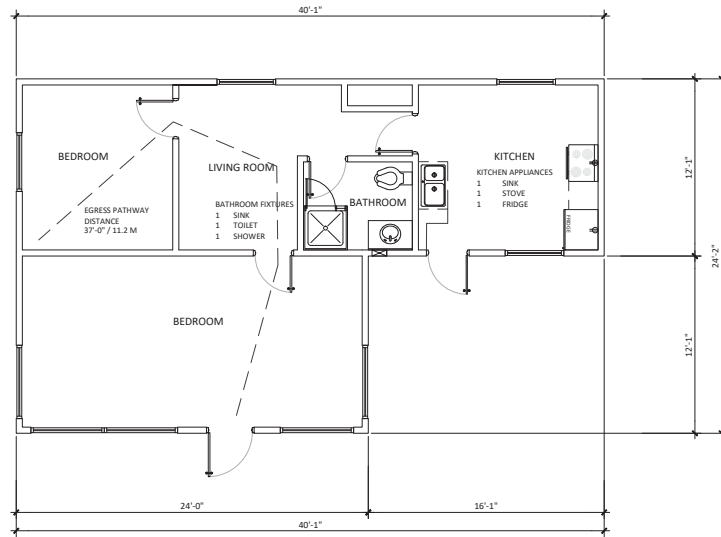
FARM WORKERS QUARTERS
3455 ROSE ROAD
KELOWNA, B.C.

SHEET TITLE

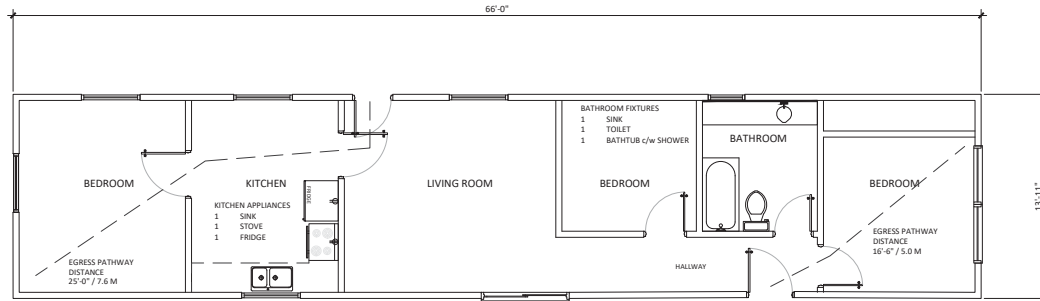
SLEEPING UNIT QUARTERS

'A'

DRAWN: RAH	SHEET NO. <h1>A 2</h1> Rev. 0
CHECKED: N.D.	
SCALE 1/4"=1'-0"	
DATE 9/9/2019	



1
A.3
BUILDING 'B'
STORAGE / SLEEPING UNIT / COLD STORAGE
1/4" = 1'-0"



4
A.3
BUILDING 'C'
STORAGE / SLEEPING UNIT / COLD STORAGE
1/4" = 1'-0"



2
A.3
ATCO TRAILER
FRONT VIEW



3
A.3
ATCO TRAILER
END VIEW



5
A.3
TRAILER
END VIEW



6
A.3
TRAILER
SIDE VIEW

SCHEDULE A
This forms part of application
FH23-0001
Planner Initials TC
City of Kelowna
DEVELOPMENT PLANNING

DATE	NO.	BY	REVISION

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HOLDEN'S DRAUGHTING & DESIGN
832 SALICOR AVENUE
KELOWNA, B.C. V1Y 4G3
Phone: 250-868-0882
Fax: 250-868-0882
Email: hddesign@kelowna.ca

FARM WORKERS QUARTERS
3455 ROSE ROAD
KELOWNA, B.C.

SLEEPING UNIT QUARTERS
'B' & 'C'

DESIGNER	RAH	DRAWN BY	A.3
CHECKED	N.D.	SCALE	1/4" = 1'-0"
DATE	9/9/2020	Rev.	0

ROSE ROAD

3455

3455 ROSE ROAD
KELOWNA, B.C.
V1W-4G7

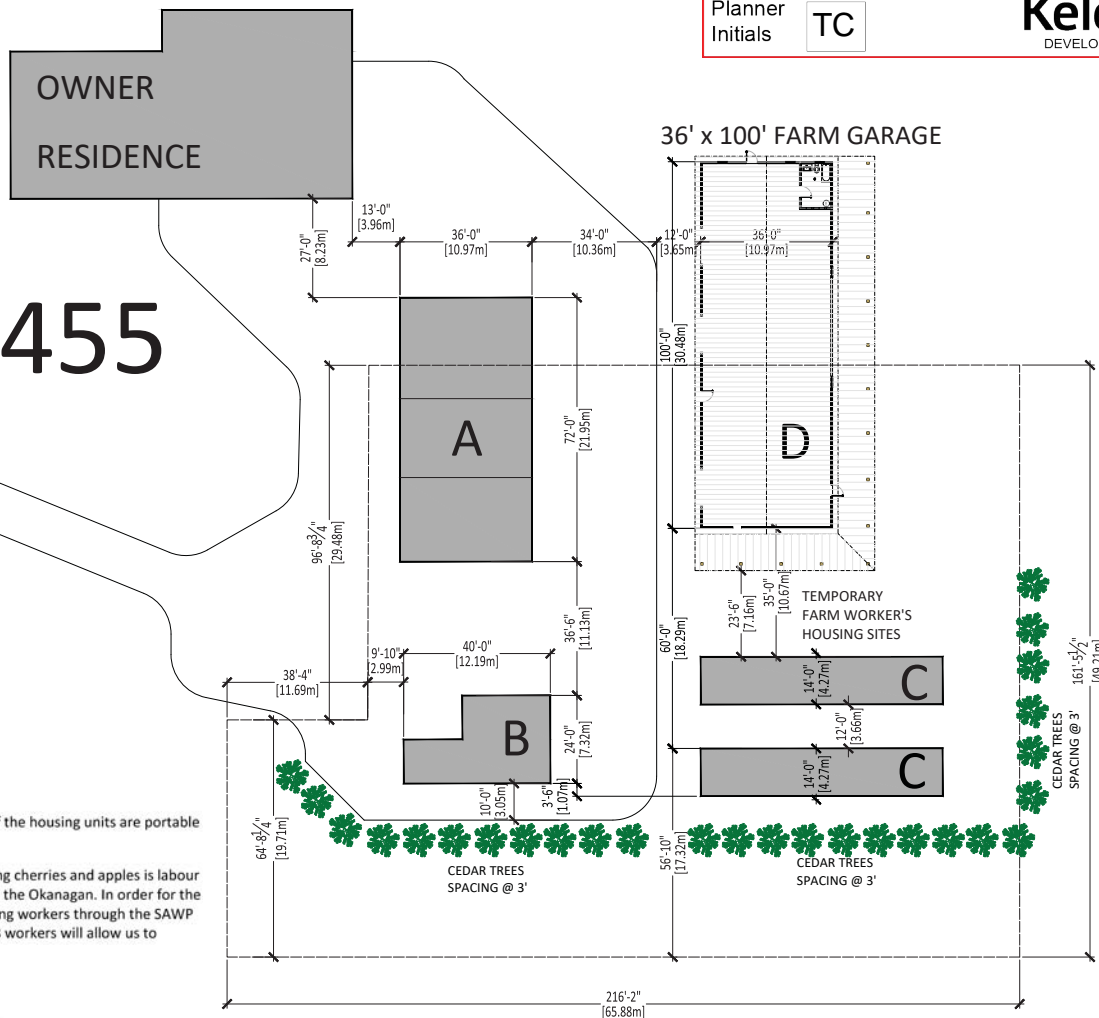
Neighbour Consultation

To get approval for existing buildings for seasonal farm workers. Three of the housing units are portable and the one is located in an accessory building.

We have an orchard with apples, peaches, prunes, and cherries. Harvesting cherries and apples is labour intensive, and the industry requires more seasonal workers than reside in the Okanagan. In order for the farm to have a sufficient number of workers there is no alternative to hiring workers through the SAWP program, which requires the farmer to provide accommodation. These 18 workers will allow us to harvest our crops.

For More information Contact:
Tyler Caswell, City of Kelowna 250-469-8967 email tcaswell@kelowna.ca

Nirmal Dhaliwal, property owner, 250-498-7817



SCHEDULE B

This forms part of application
FH23-0001

Planner
Initials TC



SITE CALCULATIONS:

ZONING	
A-1	
LEGAL ADDRESS	
LOT	4
PLAN	355
KID	263285 PID 001-490-010
MUNICIPAL ADDRESS	
3455 ROSE ROAD, KELOWNA, B.C.	
SITE AREA	
26.2 Acres	
106 027 m ²	(from city web site)
BUILDING AREA	
RESIDENCE	4,300 sq. ft.
A STORAGE	2,590 sq. ft.
B TEMP WORKER	780 sq. ft.
C TEMP WORKER	860 sq. ft.
D TEMP WORKER	860 sq. ft.
D PROPOSED ORCHARD GARAGE	3,600 sq. ft.
TOTAL	12,216 sq. ft.

SITE COVERAGE
1,141,265 / 12,216 = 1.07 %

MAXIMUM BUILDING HEIGHT	
EXISTING BUILDING HEIGHT	6.25 M (20'-5")
MAXIMUM BUILDING HEIGHT	6.33 M (21'-0")

NOTE:
ALL BUILDING HEIGHT DIMENSIONS ARE TAKEN FROM FIELD MEASUREMENTS AND ARE NOT DEEMED ACCURATE AS CLOSE AS POSSIBLE.

DATE: 7/18/2023		DRAWN BY: RAH	
CHECKED BY: N.D.		DATE: 7/18/2023	
PROJECT: ORCHARD GARAGE 3455 ROSE ROAD KELOWNA, B.C.		SHEET NO: A 1	
CONSULTANT: HOLDEN'S DRAUGHTING & DESIGN 405 SHADERS AVENUE KELOWNA, B.C. V1W 4G3 Phone: 250-888-0882 Fax: 250-888-0882 Email: hholden@hdd.ca		Rev. 3	
SITE PLAN & NOTATION			

Project No. 393

REPORT TO COUNCIL TEMPORARY FARM WORKER HOUSING PERMIT



Date: June 19th, 2023
To: Council
From: City Manager
Address: 3455 Rose Road
File No.: FH23-0001
Zone: A1 – Agriculture 1

ATTACHMENT		B
This forms part of application # FH23-0001		
Planner Initials	TC	The logo for the City of Kelowna Development Planning department, featuring a colorful circular geometric pattern.

1.0 Recommendation

THAT Council authorizes the issuance of Temporary Farm Worker Housing Permit no. FH23-0001 for Lot 4 Section 10 Township 26 ODYD Plan 355 located at 3455 Rose Road, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
1. A vegetated buffer is provided for screening adjacent property lines and between the temporary farm worker housing and active farming areas in accordance with Schedule B;
2. The applicant be required to post the City a Landscape Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscape buffer, as determined by a professional landscaper;
3. Registration of a Section 219 restrictive covenant on the Title that states;
 - a. The dwellings will be used for temporary farm workers only;
 - b. The owner will remove the dwellings if the farm operation changes such that if they are no longer required;
 - c. The dwellings will only be used for farm workers for a maximum of ten (10) months of the year;
 - d. The maximum number of accommodations permitted on this farm unit within this City sector is 60 workers; and,
 - e. The temporary farm worker housing building footprint is a maximum of 0.3ha.

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

2.0 Purpose

To consider a Temporary Farm Worker Housing Permit for 24 seasonal workers on the subject property.

3.0 Development Planning

Staff support the application for Temporary Farm Worker Housing (TFWH) for up to 24 agricultural workers on the subject property. The proposed temporary farm worker accommodation meets the regulations of the

Zoning Bylaw. The proposal is also consistent with the Ministry of Agriculture standards for temporary farm worker accommodation.

The proposal complies with the City of Kelowna OCP policies of TFWH requirements. Agriculture is the principal use on the parcel. The applicant has demonstrated that the scale of farm operations is large enough and necessary to accommodate farm employees whose residence on the farm property is considered critical to the overall operation of the farm. The proposed housing is on non-permanent foundations which is the preferred solution where the need for farm worker housing is justified and is in an area of the property that minimizes the residential impact to agriculture.

4.0 Subject Property & Background

4.1 Subject Property Map



The subject property is located a corner lot on Rose Road and Pooley Road in Southeast Kelowna. The property is approximately 300m from the four-way stop at the intersection of McCulloch Road, Reekie Road and Rose Road. The parcel is accessible from Rose Road and is a rectangular shape. The property is zoned A1 – Agriculture 1 and is designated R-AGR - Rural – Agricultural and Resource in the City’s Official Community Plan (OCP). The property is located within the Agricultural Land Reserve (ALR).

4.2 Background

On June 15th, 2020, Council approved an Agricultural Land Reserve Application (A19-0019) and a Temporary Farm Worker Housing Permit Application (FH19-0007) for 24 seasonal agricultural workers on the subject property. These applications were moved forward to the Agricultural Land Commission (ALC) and ultimately approved. The approval of the TFWH Permit was conditional on Council recommendations. These were not completed within the two-year period, so a new TFWH Application was resubmitted and must be reconsidered by Council.

5.0 Zoning Bylaw Regulations Summary

The proposal is to sleep 24 seasonal farm workers in four different sleeping areas. The first and second sleeping areas are in two mobile homes, which are both 79.7m² (857.88 ft²) in size and have three bedrooms with a communal kitchen, bathroom and living space. The third unit is the ATCO trailer unit, which is 71.3m² (767.47 ft²) in size, with two bedrooms and a communal kitchen, bathroom and living space. The final sleeping area is a suite connected to the storage and cooler area. This space is 72.2m² (777.15 ft²) and has two bedrooms with a communal kitchen and bathroom. These four sleeping units are within the residential footprint, limiting the impacts of the orchard and they are located South of the primary dwelling. The attached site plan shows the layout of the accessory buildings and temporary farm worker housing.

In accordance with the City of Kelowna Farm Protection Development Permit Guidelines, the application includes a landscape plan, which provides a buffer between the TFWH and the active agricultural land surrounding the housing. This vegetative buffer will be 3.0m wide and be planted with numerous cedars separating the four sleeping units with the active agriculture.

6.0 Current Development Policies

Objective 8.1. Protect and preserve agricultural land and its capability	
Policy 8.1.9. Farm Help Housing.	<p>As a first option, encourage farm help housing to be located within the Permanent Growth Boundary, providing access to amenities for workers. As a second option, accommodation for farm help on agricultural land on the same farm unit, where approved by the ALC, will be considered when:</p> <ul style="list-style-type: none"> • Agriculture is the principal use on the parcel; and • The applicant demonstrates that on-site housing for farm workers is necessary for the overall operation of the farm. The primary consideration is whether the scale of the farm operation is large enough that permanent help is deemed necessary. <p>Temporary farm working housing, such as bunkhouse accommodation on non-permanent foundations, is the preferred solution where farm worker housing is justified.</p> <p><i>Agriculture is the principal use of the parcel and the applicant has demonstrated the need for seasonal agricultural workers.</i></p>
Policy 8.1.10. Homeplating	<p>Locate buildings and structures, including farm help housing and farm retail sales area and structures, on agricultural parcels in close proximity to one another and where appropriate, near the existing road frontage.</p> <p><i>The farm worker dwelling units are close to the principal dwelling and have created a farm plate near the road frontage.</i></p>

7.0 Application Chronology

Application Accepted: February 6th, 2023
 Neighbour Notification Received: May 29th, 2023

ATTACHMENT		B
This forms part of application # FH23-0001		
Planner Initials	TC	 City of Kelowna DEVELOPMENT PLANNING

Report prepared by: Tyler Caswell, Planner II
Reviewed by: Dean Strachan, Community Planning & Development Manager
Reviewed by: Terry Barton, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Draft Development Permit FH23-0001
Schedule A: Site Plan & Floor Plans
Schedule B: Landscape Plan

For additional information, please visit our Current Developments online at www.kelowna.ca/currentdevelopments.





City of
Kelowna

FH23-0001

3455 Rose Road

Temporary Farm Work Housing Permit Application

Purpose

- ▶ To issue a Temporary Farm Worker Housing Permit to allow 24 seasonal workers on the subject property.

Development Process

Feb 6, 2023

Development Application Submitted



Staff Review & Circulation



May 29, 2023

Public Notification Received



Jun 19, 2023

TFWH Permit Consideration



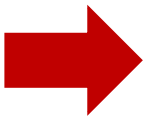
Sep 25, 2023

TFWH Permit Reconsideration

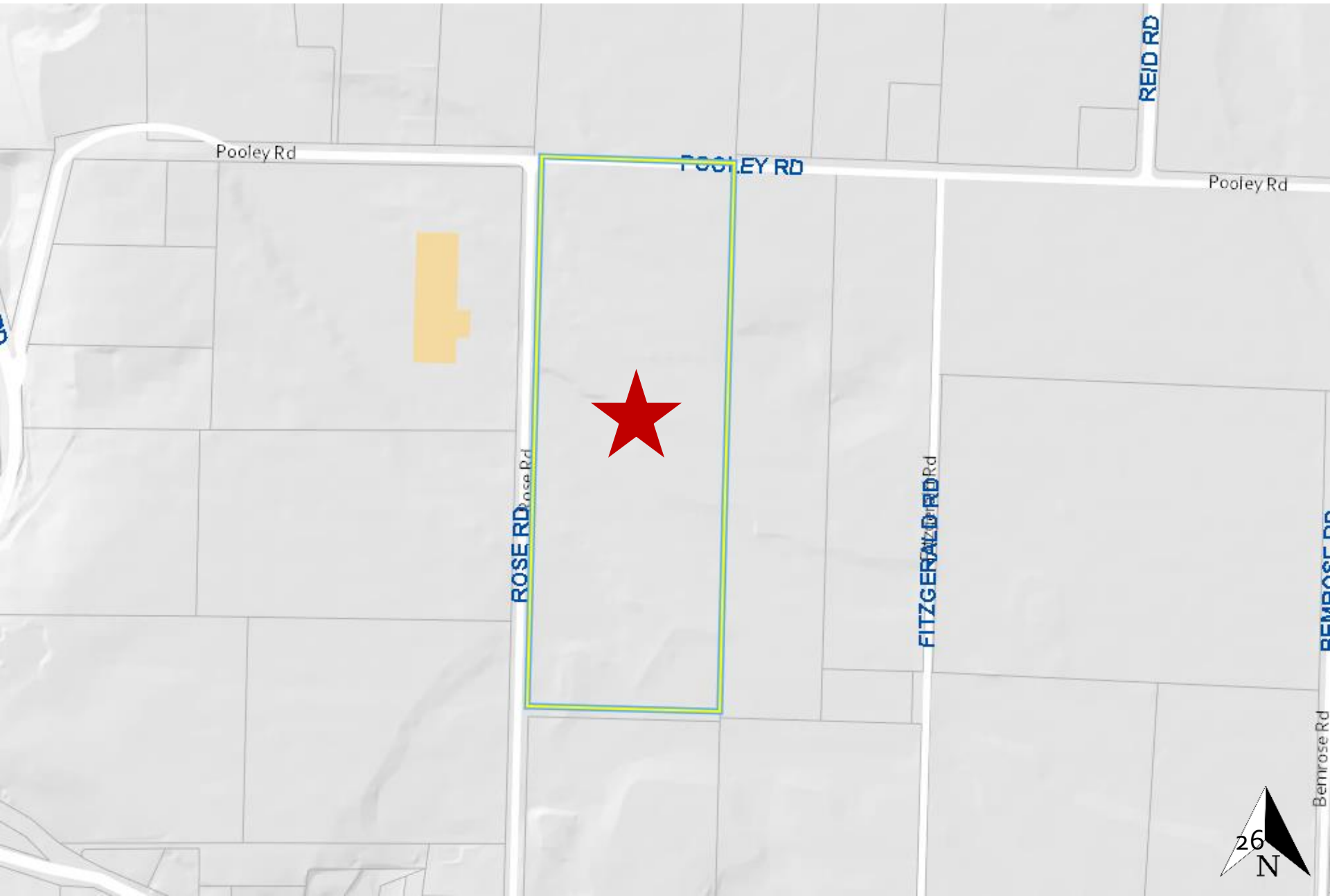


Building Permit

Council
Approvals



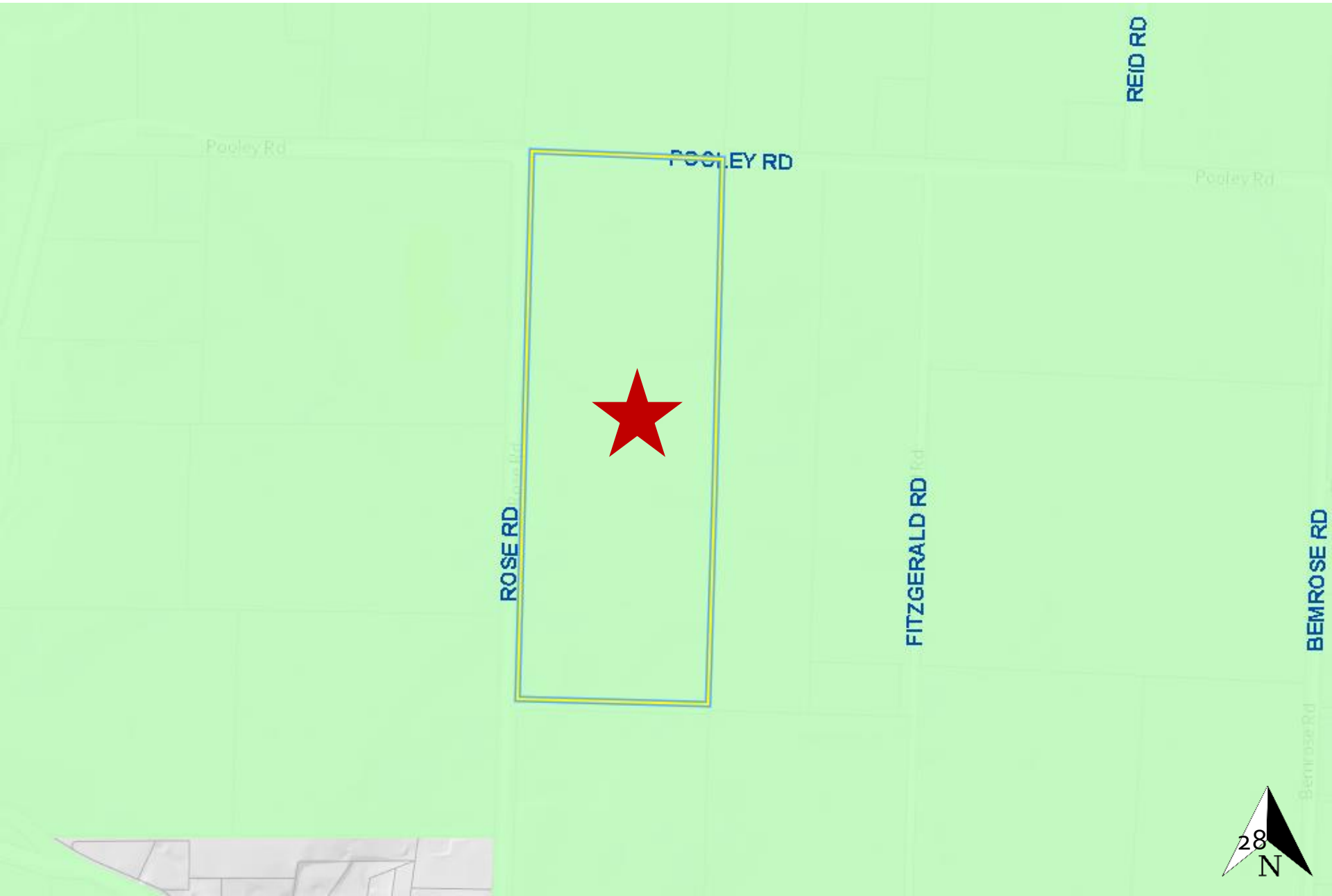
Context Map



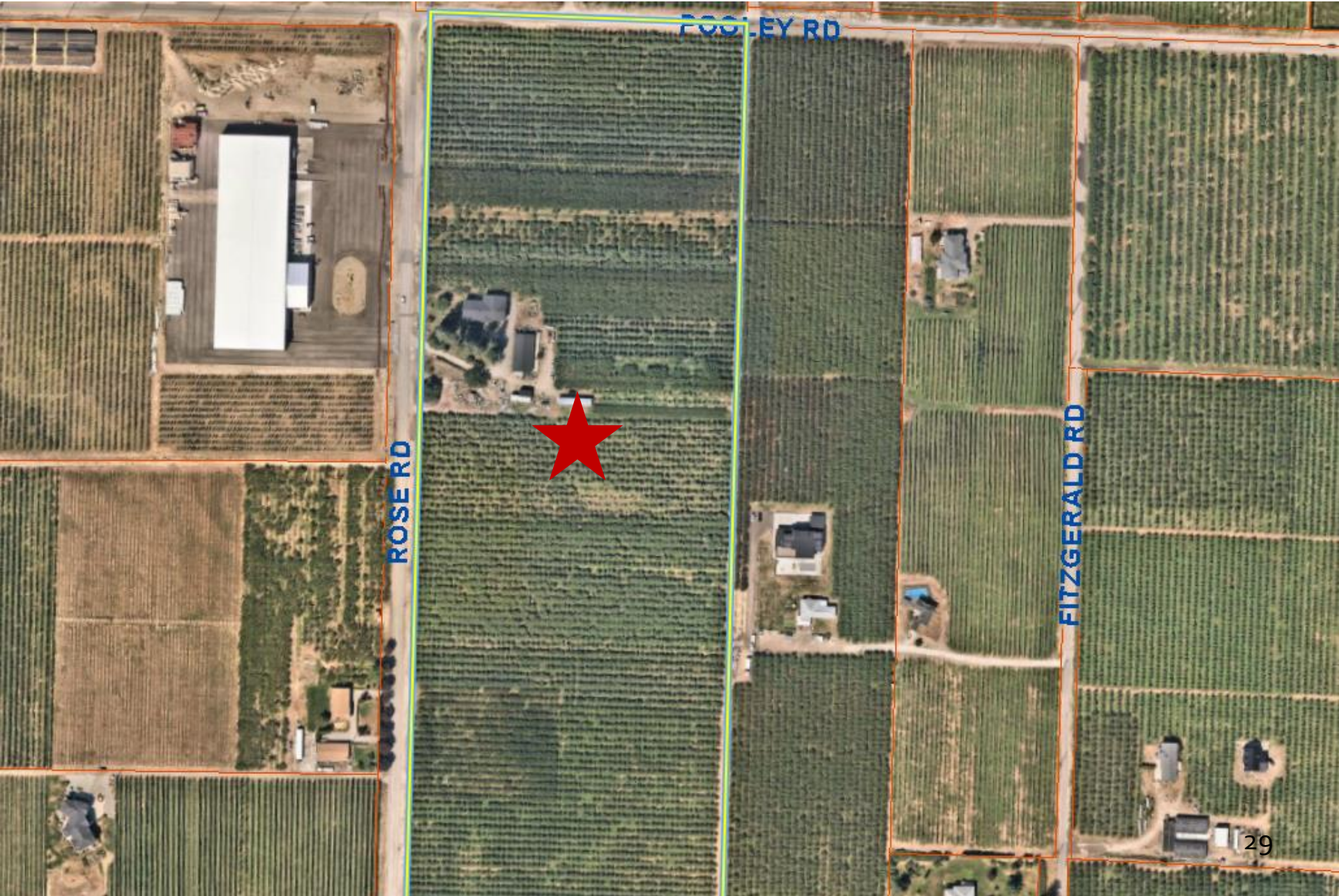
OCP Future Land Use / Zoning



Agricultural Land Reserve



Subject Property Map



Farming Activity

- ▶ The subject property has 24.5 acres of agricultural activities including:
 - ▶ 11 acres of apples
 - ▶ 8 acres of cherries
 - ▶ 4 acres of peaches
 - ▶ 1.5 acres of prunes

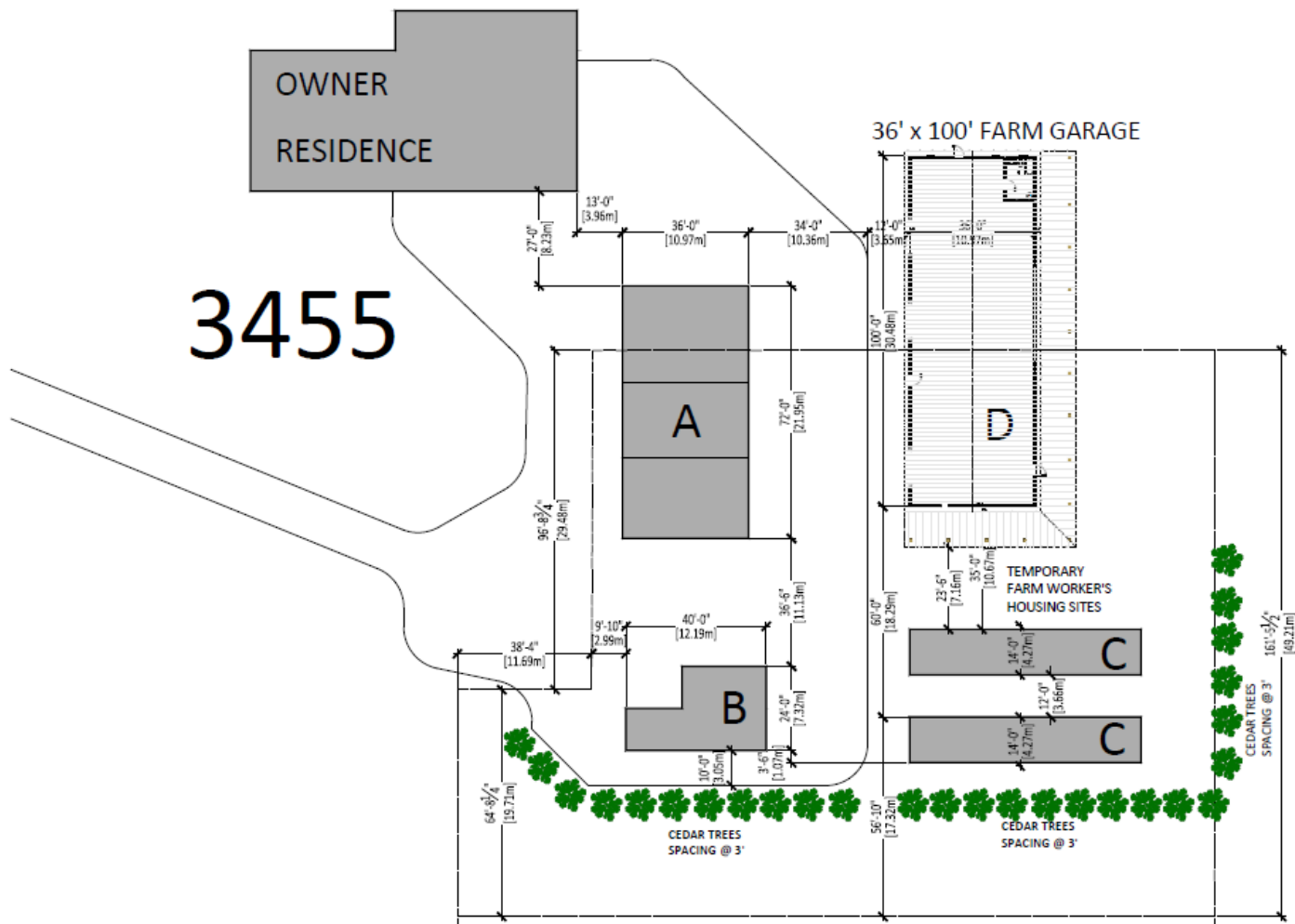
Project Details

- ▶ The applicant is seeking approvals to allow for 24 seasonal workers on the property.
- ▶ The proposal is to bring three existing dwellings into conformance:
 - ▶ One ATCO trailer
 - ▶ One mobile home
 - ▶ One suite that is attached to a storage building.
- ▶ Applicant does not own any other properties in Kelowna.

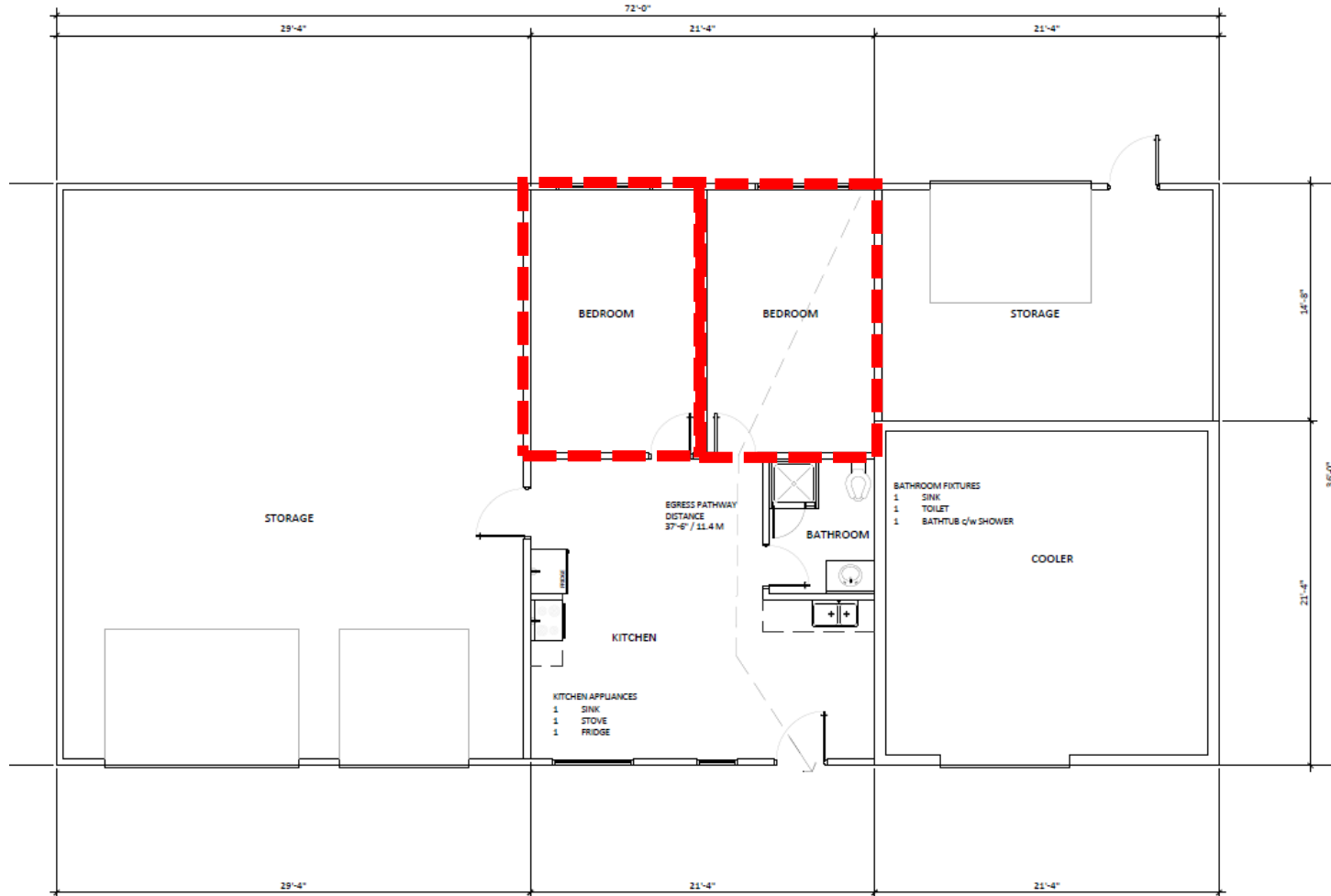
Site Plan + Landscape Plan

ROSE ROAD

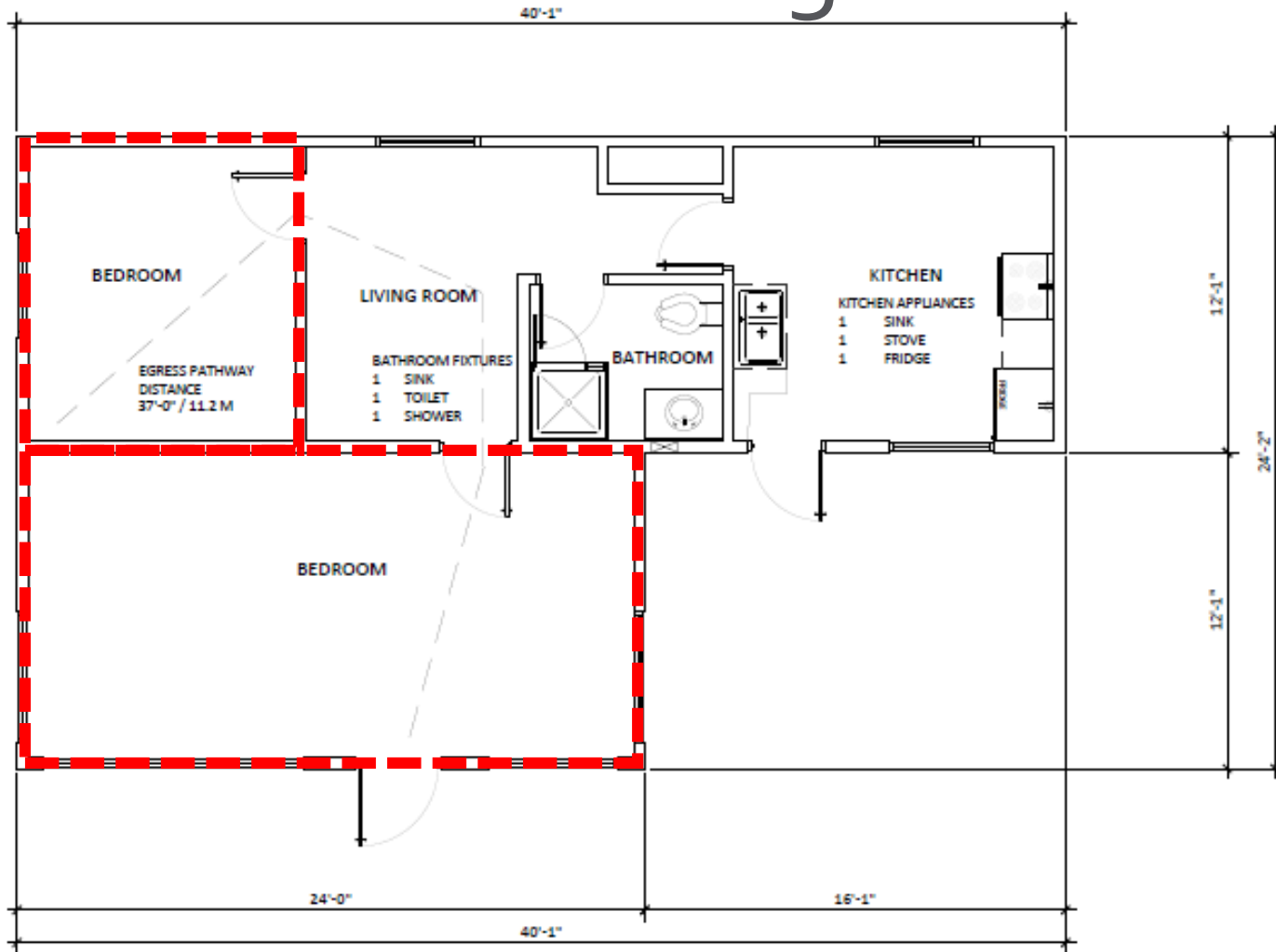
3455



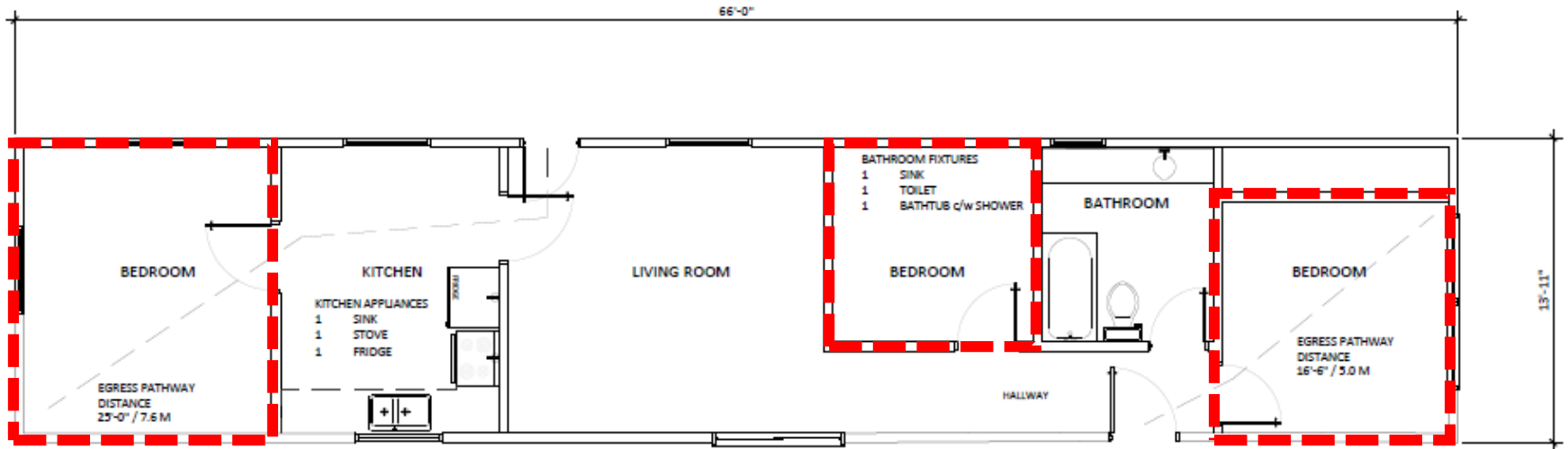
Floor Plan – Building A



Floor Plan – Building B



Floor Plan – Building C



BUILDING 'C'
4
A.3 **STORAGE / SLEEPING UNIT / COLD STORAGE**
1/4" = 1'-0"

OCP Objectives & Policies

- ▶ Policy 8.1.9. Farm Help Housing:
 - ▶ Agriculture is the principal use of the property, and the applicant has demonstrated the need for seasonal agricultural workers.
- ▶ Policy 8.1.10. Homeplating.
 - ▶ The owner has Homeplate the principal dwelling and temporary farm worker housing in one contiguous area, which preserves agricultural land.

Council Deferral

Resolution	Date
THAT Council defer further consideration of application FH23-0001 at 3455 Rose Road in order for staff to work with the Applicant to amend the application to address Council's concerns with structural safety and landscaping.	June 19 th , 2023

- ▶ The applicant has completed a new Landscape Plan with additional plantings around Building B + C.
- ▶ Staff conducted a site visit and building walkthrough.
- ▶ A list of required upgrades was provided to the applicant (to be completed at time of Building Permit Application).

Staff Recommendation

- ▶ Staff recommend support for the proposed TFWH Permit as it is consistent with:
 - ▶ Agriculture is the principal use of the property;
 - ▶ Meets the majority of the OCP Policies and Permit Guidelines;
 - ▶ ALC has given approvals for the Non-Adhering Residential Use Permit Application.
 - ▶ Applicant has worked with Staff to address Council's deferral comments.



Conclusion of Staff Remarks

REPORT TO COUNCIL

Text Amendment



Date: September 25, 2023
To: Council
From: City Manager
File No.: TA23-0009

1.0 Recommendation

THAT Zoning Bylaw Text Amendment Application No. TA23-0009 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing Section 8 – Parking and Loading as identified in Schedule “A” and outlined in the Report from Development Planning and Climate Action and Environmental Stewardship Departments dated September 25th, 2023, be considered by Council;

AND THAT the Zoning Bylaw Text Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Zoning Bylaw Text Amending Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure.

2.0 Purpose

To amend the Zoning Bylaw to include Electric Vehicle (EV) Readiness requirements in all new residential developments.

3.0 Development Planning

Council endorsed the City’s [Community EV & E-Bike Strategy](#) in September 2021, which has an overarching vision of Kelowna being a city where charging an EV is easy, convenient and affordable. One of the key objectives of this Strategy is to increase access to EV charging on private property, particularly in residential properties. In 2022, Council directed staff ([R0087/22/02/07](#)) to include residential EV readiness requirements as part of Kelowna Zoning Bylaw 12375. “EV Readiness” means that a parking space features an energized electrical outlet capable of charging an EV, when charging equipment is installed in the future.

Based on stakeholder engagement and policy evaluation completed, staff recommends inclusion of the following residential EV readiness requirements, defined in Section 8 (Parking and Loading) of Kelowna Zoning Bylaw 12375 (bylaw amendment in Schedule “A”):

- New residential developments – minimum of one energized electric vehicle outlet per dwelling unit.
- Exception for “rental only” zones, where a minimum 25% of required parking spaces require an energized electric vehicle outlet.

This approach was based on balancing the following objectives:

- **Minimize upfront costs for builders/developers:** EV charging infrastructure inevitably has a cost; however, Kelowna seeks to balance policies that minimize upfront costs while not pushing these costs onto EV owners and strata’s in the future.

- **Minimize costs for EV owners:** Installing EV charging at the time of construction can significantly reduce overall cost of EV charging infrastructure (compared to retrofitting in the future).
- **Simple for strata's to administer:** It is difficult, or legally impossible, for strata's to fairly allocate access to EV charging among a limited number of stalls or to allow owners to change stalls. Rental buildings do not have the same legal barriers to swap parking spaces, or strata governance complexities, and therefore reduced EV ready requirements are recommended for rentals.
- **Equitable for residents:** Ensure residential charging is available in all newly constructed residential buildings for every dwelling.
- **Future-proofing:** EV ready infrastructure anticipates technology trends and accommodates addition of suitable EV charging systems as they change overtime.

3.1 Background

BC leads all Canadian provinces in EV registrations. Nearly one fifth of all new vehicle purchases in 2022 were EVs. Rapid sales growth aligns with strong federal and provincial legislation, which requires 100 per cent of passenger vehicle sales to be zero emissions vehicles (ZEV) by 2035. In anticipation of increasing EV ownership, over 15 BC jurisdictions have already implemented EV ready policies for new residential developments in recent years, demonstrating the technical and practical feasibility of EV ready infrastructure in the residential sector.

Home charging availability will be required for wider scale EV adoption. Kelowna's 2021 EV engagement survey estimates that 84 per cent of current EV charging is done at home. Seventy per cent of non-EV owners identified an EV as their first choice for their next new automobile. Charging availability at home will be critical to enable the transition to EVs from now through 2035.

Retrofitting existing buildings will remain a persistent, frustrating challenge for many Kelowna residents. Legal complexity, strata decision-making gridlock, and high costs to retrofit are persistent barriers that will be amplified as EV sales continue to grow. EV readiness ensures that newly constructed single-family and multi-family buildings are "future-proof" for resident needs.

EV ready new buildings are cost-effective. In multi-family buildings, electrical loads are commonly shared across numerous EV chargers, through use of an Electric Vehicle Energy Management System (EVEMS – or, "smart charging"). Numerous studies estimate costs \$1,800 or less, per parking stall, regardless of building type (low, mid, high-rise). Costs for EV readiness in new single-family homes will typically be significantly less than multi-family buildings, ranging from \$200-\$500, depending up the site configuration, calculated load, and panel sizing.

EV readiness unlocks a significant source of greenhouse gas (GHG) reductions in Kelowna. Transitioning personal vehicles to EVs represents the most impactful GHG emissions reduction opportunity in Kelowna in the coming decades, representing nearly 50 per cent of our modelled emissions reductions by 2050. Without EV ready residential buildings, Kelowna is unlikely to meet our 2030 and 2050 community GHG emissions reduction targets.

EV charging availability is a valuable asset that increases desirability and livability of new homes. Kelowna's 2040 Official Community Plan (OCP) growth projections assume that 76 per cent of new units over

the next 20 years will be in the form of multi-family housing. As EVs become more prevalent and Kelowna increases in density, EV ready buildings will be increasingly sought out by buyers and renters.

3.2 Stakeholder Engagement

- The City facilitated public engagement on its Community EV & E-Bike Strategy from December 2020 – April 2021, which included public comment on EV readiness initiatives.
- After public engagement, from September through October 2021, staff collected feedback on EV ready initiatives from numerous interested groups, predominantly represented by the development industry.
- City staff also engaged with FortisBC on considerations for Kelowna's power supply and electricity grid impacts throughout 2021 through 2023.
- Staff conducted further industry engagement in April 2023 to provide education and awareness of EV ready initiatives, policy drivers, and technical considerations, with collaboration of third-party experts at FortisBC, Plug in BC, and Prism Engineering.

4.0 **Current Development Policies**

4.1 Kelowna Official Community Plan (OCP)

Objective 12.1 Design the community to be more resilient to a changing climate	
Policy 12.1.1 GHG Emissions Reduction Targets	<p>In partnership with senior governments; local citizens and businesses; non-profits; external agencies; and utility providers; work towards reducing absolute community greenhouse gas emissions below 2007 levels by:</p> <ul style="list-style-type: none"> • 4 per cent below 2007 levels by 2023; • 25 per cent below 2007 levels by 2033; • 80 per cent below 2007 levels by 2050 <p>Note: new targets were endorsed by Council in 2022 - 40 per cent below 2007 levels by 2030 and net-zero by 2050. Further community engagement is needed before updating the OCP.</p> <p><i>EV ready policy unlocks significant GHG emissions reductions in the transportation sector through personal EV use; upwards of 50 per cent of Kelowna's community reductions by 2050.</i></p>
Objective 12.7 Support the transition to emerging low-emission transportation technologies	
Policy 12.7.1 Low Carbon Fuels	<p>Support the expansion and use of low carbon fuels (e.g., electricity, hydrogen, etc.) as one way of reducing GHG emissions from the transportation sector.</p> <p><i>EV ready policy is critical to enable Kelowna residents to transition to EVs and electricity use as a low carbon fuel.</i></p>
Policy 12.7.2 Electric Mobility	<p>Provide infrastructure to support and expand electric vehicle (EV) and E-Bike ownership through the following initiatives:</p> <ul style="list-style-type: none"> • Residential charging infrastructure: Ensure access to appropriate EV and e-bike charging infrastructure (such as Level 2 conduits for EVs), in new construction <p><i>EV ready policy directly supports this OCP objective.</i></p>

4.2 Imagine Kelowna

Kelowna community vision: take action in the face of climate change.

5.0 Stakeholder Engagement

Text Amendment Application: July 12, 2023
EV Strategy Public Engagement Session: December 2020 – April 2021
Development Industry Engagement Session 1: September - October 2021
Development Industry Engagement Session 2: April 18, 2023
FortisBC engagement collaboration: 2021 through 2023 (numerous)
Please refer to Attachment “A” for a summary of 2023 development industry engagement and Attachment “B” for FortisBC letter of support.

Report prepared by: Todd Brunner, Community Energy Specialist
Reviewed by: Jocelyn Black, Urban Planning Manager
Reviewed by: Chris Ray, Climate Action and Environmental Stewardship Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

- Schedule A: TA23-0009 - Schedule A – Proposed Text Amendments
- Attachment A: Summary of 2023 Engagement Feedback
- Attachment B: FortisBC Letter of Support

For additional information, please visit our Current Developments online at www.kelowna.ca/currentdevelopments.

TA23-0009 - Schedule A – Proposed Text Amendments

Content Changes to Zoning Bylaw No. 12375

No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/a	ELECTRIC VEHICLE means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.	New definition required for incorporating EV ready requirements into Kelowna Bylaw No. 12375
2.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/a	ELECTRIC VEHICLE ENERGY MANAGEMENT SYSTEM means a system to control electric vehicle supply equipment electrical loads comprised of monitor(s), communications equipment, controller(s), timer(s) and other applicable devices.	New definition required for incorporating EV ready requirements into Kelowna Bylaw No. 12375
3.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/a	ELECTRIC VEHICLE SUPPLY EQUIPMENT means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch electric circuit and an electric vehicle .	New definition required for incorporating EV ready requirements into Kelowna Bylaw No. 12375
4.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/a	ENERGIZED OUTLET means a connected point in an electrical wiring installation at which current is taken to supply electric vehicle supply equipment . An energized outlet can take the form of an outlet box with a cover, or an electrical receptacle.	New definition required for incorporating EV ready requirements into Kelowna Bylaw No. 12375

No.	Section	Current Wording	Proposed Wording	Reason for Change
5.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	LEVEL 2 CHARGING means a Level 2 electric vehicle charging level as defined by SAE International's J1772 standard.	LEVEL 2 CHARGING means a Level 2 electric vehicle charging level as defined by SAE International's J1772 standard and may include variable rate charging that is controlled by an electric vehicle energy management system .	Revise definition to align with new EV ready requirements
6.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	LEVEL 3 CHARGING means direct current (DC) level 1, or higher, electric vehicle charging station as defined by SAE International's J1772 standard.	Delete	Revise definition to use current industry standard language of Direct Current Fast Charging (DCFC)
7.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	n/a	DIRECT CURRENT FAST CHARGING (DCFC) means direct current electric vehicle charging as defined by SAE International's J1772 standard and includes provision of electric vehicle charging equipment.	Revise definition to use current industry standard language of Direct Current Fast Charging (DCFC)
8.	Section 5 – Definitions & Interpretation, 5.3 General Definitions	ALTERNATIVE FUEL INFRASTRUCTURE means any one of the following: (a) level-3 electric vehicle charging station (also known as a DC fast charger), or its equivalent; (b) fast-fill compressed natural gas (CNG) vehicle refueling station; (c) hydrogen vehicle refueling station; and /or (d) liquefied petroleum gas (propane) vehicle refueling station.	ALTERNATIVE FUEL INFRASTRUCTURE means any one of the following: (a) Direct Current Fast Charger (DCFC), or its equivalent; and /or (b) Hydrogen vehicle refueling station.	Alter the definition to exclude traditional fuels and focus on emission free re-powering infrastructure.

No.	Section	Current Wording	Proposed Wording	Reason for Change
9.	Section 8.2.18 Electric Vehicle Charging	n/a	See Chart A	To introduce the minimum EV ready charging requirements across various zones.
10.	Table 8.3.1 – Residential Multi-Dwelling Parking	See Chart B	See Chart C	Reformatting, relocating various provisions, and updating the parking requirements for single family dwellings within the Urban Centres and Infill Housing to only require one parking space which is to have an electric vehicle energized outlet capable of level two charging.
11.	Table 8.3.1a – Other Residential Parking	See Chart D	See Chart E	Reformatting, relocating various provisions, and updating the parking requirements for single family dwellings within the Urban Centres and Infill Housing to only require one parking space which is to have an electric vehicle energized outlet capable of level two charging.
12.	Section 11.6 – Site Specific Regulations	Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1a Other Residential Parking, the following uses and regulations are permitted:	Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1a Other Residential Parking, the following uses and regulations are permitted:	Update the reference table to align with the renumbering and reformatting of the parking tables.

No.	Section	Current Wording	Proposed Wording	Reason for Change
		<ul style="list-style-type: none"> • Boarding and Lodging Houses can operate within an accessory building in addition to the Single Detached Housing; and • The minimum parking is two stalls for the Boarding and Lodging use for the site; and • The maximum of 14 residents on the subject property. 	<ul style="list-style-type: none"> • Boarding and Lodging Houses can operate within an accessory building in addition to the Single Detached Housing; and • The minimum parking is two <i>parking spaces</i> for the Boarding and Lodging use for the site; and • The maximum of 14 residents on the subject property. 	

DRAFT


SCHEDULE		A
This forms part of application # TA23-0009		
Planner Initials	TB	 City of Kelowna <small>COMMUNITY PLANNING</small>

Chart A

Proposed - Table 8.2.18 – Minimum Electric Vehicle Parking and Charging Requirements

Electric Vehicle Charging

8.2.18 The minimum electric vehicle parking and charging requirements are described in Table 8.2.18.

Table 8.2.18 – Minimum Electric Vehicle Parking and Charging Requirements					
Land Use / Type of Development	Minimum amount of electric vehicle energized outlets per parking space capable of providing level 2 charging ^{.8}				Effective Date
	Urban Centre Zones	MF1 Zone, Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area ^{.6}	
Apartment Housing, ^{.1, .2, .3, & .4} Stacked Townhouses, ^{.1, .2, .3, & .4} & Townhouses ^{.1, .2, .3, & .4}	Min 0.8 energized spaces ^{.6} per bachelor dwelling unit	Min 0.9 energized spaces ^{.6} per bachelor dwelling unit			April 1, 2024 ^{.7}
	Min 0.9 energized spaces ^{.6} per 1 bedroom dwelling unit	Min 1.0 energized space ^{.6} per 1 or more bedroom dwelling unit	Min 1.0 energized space ^{.6} per dwelling unit	Min 1.0 energized space ^{.6} per dwelling unit	
	Min 1.0 energized space ^{.6} per 2 or more bedroom dwelling unit				
Congregate Housing ^{.1, .2, .3, & .4} & Supportive Housing ^{.1, .2, .3, & .4}	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	
Duplex Housing, ^{.1 & .5} Semi-Detached	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	

Housing, .1 & .5 & Single Detached Housing .1 & .5					
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FOOTNOTES (Section 8.2.18)

.1 The minimum energized electric vehicle energized outlets do not apply to the visitor parking.

.2 **Energized Outlets** must be labelled for their intended use for electric vehicle charging only.

.3 **Energized Outlets** must be assigned to an individual vehicle parking space and must be located no further than 1.0 metre from that parking space.

.4 No more than one **Energized Outlet** may be assigned to an individual vehicle parking space.

.5 The minimum energized electric vehicle energized outlets do not apply to secondary suites or carriage houses.

.6 The minimum amount of electric vehicle **energized outlets** per parking space capable of providing **level 2 charging** can be reduced by 75% if the lot is zoned with a "r – rental only" sub-zone that restricts the **dwelling units** to a rental only tenure and prohibits any building stratification or bareland stratification.

.7 This is the date these regulation will come into effect.

.8 Where base parking requires a minimum of less than 1.0 space per **dwelling unit**, all parking spaces require an **energized outlet** capable of providing **level 2 charging** shall be provided. For example: each dwelling unit should be assigned an energized parking space prior to a dwelling unit being assigned two or more energized parking spaces.

Chart B

Original - Table 8.3.1 – Residential Multi-Dwelling Parking

Table 8.3 – Required Off-Street Parking Requirements					
Table 8.3.1 Residential Multi-Dwelling Parking					
Land Use / Type of Development	Base Parking Requirement (Number of spaces)				Minimum Visitor Parking Requirement .1, .2
	Urban Centre Zones .5	MF1 Zone .4, Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area .3	
Apartment Housing Townhouses Stacked Townhouses	Min 0.8 spaces & Max 1.25 spaces per bachelor dwelling unit	Min 0.9 spaces .4 & Max 1.25 spaces per bachelor dwelling unit	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit	Min 0.14 spaces .1 & Max 0.2 spaces per dwelling unit
Residential Security Operator Unit	Min 0.9 spaces & Max 1.25 spaces per 1 bedroom dwelling unit	Min 1.0 space .4 & Max 1.25 spaces per 1 bedroom dwelling unit	Min 1.2 spaces & Max 1.6 spaces per 1 bedroom dwelling unit	Min 1.25 spaces & Max 1.6 spaces per 1 bedroom dwelling unit	
	Min 1.0 space & Max 1.5 spaces per 2 or more bedroom dwelling unit	Min 1.1 spaces .4 & Max 1.6 spaces per 2 bedroom dwelling unit	Min 1.4 spaces & Max 2.0 spaces per 2 bedroom dwelling unit	Min 1.5 spaces & Max 2.0 spaces per 2 bedroom dwelling unit	
		Min 1.4 spaces .4 & Max 2.0 spaces per 3 bedroom dwelling unit	Min 1.6 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit	Min 2.0 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit	

FOOTNOTES (Table 8.3.1.):

- ¹ Visitor **parking** is to be easily accessible to the access points of the corresponding **development** and/or **buildings**. Visitor **parking** is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.
- ² Regardless of the parking rate (**spaces per unit**). The minimum number of **dwelling units** when the first visitor **parking space** is required is five (5) **dwelling units**. For example, a **lot** with four (4) **dwelling units** does not require a visitor **parking space**.
- ³ Minimum and maximum parking rates for various Comprehensive Development Zones are outline in Table 8.3.1a Other Residential Parking.
- ⁴ MF1 zoned **lots** with four **dwelling units** or less shall have a minimum of one (1) **parking space per dwelling unit**. The parking rate identified above applies to MF1 **lots** with five **dwelling units** or more.
- ⁵ All **lots** in the areas identified as 3 storeys in **Map 4.1** within the **OC** (UC1 Downtown) shall not be required to meet any vehicle **parking space** requirements if the height of the **buildings** on the **lot** are 4 **storeys** or less and 15.0 metres or less.



Chart C

Proposed - Table 8.3.1 – Residential Multi-Dwelling Parking

Table 8.3 – Required Residential Off-Street Parking Requirements ⁶					
Land Use / Type of Development	Urban Centre Zones ⁵	MF1 Zone ⁴ , Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area ³	Minimum Visitor Parking Requirement ^{1, 2}
Apartment Housing, Townhouses, Stacked Townhouses, & Residential Security Operator Unit	Min 0.8 spaces & Max 1.25 spaces per bachelor dwelling unit	Min 0.9 spaces ⁴ & Max 1.25 spaces per bachelor dwelling unit	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit	Min 0.14 spaces ¹ & Max 0.2 spaces per dwelling unit
	Min 0.9 spaces & Max 1.25 spaces per 1 bedroom dwelling unit	Min 1.0 space ⁴ & Max 1.25 spaces per 1 bedroom dwelling unit	Min 1.2 spaces & Max 1.6 spaces per 1 bedroom dwelling unit	Min 1.25 spaces & Max 1.6 spaces per 1 bedroom dwelling unit	
	Min 1.0 space & Max 1.5 spaces per 2 or more bedroom dwelling unit	Min 1.1 spaces ⁴ & Max 1.6 spaces per 2 bedroom dwelling unit	Min 1.4 spaces & Max 2.0 spaces per 2 bedroom dwelling unit	Min 1.5 spaces & Max 2.0 spaces per 2 bedroom dwelling unit	
		Min 1.4 spaces ⁴ & Max 2.0 spaces per 3 bedroom dwelling unit	Min 1.6 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit	Min 2.0 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit	
Congregate Housing & Supportive Housing	Min 0.35 spaces per sleeping unit; Plus a Min 0.5 spaces per non-resident on-duty employee or a Min of 3.0 spaces (whichever is greater). Max 2.0 spaces per sleeping unit				Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Single Detached Housing, Semi-	Min 1.0 space per dwelling unit & Max n/a	Min 1.0 space per dwelling unit & Max n/a	Min 2.0 spaces per dwelling unit & Max n/a	Min 2.0 spaces per dwelling unit & Max n/a	Min 0.0 ⁷ spaces & Max n/a

Table 8.3 – Required Residential Off-Street Parking Requirements^{.6}

Land Use / Type of Development	Urban Centre Zones ^{.5}	MF1 Zone ^{.4} , Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area ^{.3}	Minimum Visitor Parking Requirement ^{.1, .2}
Detached Housing, & Duplex Housing					

FOOTNOTES (Table 8.3.1):

- ^{.1} Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.
- ^{.2} Regardless of the parking rate (spaces per unit). The minimum number of dwelling units when the first visitor parking space is required is five (5) dwelling units. For example, a lot with four (4) dwelling units does not require a visitor parking space.
- ^{.3} Minimum and maximum parking rates for various Comprehensive Development Zones are outline in Table 8.3.1 Other Residential Parking.
- ^{.4} MF1 zoned lots with four dwelling units or less shall have a minimum of one (1) parking space per dwelling unit. The parking rate identified above applies to MF1 lots with five dwelling units or more.
- ^{.5} All lots in the areas identified as 3 storeys in Map 4.1 within the OCP (UC1 Downtown) shall not be required to meet any vehicle parking space requirements if the height of the buildings on the lot are 4 storeys or less and 15.0 metres or less.
- ^{.6} This table provides the minimum and maximum base parking requirements for various residential land uses.
- ^{.7} Within a residential strata with five or more dwelling units the visitor parking requirement is 0.14 spaces per dwelling unit.



Chart D

Original - Table 8.3.1a – Other Residential Parking

Table 8.3.1a Other Residential Parking GFA = gross floor area m² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement ^{.1}
	Minimum	Maximum	
Agriculture & Rural Zones and Single & Two Dwelling Zones	2.0 space per sleeping unit	n/a	0.0 spaces or Min 0.14 spaces & Max 0.2 spaces per dwelling unit ^{.3}
Bed and Breakfast Homes	1.0 space per sleeping unit	1.5 spaces per sleeping unit	n/a
Boarding or Lodging Houses	1.0 space; plus 0.9 stalls per sleeping unit	1.5 space; plus 2.0 spaces per sleeping unit	n/a
Carriage House	1.0 space ^{.2}	2.0 spaces	n/a
Child Care Centre, Major	1.0 Space per 11 children of capacity	n/a	n/a
Child Care Centre, Minor	1.0 space	n/a	n/a
Congregate Housing & Supportive Housing	0.35 spaces per sleeping unit; Plus 0.5 spaces per non-resident on-duty employee or 3.0 spaces (whichever is greater)	n/a	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Group Home	1.0 space; plus 0.35 stalls per sleeping unit	2.0 spaces; plus 1.0 stall per sleeping unit	n/a
Home-Based Business, Major	1.0 space	2.0 spaces	n/a
Home-Based Business, Major for Health Services on lots located on Royal	2.5 spaces per 100 m² GFA	5.0 spaces per 100 m² GFA	n/a

Table 8.3.1a Other Residential Parking GFA = gross floor area m ² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement ¹
	Minimum	Maximum	
Avenue or Christleton Avenue			
Home-Based Business, Minor	n/a	n/a	n/a
Home-Based Business, Rural	1.0 space	n/a	n/a
Mobile Homes	2.0 spaces per dwelling unit	2.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Residential units within the CD20 Zone	1.0 space per dwelling unit, except 0.15 spaces per student only residences	1.5 spaces per dwelling unit	Min 0.14 spaces per dwelling unit, except 0.05 spaces per student only residences & Max 0.2 spaces per dwelling unit
Residential units within the CD22 zone	1.1 spaces per dwelling unit greater than 2 bedrooms 1.0 space per 2 bedroom dwelling unit 0.9 spaces per 1 bedroom dwelling unit 0.75 spaces per bachelor dwelling unit	2.0 spaces per dwelling unit greater than 2 bedrooms 1.6 space per 2 bedroom dwelling unit 1.25 spaces per 1 bedroom dwelling unit 1.0 spaces per bachelor dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Residential units within the CD26 zone	1.0 space per dwelling unit	1.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Secondary Suites	1.0 space ²	2.0 spaces	n/a
Residential Security / Operator Unit	1.0 space per dwelling unit	2.0 spaces per dwelling unit	n/a

Table 8.3.1a Other Residential Parking GFA = gross floor area m ² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement ^{.1}
	Minimum	Maximum	
Short – Term Rental Accommodation: <ul style="list-style-type: none"> Multi-Dwelling Zones and Core Area and Other Zones 	No additional parking required (i.e., equivalent to the parking requirements for the principal dwelling unit within that zone).	n/a	n/a
Short – Term Rental Accommodation: <ul style="list-style-type: none"> Agriculture & Rural Zones and Single & Two Dwelling Zones 	1.0 space per two sleeping units	n/a	n/a

FOOTNOTES (Table 8.3.1a.):

^{.1} Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.

^{.2} Parking space can be located in the driveway and in tandem with the single detached dwelling parking as long as two additional off-street parking spaces are provided for the principal dwelling. Notwithstanding Section 8.1.4, parking for secondary suites or carriage houses can be surfaced with a dust-free material.

^{.3} Within a residential strata with five or more dwelling units the visitor parking requirement is 0.14 spaces per dwelling unit.

Chart E

Proposed - Table 8.3.1 – Other Residential Parking

Table 8.3.1 Other Residential Parking GFA = gross floor area m ² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement ^{.1}
	Minimum	Maximum	
Bed and Breakfast Homes	1.0 space per sleeping unit	1.5 spaces per sleeping unit	n/a
Boarding or Lodging Houses	1.0 space; plus 0.9 spaces per sleeping unit	1.5 space; plus 2.0 spaces per sleeping unit	n/a
Carriage House	1.0 space ^{.2}	2.0 spaces	n/a
Child Care Centre, Major	1.0 Space per 11 children of capacity	n/a	n/a
Child Care Centre, Minor	1.0 space	n/a	n/a
Group Home	1.0 space; plus 0.35 spaces per sleeping unit	2.0 spaces; plus 1.0 space per sleeping unit	n/a
Home-Based Business, Major	1.0 space	2.0 spaces	n/a
Home-Based Business, Major for Health Services on lots located on Royal Avenue or Christleton Avenue	2.5 spaces per 100 m ² GFA	5.0 spaces per 100 m ² GFA	n/a
Home-Based Business, Minor	n/a	n/a	n/a
Home-Based Business, Rural	1.0 space	n/a	n/a
Mobile Homes	2.0 spaces per dwelling unit	2.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit


Table 8.3.1 Other Residential Parking GFA = gross floor area m ² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement ¹
	Minimum	Maximum	
Residential units within the CD20 Zone	1.0 space per dwelling unit, except 0.15 spaces per student only residences	1.5 spaces per dwelling unit	Min 0.14 spaces per dwelling unit, except 0.05 spaces per student only residences & Max 0.2 spaces per dwelling unit
Residential units within the CD22 zone	1.1 spaces per dwelling unit greater than 2 bedrooms 1.0 space per 2 bedroom dwelling unit 0.9 spaces per 1 bedroom dwelling unit 0.75 spaces per bachelor dwelling unit	2.0 spaces per dwelling unit greater than 2 bedrooms 1.6 space per 2 bedroom dwelling unit 1.25 spaces per 1 bedroom dwelling unit 1.0 spaces per bachelor dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Residential units within the CD26 zone	1.0 space per dwelling unit	1.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Secondary Suites	1.0 space ²	2.0 spaces	n/a
Residential Security / Operator Unit	1.0 space per dwelling unit	2.0 spaces per dwelling unit	n/a
Short – Term Rental Accommodation: <ul style="list-style-type: none"> Multi-Dwelling Zones and Core Area and Other Zones 	No additional parking required (i.e., equivalent to the parking requirements for the principal dwelling unit within that zone).	n/a	n/a
Short – Term Rental Accommodation: <ul style="list-style-type: none"> Agriculture & Rural Zones and 	1.0 space per two sleeping units	n/a	n/a

SCHEDULE A

This forms part of application
TA23-0009

Planner Initials

TB



City of
Kelowna
COMMUNITY PLANNING

Table 8.3.1 Other Residential Parking GFA = gross floor area m ² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement ^{.1}
	Minimum	Maximum	
Single & Two Dwelling Zones			
FOOTNOTES (Table 8.3.1a.): ^{.1} Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement. ^{.2} Parking space can be located in the driveway and in tandem with the single detached dwelling parking as long as two additional off-street parking spaces are provided for the principal dwelling. Notwithstanding Section 8.1.4, parking for secondary suites or carriage houses can be surfaced with a dust-free material. ^{.3} Deleted			

Attachment A: Summary of 2023 Engagement Feedback

Development Industry Comment (summarized)	City Response
Differentiate rental units and condominiums: with a single owner, there are no strata issues to hamper future installation of EV chargers	Staff have adjusted policy recommendation for “Rental-only” designated developments, which will require 25% of stalls to be EV ready.
Protect in-stream applications: Developers need time to adjust their plans and budgets	In-stream applications (e.g. DP/BP issued) will not be subject to EV ready requirements. Further, an effective date of April 1, 2024 will provide sufficient notice to any new developments that have not been issued DP/BP.
Phase in: preference to phase-in to 100% EV Ready over 5 or more years	A phase-in based on % of stalls EV ready partially achieves City policy objectives, but presents additional challenges: <ul style="list-style-type: none"> i. Not all residents would have access to convenient charging. Trading parking stalls is not feasible in stratas. ii. Could result in stranded assets, where the chargers/infrastructure installed initially could become obsolete as charging needs expand. iii. Unlikely have significant cost savings relative to the fully EV ready options.
Ensure Capacity: project design should accommodate future EV charging using electrical conduit approach	Conduit-only approach does not provide meaningful future-proofing or future cost-savings. Higher levels of “partial infrastructure” (e.g. conduit/panels/breakers/upsized transformer/etc.) installed upfront have similar costs to fully EV ready, but do not remove strata barriers or provide convenient equitable charging access to residents.
Costs: additional costs range between \$5,000 to \$6,000 per stall in infrastructure and cabling	Electric Vehicle Energy Management Systems (i.e. load sharing), <i>which have not been deployed at-scale yet in Kelowna</i> , significantly reduce costs. Numerous costing studies ¹ and real-world experience suggest that 100% EV Ready stalls can be installed for <\$2000 per stall.
Electrical capacity: concerns on utility capacity to manage large-scale electrification	FortisBC fully supports EV ready initiatives and have plans and programs in place to mitigate impacts (see FortisBC letter of support). FortisBC local connection fees for additional EV loads impose minimal additional cost to development. In some cases, network-scale improvements may trigger additional costs for developments, but EV energy management systems are can significantly reduce the additional electrical infrastructure required.
Housing affordability: intensifies the housing affordability issue in our city	Costs of EV ready (expected <\$2000 per stall) ensure that these buildings are future-proof and will enable residents to transition to EVs seamlessly. Design strategies, such as load-sharing, will significantly reduce costs. It is significantly less expensive to design into new build than to retrofit.
Reduce DCCs: temporary DCC reduction to help offset some of the additional costs	EV ready parking is anticipated to increase financial value and sales/rental prices of those dwelling units and provides a valuable amenity to residents.

¹ [Kamloops](#) (2021), [Calgary/Edmonton](#) (2022), [Greater Toronto Hamilton Area](#) (2021), [Richmond](#) (2017), [North Vancouver](#) (2018)

To: Todd Brunner, MRM – Community Energy Specialist
From: Draydan Power, P.Eng. – Manager, EV Infrastructure & Investment
Date: January 13th, 2022

Subject: City of Kelowna EV Readiness Proposal Letter of Support

The City of Kelowna has requested comment from FortisBC (the Company) regarding the adoption of electric vehicles (EV) and the associated electric system impact. FortisBC will always meet the electricity needs of the province and is committed to supporting the installation of EV chargers at all levels: residential, commercial, workplace, fleet, and public fast charging. Increasing the availability of charging infrastructure is an important component of encouraging the adoption of EVs. FortisBC does not believe that mandating EV ready developments will overwhelm our existing infrastructure provided there is good coordination between FortisBC, the City of Kelowna, and the building industry.

The Company has a Long Term Electric Resource Plan that anticipates the increasing EV charging load on the electric system. FortisBC is prepared to invest in the necessary upgrades as they are required. Distribution-level upgrades are typical when connecting new loads and our existing policies are in place to ensure developers are billed fairly for any required upgrades. Larger substation and transmission level upgrades would be identified well in advance of their need as system load growth is continually monitored through forecasting and modelling tools, which include the evolving EV adoption rates.

To further help mitigate system impacts at the residential level, the Company will be piloting an incentive program for customers who are willing to charge their EV at times when overall system load is lower. The expectation of this program will be to mitigate peak demand, meaning less impact on the existing utility infrastructure. For Multi-Unit Residential Buildings, FortisBC recommends using an EV Energy Management System (EVEMS) that will allow for simultaneous charging of multiple EVs while maintaining a predetermined energy demand, allowing FortisBC to accurately model the load in the system and reducing the required electrical infrastructure within the development.

New technologies are also emerging as EV adoption increases such as battery storage systems that allow a battery to draw and store power from the electrical system off peak, such as the middle of the night. The battery storage would then distribute the energy to an EV charger at a normal output during a typical system peak without overloading the distribution system.

FortisBC will continue to adapt to the changing landscape of transportation electrification and is eager to meet with the City of Kelowna if there are further questions or concerns on this topic.

Thank you,

Draydan Power, P.Eng.



Electric Vehicle (EV) Readiness Requirements for All New Residential Developments

September 25, 2023

Purpose

- ▶ To amend Zoning Bylaw No. 12375 to include Electric Vehicle (EV) Readiness requirements in all new residential developments.

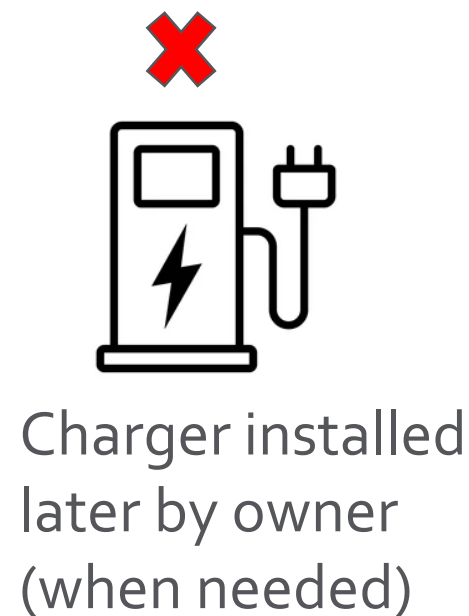
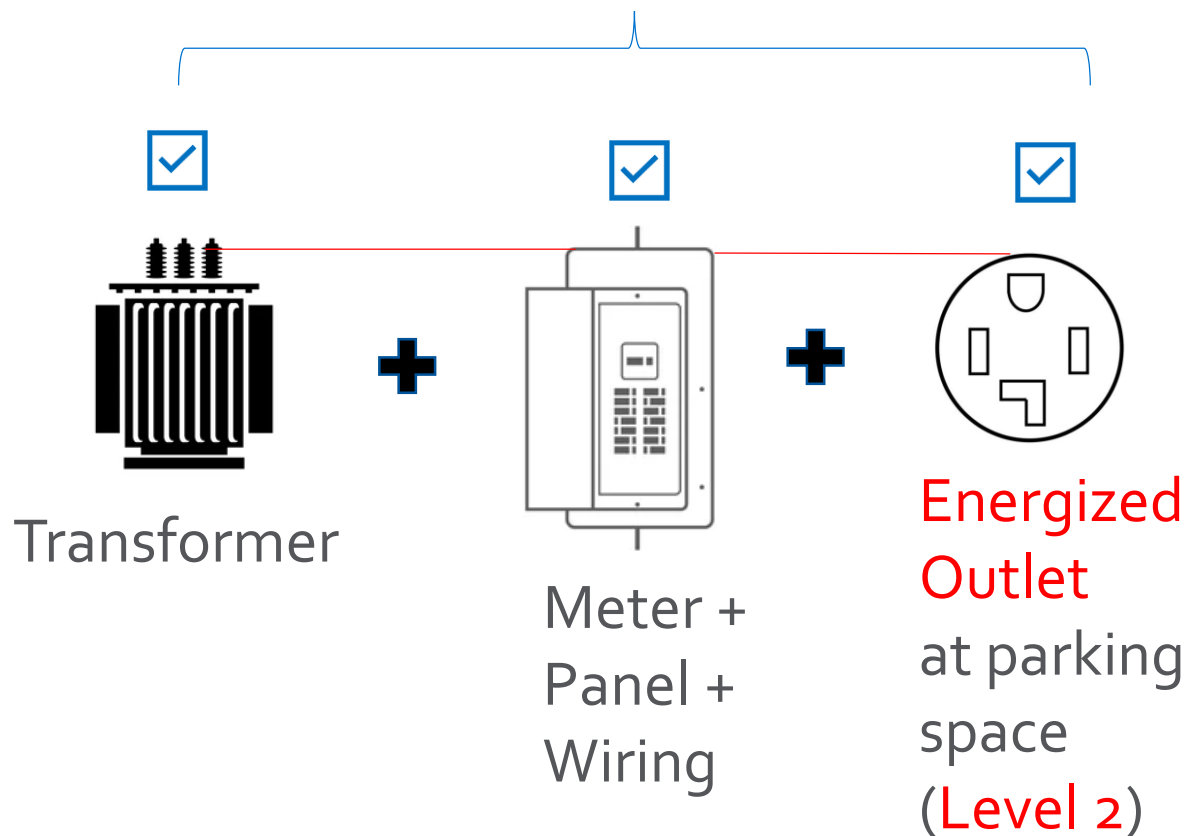
Previous Council Direction

- ▶ Sept 27, 2021: Council endorsed the EV and E-Bike Strategy
- ▶ Feb 7, 2022: Council directs staff to include the EV readiness requirements as part of forthcoming Kelowna Zoning Bylaw updates:
 - ▶ All new residential developments have a minimum of 1 energized electric vehicle outlet per dwelling unit



Key Terms

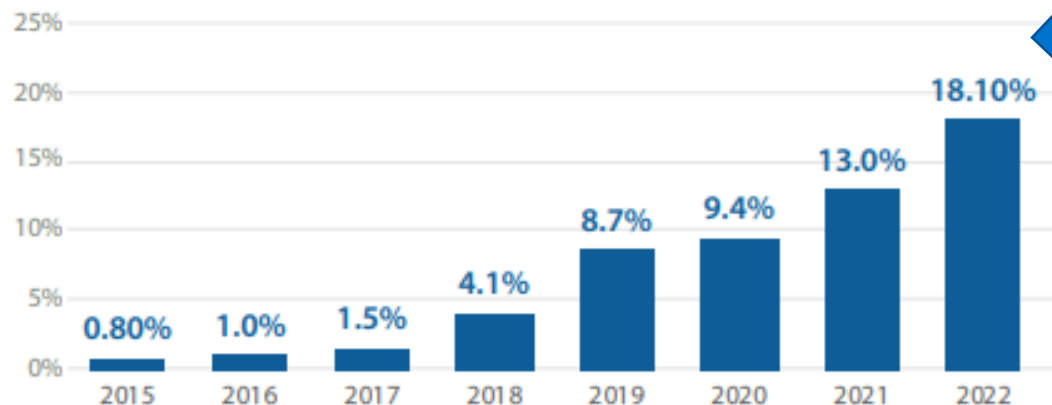
“EV Ready”



BC Leading the EV Charge

- ▶ Rapidly increasing EV adoption rates in BC
 - ▶ Now approx. **1 in 5 cars sold**
- ▶ Federal and provincial EV sales mandate of **100% of new sales by 2035**

British Columbia Light-Duty Vehicle ZEV Sales Rates



Legislated Sales Requirement

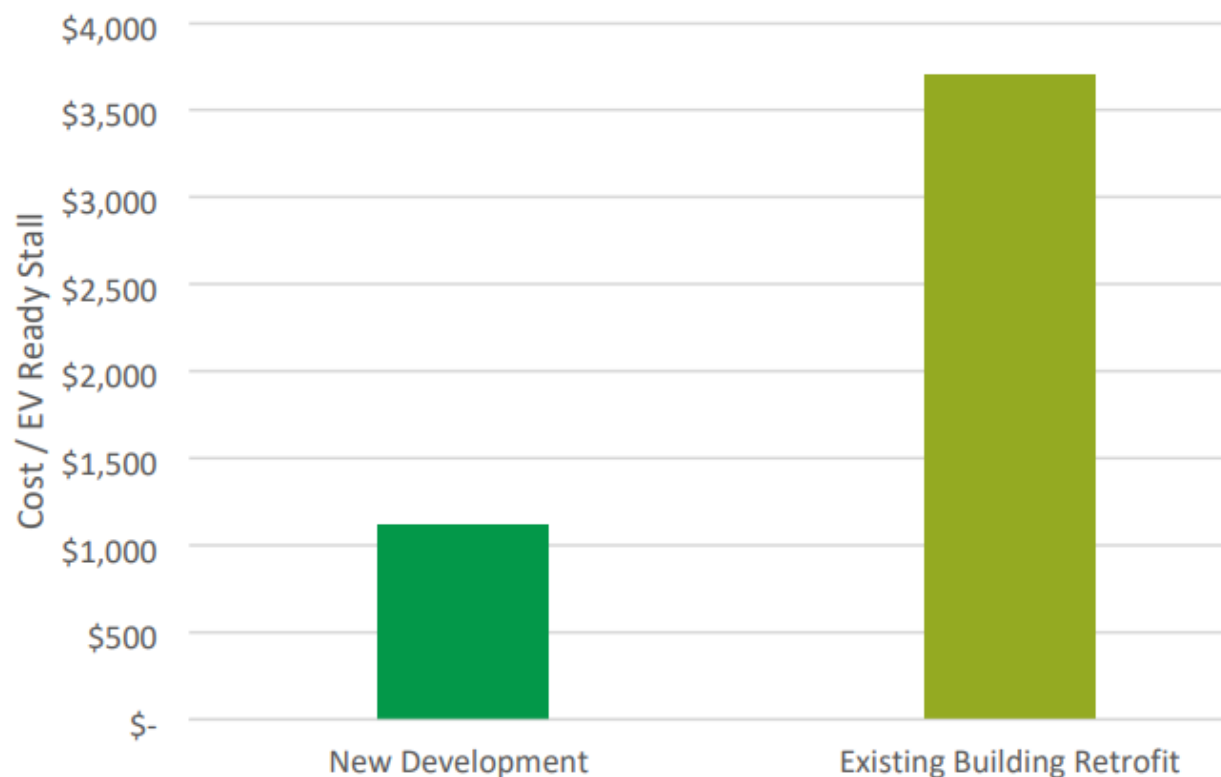
- 26% by 2026
- 90% by 2030
- 100% by 2035

Charging availability at home critical to enable transition to EVs



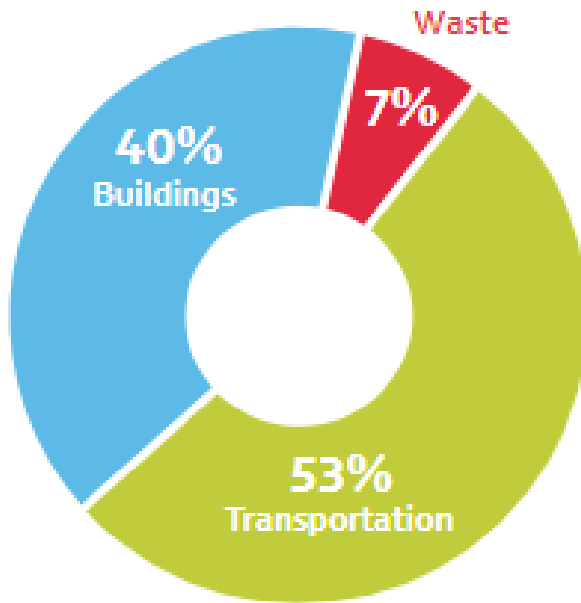
Retrofitting multi-family buildings is costly and complicated

- ▶ Estimated cost at construction: \$930 to \$1,550 per EV ready stall
 - ▶ studies show common configuration is less than \$1,800 per stall
- ▶ Cost of retrofit: three or more times per stall and much more complex

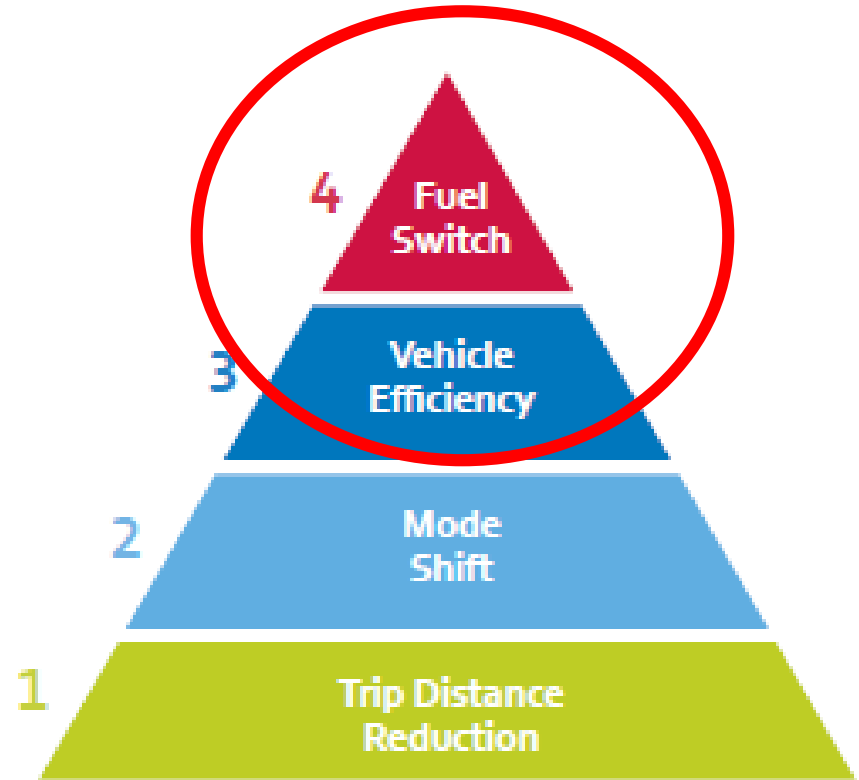


Mid-rise building example (140 units)

EVs Unlock Significant GHG Reductions



Kelowna GHG Emissions Profile

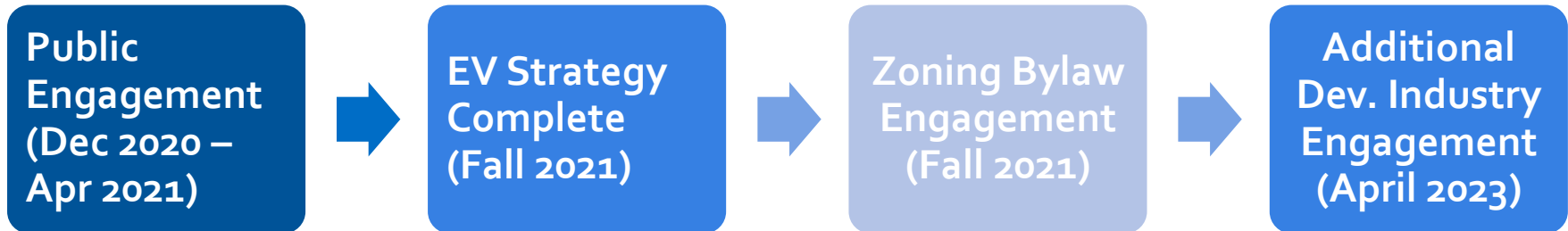


Many Local Governments in BC Have Adopted EV Readiness



Example Municipality (year)	EV Readiness Level (MURBs)
Vancouver (2018)	100% of stalls
Burnaby (2018)	100% of stalls
Surrey (2019)	100% of stalls
New Westminster (2019)	100% of stalls
City of North Vancouver (2019)	100% of stalls
Dist. of North Vancouver (2021)	100% of stalls
Richmond (2017)	100% of stalls
Port Moody (2019)	100% of stalls
Saanich (2020)	100% of stalls
Dist. of West Vancouver (2018)	100% of stalls
Victoria (2020)	100% of stalls
Nelson (2020)	1 per dwelling
Langley (2019)	1 per dwelling
Coquitlam (2018)	1 per dwelling
Penticton (2023)	1 per dwelling
Port Coquitlam (2018)	Partial infrastructure ("high")
Kamloops (2023)	Partial infrastructure ("low")

Stakeholder Engagement



Public Support:

- Predictable charging
- Future-proof new construction; avoids retrofit issues
- Increase EV purchase interest

Development Industry Feedback:

- Differentiate rental buildings
- Prefer phased approach
- Potential impact on construction costs and affordability concerns
- Electricity supply and availability

Staff Recommendation

- ▶ Amend Zoning Bylaw 12375 : Effective April 1, 2024, electric vehicle ready parking spaces shall be provided in accordance with the following EV Ready requirements :
 - ▶ For all new residential developments, require minimum of 1 energized electric vehicle outlet (“EV ready”) per dwelling unit
 - ▶ Exception for “rental only” zones, where a minimum 25% of parking spaces require 1 energized electric vehicle outlet



CITY OF KELOWNA
BYLAW NO. 12582
TA23-0009 – Amendments Regarding Electric Vehicle Readiness Requirements

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT **Section 5 – Definitions & Interpretations, Section 5.3 – General Definitions** be amended by adding the following in the appropriate locations:
 - a) " **ELECTRIC VEHICLE** means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.",
 - b) "**ELECTRIC VEHICLE ENERGY MANAGEMENT SYSTEM** means a system to control **electric vehicle supply equipment** electrical loads comprised of monitor(s), communications equipment, controller(s), timer(s) and other applicable devices.",
 - c) "**ELECTRIC VEHICLE SUPPLY EQUIPMENT** means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch electric circuit and an **electric vehicle**.",
 - d) "**ENERGIZED OUTLET** means a connected point in an electrical wiring installation at which current is taken to supply **electric vehicle supply equipment**. An energized outlet can take the form of an outlet box with a cover, or an electrical receptacle.", and
 - e) "**DIRECT CURRENT FAST CHARGING (DCFC)** means direct current electric vehicle charging as defined by SAE International's J1772 standard and includes provision of electric vehicle charging equipment.";
2. AND THAT **Section 5 – Definitions & Interpretations, Section 5.3 – General Definitions, LEVEL 2 CHARGING** be amended by deleting "." after "J1772 standard" and replacing it with the following:

"and may include variable rate charging that is controlled by an **electric vehicle energy management system**.";
3. AND THAT **Section 5 – Definitions & Interpretations, Section 5.3 – General Definitions, LEVEL 3 CHARGING** be deleted in its entirety;

4. AND THAT **Section 5 – Definitions & Interpretations, Section 5.3 – General Definitions** be amended as follows:

Deleting the following:

“ALTERNATIVE FUEL INFRASTRUCTURE means any one of the following:

- (a) level-3 electric vehicle charging station (also known as a DC fast charger), or its equivalent;
- (b) fast-fill compressed natural gas (CNG) vehicle refueling station;
- (c) hydrogen vehicle refueling station; and /or
- (d) liquefied petroleum gas (propane) vehicle refueling station.”

And replacing it with:

“ALTERNATIVE FUEL INFRASTRUCTURE means any one of the following:

- (a) Direct Current Fast Charger (DCFC), or its equivalent; and /or
- (b) Hydrogen vehicle refueling station.”;

5. AND THAT **Section 8 – Parking and Loading, Section 8.2 – Off-Street Parking Regulations** be amended by adding in its appropriate location Table 8.2.18 outlined in **Schedule A** as attached to and forming part of this bylaw;
6. AND THAT **Section 8 – Parking and Loading, Section 8.3 – Required Off-Street Parking Requirements** be amended by deleting Table 8.3 – Required Off-Street Parking Requirements in its entirety and replacing it with Table 8.3 outlined in **Schedule B** as attached to and forming part of this bylaw;
7. AND THAT **Section 8 – Parking and Loading, Section 8.3 – Required Off-Street Parking Requirements** be amended by deleting Table 8.3.1a Other Residential Parking in its entirety and replacing it with Table 8.3.1 outlined in **Schedule C** as attached to and forming part of this bylaw;
8. AND FURTHER THAT **Section 11 – Single and Two Dwelling Zones, Section 11.6 – Site Specific Regulations** be amended as follows:

Deleting the following:

“Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1a Other Residential Parking, the following uses and regulations are permitted:

- Boarding and Lodging Houses can operate within an accessory building in addition to the Single Detached Housing; and
- The minimum parking is two stalls for the Boarding and Lodging use for the site; and
- The maximum of 14 residents on the subject property.”

And replacing it with:

“Notwithstanding, Section 5.3 General Definitions, & Table 8.3.1a Other Residential Parking, the following uses and regulations are permitted:

- Boarding and Lodging Houses can operate within an accessory building in addition to the Single Detached Housing; and
- The minimum parking is two parking spaces for the Boarding and Lodging use for the site; and
- The maximum of 14 residents on the subject property.”;

9. 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

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule A

Electric Vehicle Charging

8.2.18 The minimum electric vehicle parking and charging requirements are described in Table 8.2.18.

Table 8.2.18 – Minimum Electric Vehicle Parking and Charging Requirements					
Land Use / Type of Development	Minimum amount of electric vehicle energized outlets per parking space capable of providing level 2 charging ^{.8}				Effective Date
	Urban Centre Zones	MF1 Zone, Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area ^{.6}	
Apartment Housing, ^{.1, .2, .3 , & .4} Stacked Townhouses, ^{.1, .2, .3, & .4} & Townhouses ^{.1, .2, .3, & .4}	Min 0.8 energized spaces ^{.6} per bachelor dwelling unit Min 0.9 energized spaces ^{.6} per 1 bedroom dwelling unit Min 1.0 energized space ^{.6} per 2 or more bedroom dwelling unit	Min 0.9 energized spaces ^{.6} per bachelor dwelling unit Min 1.0 energized space ^{.6} per 1 or more bedroom dwelling unit	Min 1.0 energized space ^{.6} per dwelling unit	Min 1.0 energized space ^{.6} per dwelling unit	April 1, 2024 ^{.7}
Congregate Housing ^{.1, .2, .3, & .4} & Supportive Housing ^{.1, .2, .3, & .4}	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	Min 0.35 energized spaces per sleeping unit	
Duplex Housing, ^{.1 & .5} Semi- Detached Housing, ^{.1 & .5} &	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	Min 1.0 energized space per dwelling unit	

Single Detached Housing ^{.1 & .5}					
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FOOTNOTES (Section 8.2.18)

- .1 The minimum energized electric vehicle energized outlets do not apply to the visitor parking.
- .2 **Energized Outlets** must be labelled for their intended use for electric vehicle charging only.
- .3 **Energized Outlets** must be assigned to an individual vehicle parking space and must be located no further than 1.0 metre from that parking space.
- .4 No more than one **Energized Outlet** may be assigned to an individual vehicle parking space.
- .5 The minimum energized electric vehicle energized outlets do not apply to secondary suites or carriage houses.
- .6 The minimum amount of electric vehicle **energized outlets** per parking space capable of providing **level 2 charging** can be reduced by 75% if the lot is zoned with a “r – rental only” sub-zone that restricts the **dwelling units** to a rental only tenure and prohibits any building stratification or bareland stratification.
- .7 This is the date these regulation will come into effect.
- .8 Where base parking requires a minimum of less than 1.0 space per **dwelling** unit, all parking spaces require an **energized outlet** capable of providing **level 2 charging** shall be provided. For example: each dwelling unit should be assigned an energized parking space prior to a dwelling unit being assigned two or more energized parking spaces.

Schedule B

Table 8.3 – Required Residential Off-Street Parking Requirements ^{.6}

Land Use / Type of Development	Urban Centre Zones ^{.5}	MF1 Zone ^{.4} , Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area ^{.3}	Minimum Visitor Parking Requirement ^{.1, .2}
Apartment Housing, Townhouses, Stacked Townhouses, & Residential Security Operator Unit	Min 0.8 spaces & Max 1.25 spaces per bachelor dwelling unit	Min 0.9 spaces ^{.4} & Max 1.25 spaces per bachelor dwelling unit	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit	Min 0.14 spaces ^{.1} & Max 0.2 spaces per dwelling unit
	Min 0.9 spaces & Max 1.25 spaces per 1 bedroom dwelling unit	Min 1.0 space ^{.4} & Max 1.25 spaces per 1 bedroom dwelling unit	Min 1.2 spaces & Max 1.6 spaces per 1 bedroom dwelling unit	Min 1.25 spaces & Max 1.6 spaces per 1 bedroom dwelling unit	
	Min 1.0 space & Max 1.5 spaces per 2 or more bedroom dwelling unit	Min 1.1 spaces ^{.4} & Max 1.6 spaces per 2 bedroom dwelling unit	Min 1.4 spaces & Max 2.0 spaces per 2 bedroom dwelling unit	Min 1.5 spaces & Max 2.0 spaces per 2 bedroom dwelling unit	
		Min 1.4 spaces ^{.4} & Max 2.0 spaces per 3 bedroom dwelling unit	Min 1.6 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit	Min 2.0 spaces & Max 2.5 spaces per 3 bedroom or more dwelling unit	
Congregate Housing & Supportive Housing	Min 0.35 spaces per sleeping unit; Plus a Min 0.5 spaces per non-resident on-duty employee or a Min of 3.0 spaces (whichever is greater). Max 2.0 spaces per sleeping unit				Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Single Detached Housing, Semi-Detached Housing, &	Min 1.0 space per dwelling unit & Max n/a	Min 1.0 space per dwelling unit & Max n/a	Min 2.0 spaces per dwelling unit & Max n/a	Min 2.0 spaces per dwelling unit & Max n/a	Min 0.0 ^{.7} spaces & Max n/a

Table 8.3 – Required Residential Off-Street Parking Requirements ^{.6}

Land Use / Type of Development	Urban Centre Zones ^{.5}	MF1 Zone ^{.4} , Village Centre Zones, and Zones fronting a Transit Supportive Corridor	All other zones within the Core Area	All other zones outside the Core Area ^{.3}	Minimum Visitor Parking Requirement ^{.1, .2}
Duplex Housing					

FOOTNOTES (Table 8.3.1.):

^{.1} Visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings. Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.

^{.2} Regardless of the parking rate (spaces per unit). The minimum number of dwelling units when the first visitor parking space is required is five (5) dwelling units. For example, a lot with four (4) dwelling units does not require a visitor parking space.

^{.3} Minimum and maximum parking rates for various Comprehensive Development Zones are outline in Table 8.3.1 Other Residential Parking.

^{.4} MF1 zoned lots with four dwelling units or less shall have a minimum of one (1) parking space per dwelling unit. The parking rate identified above applies to MF1 lots with five dwelling units or more.

^{.5} All lots in the areas identified as 3 storeys in Map 4.1 within the OCP (UC1 Downtown) shall not be required to meet any vehicle parking space requirements if the height of the buildings on the lot are 4 storeys or less and 15.0 metres or less.



^{.6} This table provides the minimum and maximum base parking requirements for various residential land uses.

^{.7} Within a residential strata with five or more dwelling units the visitor parking requirement is 0.14 spaces per dwelling unit.

Schedule C

Table 8.3.1 – Other Residential Parking GFA = gross floor area m ² = square metres			
Land Use / Type of Development	Base Parking Requirement		Visitor Parking Requirement ^{.1}
	Minimum	Maximum	
Bed and Breakfast Homes	1.0 space per sleeping unit	1.5 spaces per sleeping unit	n/a
Boarding or Lodging Houses	1.0 space; plus 0.9 spaces per sleeping unit	1.5 space; plus 2.0 spaces per sleeping unit	n/a
Carriage House	1.0 space ^{.2}	2.0 spaces	n/a
Child Care Centre, Major	1.0 Space per 11 children of capacity	n/a	n/a
Child Care Centre, Minor	1.0 space	n/a	n/a
Group Home	1.0 space; plus 0.35 spaces per sleeping unit	2.0 spaces; plus 1.0 space per sleeping unit	n/a
Home-Based Business, Major	1.0 space	2.0 spaces	n/a
Home-Based Business, Major for Health Services on lots located on Royal Avenue or Christleton Avenue	2.5 spaces per 100 m ² GFA	5.0 spaces per 100 m ² GFA	n/a
Home-Based Business, Minor	n/a	n/a	n/a
Home-Based Business, Rural	1.0 space	n/a	n/a
Mobile Homes	2.0 spaces per dwelling unit	2.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit

Residential units within the CD20 Zone	1.0 space per dwelling unit, except 0.15 spaces per student only residences	1.5 spaces per dwelling unit	Min 0.14 spaces per dwelling unit, except 0.05 spaces per student only residences & Max 0.2 spaces per dwelling unit
Residential units within the CD22 zone	1.1 spaces per dwelling unit greater than 2 bedrooms 1.0 space per 2 bedroom dwelling unit 0.9 spaces per 1 bedroom dwelling unit 0.75 spaces per bachelor dwelling unit	2.0 spaces per dwelling unit greater than 2 bedrooms 1.6 space per 2 bedroom dwelling unit 1.25 spaces per 1 bedroom dwelling unit 1.0 spaces per bachelor dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Residential units within the CD26 zone	1.0 space per dwelling unit	1.5 spaces per dwelling unit	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
Secondary Suites	1.0 space ²	2.0 spaces	n/a
Residential Security / Operator Unit	1.0 space per dwelling unit	2.0 spaces per dwelling unit	n/a
Short – Term Rental Accommodation: • Multi-Dwelling Zones and Core Area and Other Zones	No additional parking required (i.e., equivalent to the parking requirements for the principal dwelling unit within that zone).	n/a	n/a
Short – Term Rental Accommodation: • Agriculture & Rural Zones and Single & Two Dwelling Zones	1.0 space per two sleeping units	n/a	n/a
FOOTNOTES (Table 8.3.1a.):			

- ^{.1} Visitor parking is to be easily accessible to the access points of the corresponding [development](#) and/or [buildings](#). Visitor parking is a separate minimum parking requirement that rounds up or down independent of the basic parking requirement.
- ^{.2} [Parking space](#) can be located in the driveway and in tandem with the single detached [dwelling](#) parking as long as two additional off-street [parking spaces](#) are provided for the [principal dwelling](#). Notwithstanding [Section 8.1.4](#), parking for [secondary suites](#) or [carriage houses](#) can be surfaced with a dust-free material.
- ^{.3} Deleted

REPORT TO COUNCIL REZONING



Date: September 25, 2023
To: Council
From: City Manager
Address: 1181 – 1191 Bernard Ave
File No.: Z22-0070

	Existing	Proposed
OCP Future Land Use:	C-NHD – Core Area Neighbourhood	C-NHD – Core Area Neighbourhood
Zone:	MF2 – Townhouse Housing	MF3 – Apartment Housing

1.0 Recommendation

THAT Rezoning Application No. Z22-0070 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 1 District Lot 137 ODYD Plan 16997, located at 1181-1191 Bernard Ave, Kelowna, BC from the MF2 – Townhouse Housing zone to the MF3 – Apartment Housing zone, be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment “A” attached to the Report from the Development Planning Department dated September 25, 2023;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the approval of the Ministry of Transportation and Infrastructure;

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

2.0 Purpose

To rezone the subject property from the MF2 – Townhouse Housing zone to the MF3 – Apartment Housing zone to facilitate the development of apartment housing.

3.0 Development Planning

Staff support the proposed rezoning from the MF2 – Townhouse Housing zone to the MF3 – Apartment Housing zone. The proposed rezoning will facilitate the development of an apartment building which aligns with the Official Community Plan (OCP) Future Land Use Designation of C-NHD Core Area Neighbourhood. OCP Policy supports apartment housing, up to 6 storeys in height, where properties directly abut Transit Supportive Corridors.

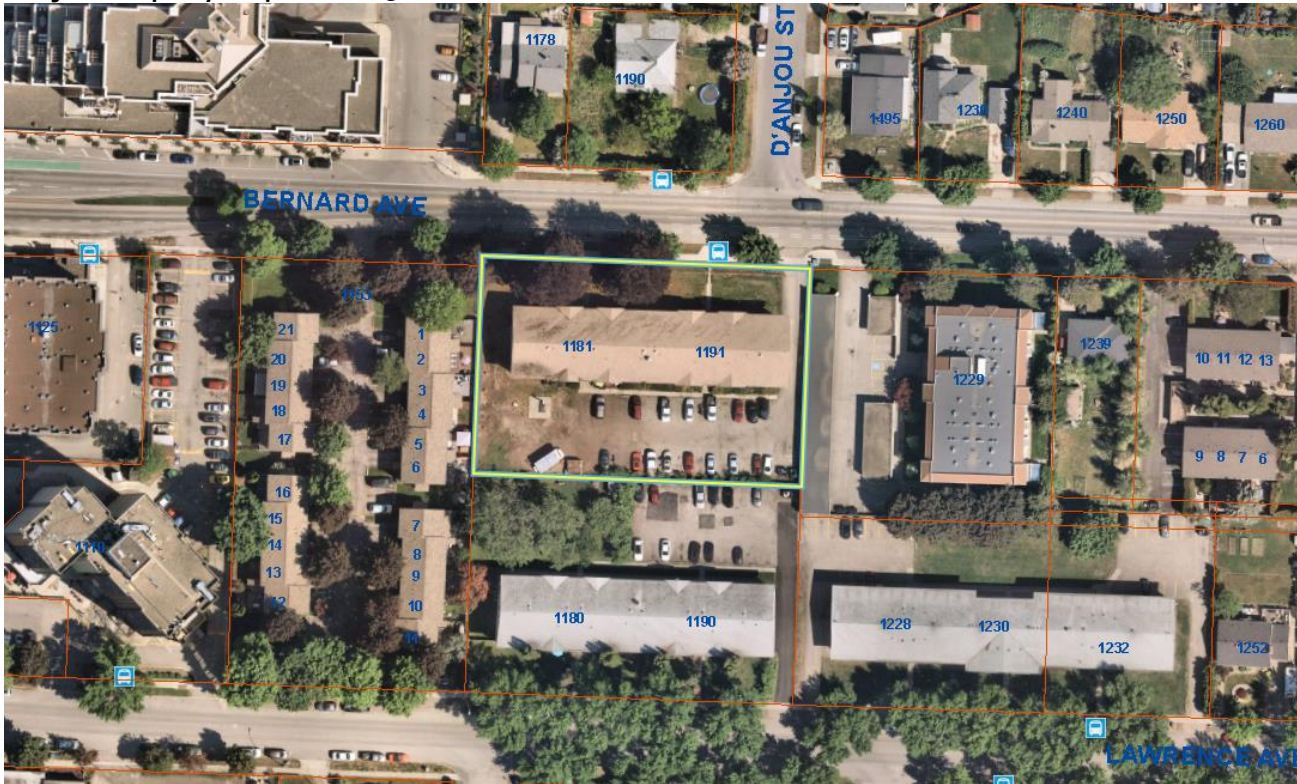
The proposed rezoning aligns with OCP Policy encouraging Low Rise Corridor Development within the Core Area. The applicant is required to dedicate 2.5 m of road along the frontage of Bernard Avenue.

Lot Area	Proposed (m ²)
Gross Site Area	3,499 m ²
Road Dedication	181 m ²
Undevelopable Area	n/a
Net Site Area	3,318 m ²

4.0 Site Context & Background

Orientation	Zoning	Land Use
North	RU ₄ – Duplex Housing	Single Detached Housing
East	MF ₃ – Apartment Housing	Apartment Housing
South	MF ₂ – Townhouse Housing	Townhouses
West	MF ₂ – Townhouse Housing	Townhouses

Subject Property Map: 1181-1191 Bernard Ave



The subject property is located on Bernard Avenue mid-block between Gordon Drive and Richmond Street. Bernard Avenue is a Transit Supportive Corridor with transit stops located directly in front of the subject property. Surrounding properties include a mix of single detached dwellings, duplexes, apartment housing, and commercial units.

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Objective 5.2 Focus residential density along Transit Supportive Corridors.		
Policy 5.2.1 Transit Supportive Corridor Densities		Encourage development that works toward a long term population density of between 50 – 100 people per hectares within 200 m of each corridor to achieve densities that support improved transit service and local services and amenities. Discourage underdevelopment of properties along Transit Supportive Corridors.
		<i>The subject property is adjacent to a Transit Supportive Corridor (Bernard Avenue).</i>
Policy 5.2.2 Low Rise Corridor Development		Encourage low rise apartments and stacked townhouses up to six storeys in height in Core Area Neighbourhoods that front or directly abut Transit Supportive Corridors. Consider lower heights for such projects where adjacent neighbourhoods are not anticipated to experience significant infill and redevelopment.
		<i>The proposed rezoning to MF3 – Apartment Housing would facilitate the development of apartment housing, up to 6 storeys in height, directly abutting a Transit Supportive Corridor.</i>

6.0 Application Chronology

Application Accepted:	October 17, 2022
Public Information Session:	August 30, 2023
Neighbourhood Notification Summary Received:	August 15, 2023

Report prepared by:	Jason Issler, Planner I
Reviewed by:	Lydia Korolchuk, Acting Planning Supervisor
Reviewed by:	Jocelyn Black, Urban Planning Manager
Approved for Inclusion:	Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Development Engineering Memo

Attachment B: Summary of Public Information Session

For additional information, please visit our Current Developments online at www.kelowna.ca/currentdevelopments.

CITY OF KELOWNA

MEMORANDUM

Date: November 10, 2022
File No.: Z22-0070
To: Planning and Development Officer (JI)
From: Development Engineering Manager (NC)
Subject: 1181-1191 Bernard Ave

ATTACHMENT A	
This forms part of application # Z22-0070	
Planner Initials	JI
 City of Kelowna DEVELOPMENT PLANNING	

MF2 to MF3

The Development Engineering Branch has the following comments and requirements associated with this application to rezone the subject properties from MF2 – Townhouse Housing to MF3 – Apartment Housing. The Development Technician for this file is Sarah Kelly (skelly@kelowna.ca).

1. GENERAL

- a. The following requirements are valid for two (2) years from the reference date of this memo, or until the application has been closed, whichever occurs first. The City of Kelowna reserves the rights to update/change some or all items in this memo once these time limits have been reached.
- b. This proposed development may require the installation of centralized mail delivery equipment. Please contact Arif Bhatia, Delivery Planning Officer, Canada Post Corporation, 530 Gaston Avenue, Kelowna, BC, V1Y 2K0, (250) 859-0198, arif.bhatia@canadapost.ca to obtain further information and to determine suitable location(s) within the development.
- c. This property is located within the 800m MoTI Highway Buffer therefore, Development Engineering comments/requirements may be subject to review by the Ministry of Transportation and Infrastructure (MoTI).

2. DOMESTIC WATER AND FIRE PROTECTION

- a. The subject lot is located within the City of Kelowna water supply area. The existing lot is serviced with two 38-mm diameter water services. Only one service is permitted per legal lot. The Applicant, at their cost, will arrange for the removal of one of the existing services.
- b. If deemed necessary, the Applicant will arrange for the removal of both of the existing services and the installation of one new larger metered water service, at their cost.
- c. The Bylaw requirement for minimum available fireflow to multifamily residential lots is 150 L/s. If it is determined that upgrades to any existing water distribution system must be made to achieve the necessary fire flows, the applicant must upgrade the existing system at their cost. Please contact the development technician for this file to arrange for formal modelling analysis to be completed.


- d. The Developer's Consulting Engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant requirements and service needs. The applicant must demonstrate that both the calculated FUS fireflow demand and the internal building sprinkler demand of the proposed development does not exceed 150 L/s.
- e. A Water meter is mandatory for this development and must be installed inside a building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The Developer or Building Contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department and prepare the meter setter at their cost

3. **SANITARY SEWER SYSTEM**

- a. Our records indicate that the subject lot is currently serviced with a 150-mm diameter sanitary sewer service. The Applicant's Consulting Mechanical Engineer will determine the requirements of the proposed development and establish the service needs.
- b. Only one service will be permitted. The applicant will arrange for the removal and disconnection the existing AC service and the installation of one new service at the applicants cost, complete with an inspection chamber and Brooks box as per SS-S7 & SS-S9.
- c. Sanitary easement must be maintained along entire length of west property line. No permanent structure are permitted to be constructed within this area including surface parking or underground parkade.

4. **STORM DRAINAGE**

- a. The property is located within an area identified by the City of Kelowna as possibly suited for groundwater recharge. Service connection to the City storm system, complete with onsite detention and flow control, is required for all multi-family land uses.
- b. The City will not permit infiltration to ground except for foundation drainage, safe use of infiltration is to be confirmed with submission of a geotechnical report provided by a Professional Engineer competent in the field of hydro-geotechnical engineering. The Lot Grading Plan must show the design and location of this system as well as the the interaction between this system and any retaining walls on the property.
- c. Provide the following drawings:
 - i. A detailed Lot Grading Plan (indicate on the Lot Grading Plan any slopes that are steeper than 30% and areas that have greater than 1.0 m of fill);
 - ii. A detailed Stormwater Management Plan for this subdivision; and,
 - iii. An Erosion and Sediment Control Plan is to be prepared by a Professional Engineer proficient in the field of erosion and sediment control. The plan is to be prepared as per section 3.14 of Schedule 4 of Bylaw 7900. If a line item for ESC is not included in the Engineer's cost estimate for off-site work, then an additional 3% will be added to the performance security based on the total off-site construction estimate.

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This forms part of application		
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- d. There is a possibility of a high water table or surcharging of storm drains during major storm events. This should be considered in the design of the onsite system.
- e. On-site detention systems are to be compliant with Bylaw 7900, Schedule 4, Section 3.11.1 Detention Storage.
- f. As per Bylaw 7900, Schedule 4, Section 3.1.3 Climate Change, the capacity of storm works will include an additional 15 percent (15%) upward adjustment, and applied to the rainfall intensity curve stage (IDF) in Section 3.7.2.
- g. Show details of dedications, rights-of-way, setbacks and non-disturbance areas on the lot Grading Plan.
- h. Register right of ways on private properties for all the storm water infrastructure carrying, conveying, detaining and/or retaining storm water that is generated from the public properties, public road right of ways, and golf course lands.
- i. Where structures are designed or constructed below the proven high groundwater table, permanent groundwater pumping will not be permitted to discharge to the storm system. The City will approve designs that include provisions for eliminating groundwater penetration into the structure, while addressing buoyancy concerns. These design aspects must be reviewed and approved by the City Engineer.

5. **ROAD IMPROVEMENTS & SITE ACCESS**

- a. Bernard Ave is classified in the 2040 OCP as an Urban Center Minor Arterial road and must be upgraded to an arterial standard along the full frontage of the subject property. Required upgrades to include new 3.0m wide separated sidewalk, LED street lighting, landscaped and irrigated boulevard, storm drainage system, pavement removal and replacement and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction.
- b. The existing BC Transit stop fronting the subject lots on Bernard Ave is to be upgraded and designed as per BC Transit's Infrastructure Design Guide for a "Typical bus stop and furnishing layout", including:
 - i. Accessibility requirements to be met (tactile warning strip, information panels, boarding platforms, etc.)
 - ii. A new Transit waiting pad located behind the sidewalk and relocation of bench to new waiting pad.

Further details on the requirements for the bus pad and bus shelter can be requested from the Development Technician on this file.

- c. All Landscape and Irrigation plans require design and inspection by a Qualified Professional registered with the BCSLA and the IIABC, are to be included as a line item in the estimate for the Servicing Agreement performance security. Landscape and irrigation plans require approval by the Development Engineering Branch at the same time as other "issued for construction" drawings.
- d. Streetlights must be installed on all public roads. All streetlighting plans are to include photometric calculations demonstrating Bylaw 7900 requirements are met and approval by the Development Engineering Branch at the same time as other "issued for construction" drawings.

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6. **POWER AND TELECOMMUNICATION SERVICES**


- a. This development will be responsible for burial of all overhead wires and removal of poles fronting the subject lots.
- b. All proposed distribution and service connections are to be installed underground. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.
- c. If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager. Re-locate existing poles and utilities, where necessary including within lanes. Remove aerial trespass(es).

7. **GEOTECHNICAL STUDY**

- a. At the time of Building Permit application the applicant is required to provide a comprehensive geotechnical report, prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address items below:
 - i. 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. Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
 - iv. Any special requirements for construction of roads, utilities, and building structures.
 - v. Recommendations for items that should be included in a Restrictive Covenant.
 - vi. Recommendations for roof drains and perimeter drains.
 - vii. Recommendations for erosion and sedimentation controls for water and wind.
 - viii. Any items required in other sections of this document.
- b. Geotechnical reports must be submitted to the Planning and Development Services Department (Planning & Development Officer) for distribution to the Works & Utilities Department and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.

NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision.

- c. Should any on-site retaining walls surpass the following limits, an Over Height Retaining Wall Permit will be required:

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“Retaining walls on all lots, except those required as a condition of subdivision approval, must not exceed a height of 1.2 m measured from natural grade on the lower side, and must be constructed so that any retaining walls are spaced to provide a 1.2 m horizontal separation between tiers. The maximum number of tiers is two with a maximum total height of 2.4 m. Any multi-tier structure more than 2 tiers must be designed and constructed under the direction of a qualified professional engineer.”

The design of all retaining walls is to conform with Engineer & Geoscientists British Columbia's Professional Practice Guidelines for Retaining Wall Design. Submission requirements for the Over Height Retaining Wall Permit include Engineer of Record documents (Appendix A of Retaining Wall Design Guideline) and any necessary independent reviews (as per EGBC's Documented Independent Review of Structural Designs).


- d. Any modified slopes having a finished slope greater than 2H:V1 (50%) and an elevation change greater than 1.2 m must be installed under the direction of a qualified professional engineer.

8. **ROAD DEDICATION & SITE RELATED REQUIREMENTS**

- a. Approximately 2.5m dedication along the Bernard Ave frontage is required to achieve a Minor Arterial ROW width of 25.0m.
- b. Only one driveway will be permitted with a maximum width of 6 m.
- c. Submitted site plan includes a future motorized sliding gate at entrance to property. Gate must be set back a minimum of 7.0m from north property line to allow for vehicle queuing without blocking sidewalk.
- d. Indicate on the site, the locations of loading bays as well as garbage and recycle bins. Provide turning movements for a HSU vehicle to confirm manoeuvrability of garbage collection without requiring reverse movement onto Bernard Ave. Garbage pickup from street is not permitted.

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.

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- 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 Development Engineering 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 AGREEMENT FOR WORKS AND SERVICES

- a. A Servicing Agreement is required for all offsite 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. CHARGES AND FEES

- a. Development Cost Charges (DCC's) are payable.
- b. Fees per the "Development Application Fees Bylaw" include:
 - i. Survey Monument, Replacement Fee: \$1,200.00 (GST exempt) – only if disturbed.
 - ii. Survey Monument Fee: \$50.00 per newly created lot (GST exempt).
 - iii. Engineering and Inspection Fee: 3.5% of construction value (plus GST).

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Nelson Chapman, P.Eng.
Development Engineering Manager
SK

Aug 8, 2023

Public Notification Summary and Information Session Summary

RE: Proposed Apartment Development
Development Permit: DP22-0202
Address: 1181 Bernard Ave, Kelowna BC
Legal: Lot 1, Plan 16997, District Lot 137

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# Z22-0070		
Planner Initials	JI	 City of Kelowna DEVELOPMENT PLANNING

To whom it may concern,

This letter is to inform you that Premier Building Solutions has completed the Neighbourhood Consultation at the City of Kelowna pertaining to the building of a 54-unit, 4.5 Story Apartment building and proposed zoning MF3.



PREMIER BUILDING SOLUTIONS

-  B3, 37 Burnt Basin Street, Red Deer, AB T4P 0J4
-  403-346-5566
-  info@premierbuilding.ca
-  premierbuilding.ca



Public Notification

Completed August: 14th, 2023

A first-class letter with information on the proposed development was mailed to 223 residents as per the attached address Buffer list see page 3-8 and Buffer map informing all owners and occupants. Please see page 9. This was done following Council Policy 367

A copy of this letter is attached. See page 12-13

Premier also posted an Ad in the local newspaper notifying the public of the information session being held on August 30, 2023.

To date, there has been no engagement or comments since the issuance of the information letter by owners and or occupants.

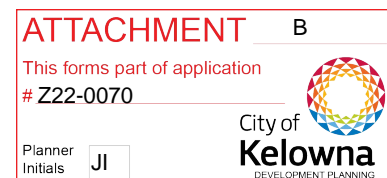
Public Information Session

Completed: August 30th, 2023

A public information session was completed via online meeting and open to the public.

Only one attendee logged into the open house session.

The public Information Session report is attached.



ATTACHMENT B

This forms part of application
Z22-0070

Planner
Initials JI


City of Kelowna
DEVELOPMENT PLANNING

Buffer List of Addresses

Number of Units	Unit Number	Street Number	Street Name
1		1178	Bernard Ave
2		1181-1191	Bernard Ave
3		1190	Bernard Ave
4		1230	Bernard Ave
5		1240	Bernard Ave
6		1495	D'Anjou St
7		1180-1190	Lawrence Ave
8		1228-1230	Lawrence Ave
9		1132-1160	Bernard Ave
10		1153	Bernard Ave
11		1229	Bernard Ave
12		1132	Bernard Ave
13		1138	Bernard Ave
14		1144	Bernard Ave
15		1150	Bernard Ave
16	1	1153	Bernard Ave
17	2	1153	Bernard Ave
18	3	1153	Bernard Ave
19	4	1153	Bernard Ave
20	5	1153	Bernard Ave
21	6	1153	Bernard Ave
22	7	1153	Bernard Ave
23	8	1153	Bernard Ave
24	9	1153	Bernard Ave
25	10	1153	Bernard Ave
26	11	1153	Bernard Ave
27	12	1153	Bernard Ave
28	13	1153	Bernard Ave
29	14	1153	Bernard Ave
30	15	1153	Bernard Ave
31	16	1153	Bernard Ave
32	17	1153	Bernard Ave
33	18	1153	Bernard Ave

34	19	1153	Bernard Ave
35	20	1153	Bernard Ave
36	21	1153	Bernard Ave
37	100	1160	Bernard Ave
38	102	1160	Bernard Ave
39	104	1160	Bernard Ave
40	200	1160	Bernard Ave
41	201	1160	Bernard Ave
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66	312	1160	Bernard Ave
67	314	1160	Bernard Ave
68	315	1160	Bernard Ave
69	316	1160	Bernard Ave
70	317	1160	Bernard Ave
71	319	1160	Bernard Ave
72	401	1160	Bernard Ave
73	402	1160	Bernard Ave
74	403	1160	Bernard Ave

75	404	1160	Bernard Ave
76	405	1160	Bernard Ave
77	406	1160	Bernard Ave
78	407	1160	Bernard Ave
79	408	1160	Bernard Ave
80	409	1160	Bernard Ave
81	410	1160	Bernard Ave
82	412	1160	Bernard Ave
83	501	1160	Bernard Ave
84	502	1160	Bernard Ave
85	503	1160	Bernard Ave
86	504	1160	Bernard Ave
87	505	1160	Bernard Ave
88	506	1160	Bernard Ave
89	507	1160	Bernard Ave
90	508	1160	Bernard Ave
91	509	1160	Bernard Ave
92	510	1160	Bernard Ave
93	512	1160	Bernard Ave
94	601	1160	Bernard Ave
95	602	1160	Bernard Ave
96	603	1160	Bernard Ave
97	604	1160	Bernard Ave
98	605	1160	Bernard Ave
99	606	1160	Bernard Ave
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115	712	1160	Bernard Ave

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125	810	1160	Bernard Ave
126	812	1160	Bernard Ave
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129	903	1160	Bernard Ave
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137	912	1160	Bernard Ave
138	1001	1160	Bernard Ave
139	1003	1160	Bernard Ave
140	1004	1160	Bernard Ave
141	1005	1160	Bernard Ave
142	1006	1160	Bernard Ave
143	1007	1160	Bernard Ave
144	1008	1160	Bernard Ave
145	1009	1160	Bernard Ave
146	1101	1160	Bernard Ave
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151	1106	1160	Bernard Ave
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154	1109	1160	Bernard Ave
155	1201	1160	Bernard Ave
156	1202	1160	Bernard Ave

157	1203	1160	Bernard Ave
158	1204	1160	Bernard Ave
159	1205	1160	Bernard Ave
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161	1207	1160	Bernard Ave
162	1208	1160	Bernard Ave
163	1209	1160	Bernard Ave
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165	1401	1160	Bernard Ave
166	1402	1160	Bernard Ave
167	1403	1160	Bernard Ave
168	1404	1160	Bernard Ave
169	1405	1160	Bernard Ave
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175	1505	1160	Bernard Ave
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190	201	1229	Bernard Ave
191	202	1229	Bernard Ave
192	203	1229	Bernard Ave
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209		1499	Gordon Dr
210		1111	Lawson Ave
211	1	1131	Lawson Ave
212	2	1131	Lawson Ave
213	3	1131	Lawson Ave
214	4	1131	Lawson Ave
215	5	1131	Lawson Ave
216	6	1131	Lawson Ave
217		1181	Bernard Ave
218		1191	Bernard Ave
219	2	1495	D'Anjou St
220		1180	Lawrence Ave
221		1190	Lawrence Ave
222		1228	Lawrence Ave
223		1230	Lawrence Ave

ATTACHMENT		B
This forms part of application		
# Z22-0070		
Planner Initials	JI	 City of Kelowna <small>DEVELOPMENT PLANNING</small>

BUFFER MAP



ATTACHMENT		B
This forms part of application		
# Z22-0070		
Planner Initials	JL	 City of Kelowna <small>DEVELOPMENT PLANNING</small>

Public Information Session Report

Completed: Aug 30th, 2023

Via: Online meeting

Where was the information session held

- The open house public information session was held via online meeting.

At what time and for what duration was the information session held

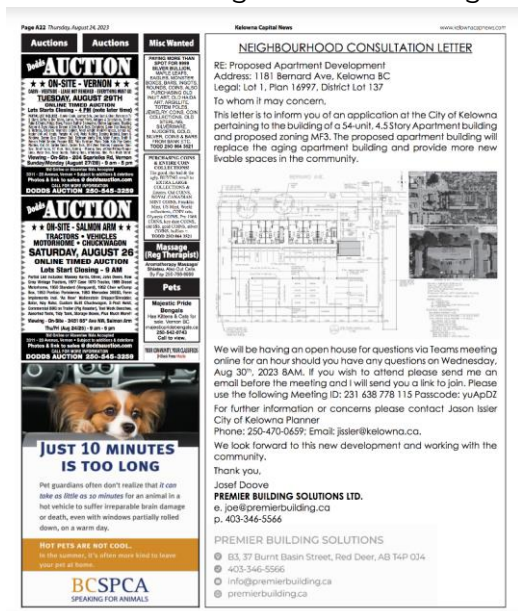
- The public session was held at 8AM for one hour.

How many people attended the information session

- Only one local resident attended the session.

How was the information session advertised

- The information session was advertised in both the community letter and the local newspaper Ad.
- Information to log into the meeting was identified in both.




The collage consists of three distinct sections. The top left section is a newspaper clipping titled 'AUCTION' with details about a 'ON-SITE - VERNON' auction on Tuesday, August 29th. The top right section is a 'NEIGHBOURHOOD CONSULTATION LETTER' from the City of Kelowna, dated Thursday, August 24, 2023, regarding a proposed apartment development at 1181 Bernard Ave. The bottom section is a BC SPCA advertisement titled 'JUST 10 MINUTES IS TOO LONG' featuring a photo of a dog and text about pet safety.

ATTACHMENT B

This forms part of application
Z22-0070

Planner Initials

JI



City of Kelowna
DEVELOPMENT PLANNING

How were the affected property owners notified of the information session

- Letter were issued to all property owners as per the buffer list and map.

What information was provided at the information session

- Everything was available as far as the Development drawings and coloured elevations upon request as it was an online meeting and could be screen-shared as needed.

How was the input received at the information session used

- As we had only one resident attend we only had a few questions related to the development.

Was the information session organized and conducted in a manner consistent with the objectives of this policy


- The session was conducted as per the Council Policy 367.
- We only had one attendee to the session but feel the community is positive with the information provided and supportive of the proposed development.

Comments/questions from attendees

1. The building looks great!
2. Concern over parking. It was noted we have ample parking both above and underground.
3. Concern over the existing large beech trees. Inform her that all measures will be taken to protect the existing trees. A tree safety plan has been developed and will be implemented.
4. Question regarding the existing tenets and how they will be informed about leaving the property when the time comes. Explained that the land/building owner will follow the correct procedures for giving notice to all tenets.
5. Question about the programs available to tenets/renters to help them find new residences. I explained I was not aware of any such programs government or otherwise that exist at this time.



Josef Doove
Project Manager
Premier Building Solutions LTD

ATTACHMENT		B
This forms part of application # Z22-0070		
Planner Initials	Jl	 City of Kelowna DEVELOPMENT PLANNING

Aug 8, 2023

NEIGHBOURHOOD CONSULTATION LETTER

RE: Proposed Apartment Development
Address: 1181 Bernard Ave, Kelowna BC
Legal: Lot 1, Plan 16997, District Lot 137

To whom it may concern,

This letter is to inform you of an application at the City of Kelowna pertaining to the building of a 54-unit, 4.5 Story Apartment building and proposed zoning MF3. The proposed apartment building will replace the aging apartment building and provide more new livable spaces in the community.

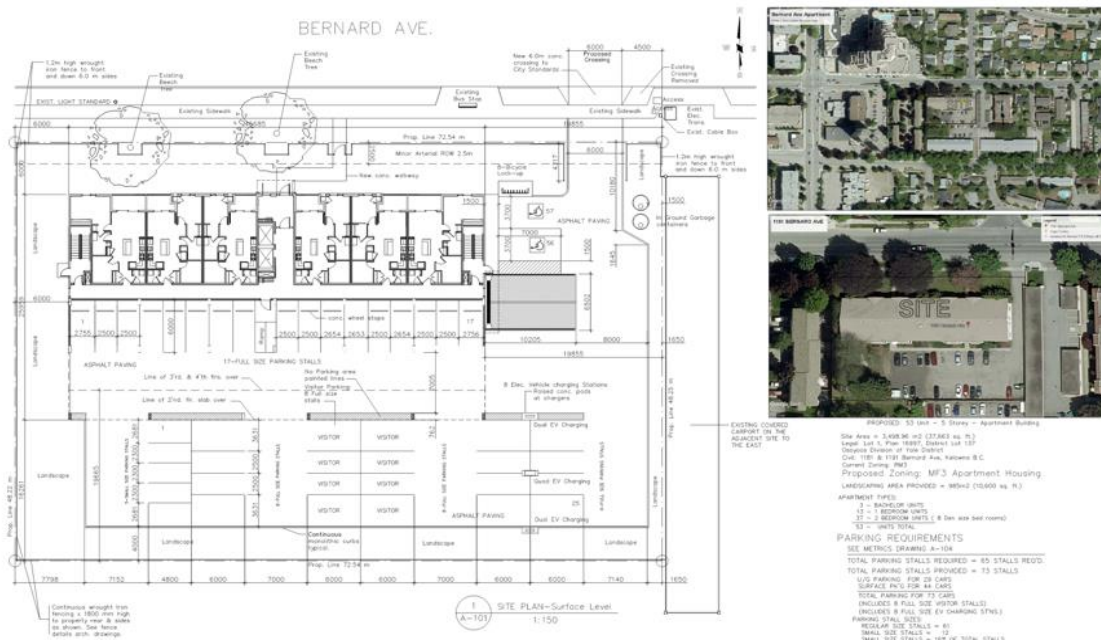
ATTACHMENT		B
This forms part of application # Z22-0070		
Planner Initials	JI	 City of Kelowna DEVELOPMENT PLANNING



PREMIER BUILDING SOLUTIONS

- 📍 B3, 37 Burnt Basin Street, Red Deer, AB T4P 0J4
- 📞 403-346-5566
- ✉️ info@premierbuilding.ca
- 🌐 premierbuilding.ca





We will be having an open house for questions via Teams meeting online for an hour should you have any questions on Wednesday, Aug 30th, 2023 8AM. If you wish to attend please send me an email before the meeting and I will send you a link to join. Please use the following Meeting ID: 231 638 778 115 Passcode: yuApDZ

For further information or concerns please contact Jason Issler City of Kelowna Planner
Phone: 250-470-0659; Email: jissler@kelowna.ca.


We look forward to this new development and working with the community.

Thank you,

Josef Doove
PREMIER BUILDING SOLUTIONS LTD.
e. joe@premierbuilding.ca
p. 403-346-5566

<h1>ATTACHMENT <u> B </u></h1> <p>This forms part of application # <u>Z22-0070</u></p>		
Planner Initials	<div style="border: 1px solid black; padding: 5px; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; font-size: 40px;"> JI </div>	

We look forward to this new development and working with the community.
Should you have any questions or concerns please contact me.

Thank you, 

Josef Doove
PREMIER BUILDING SOLUTIONS LTD.
e. joe@premierbuilding.ca
p. 403-346-5566

ATTACHMENT		B
This forms part of application		
# Z22-0070		
Planner Initials	JJ	 City of Kelowna DEVELOPMENT PLANNING

CITY OF KELOWNA
BYLAW NO. 12572
Z22-0070
1181-1191 Bernard Avenue

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 District Lot 137 ODYD Plan 16997, located on Bernard Avenue, Kelowna, BC from the MF2 – Townhouse Housing zone to the MF3 – Apartment 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, second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Z22-0070 1181-1191 Bernard Ave

Rezoning Application

Purpose

- ▶ To rezone the subject properties from the MF2 – Townhouse Housing zone to the MF3 – Apartment Housing zone to facilitate the development of apartment housing.

Development Process

Oct 17, 2022

Development Application Submitted



Staff Review & Circulation



Aug 15, 2023

Public Notification Received



Sep 25, 2023

Initial Consideration



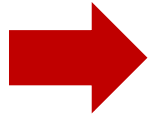
Reading Consideration or Public Hearing



Final Reading & Development Permit

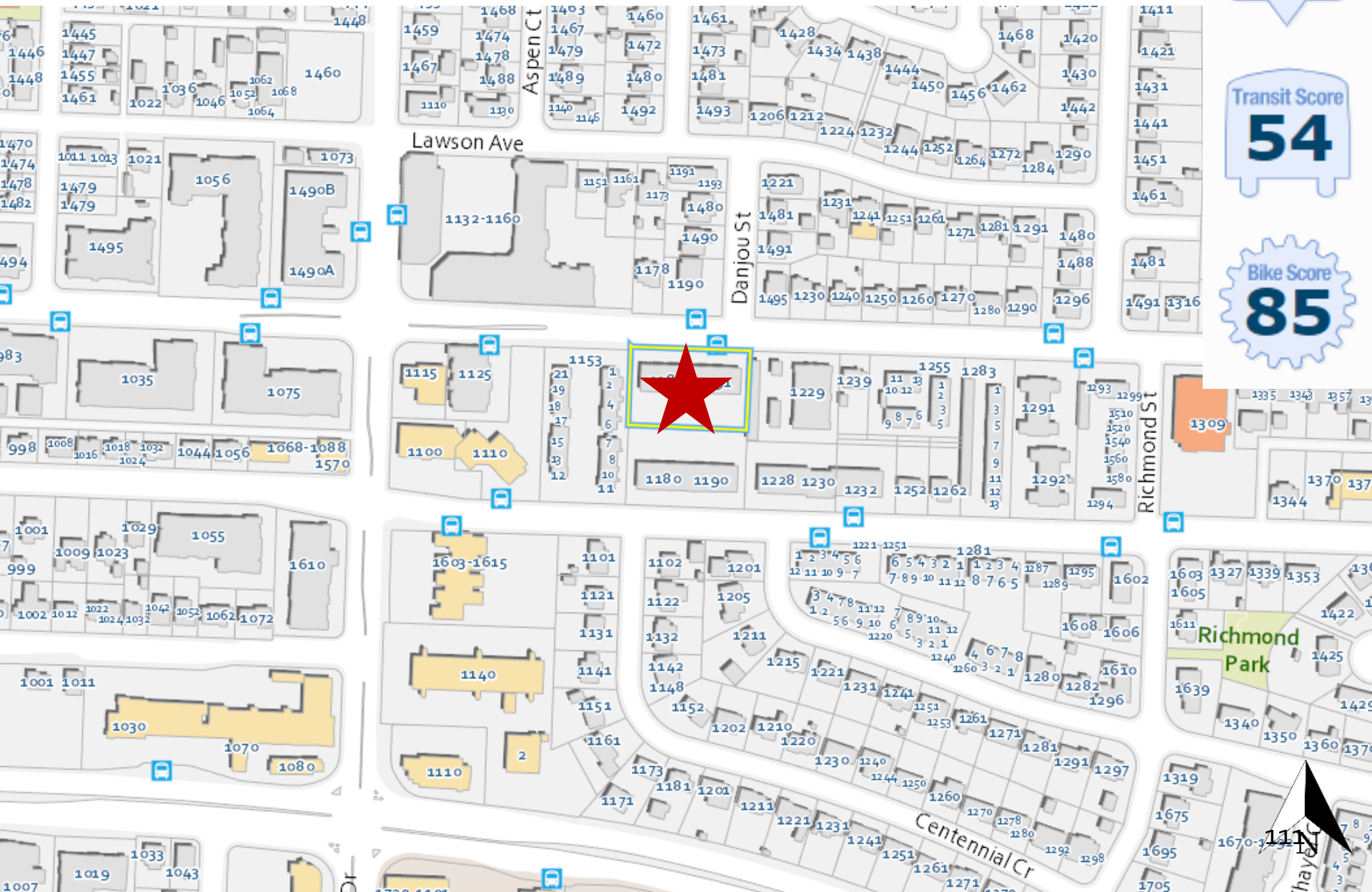


Building Permit



Council
Approvals

Context Map



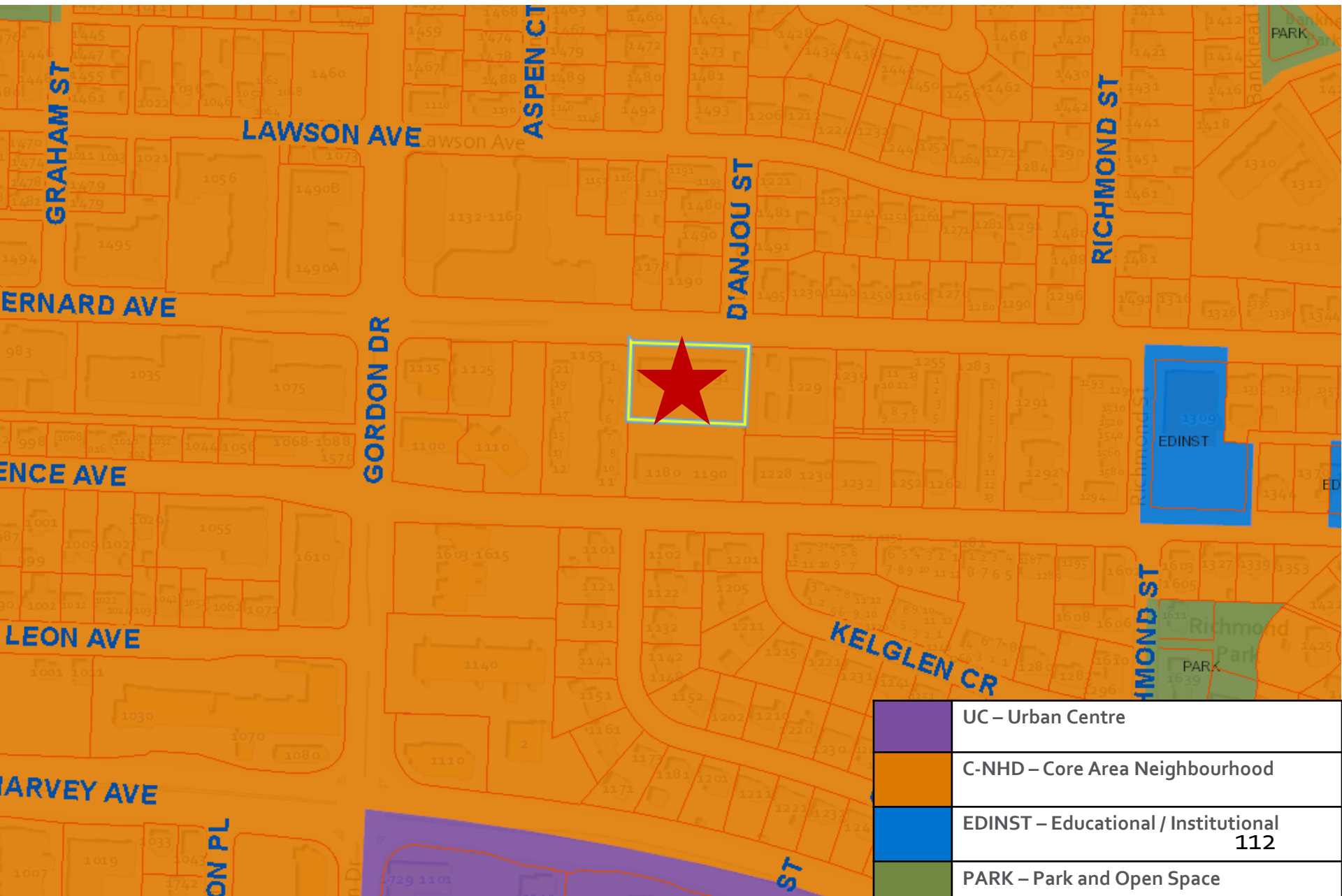
Walk Score
83

Transit Score
54

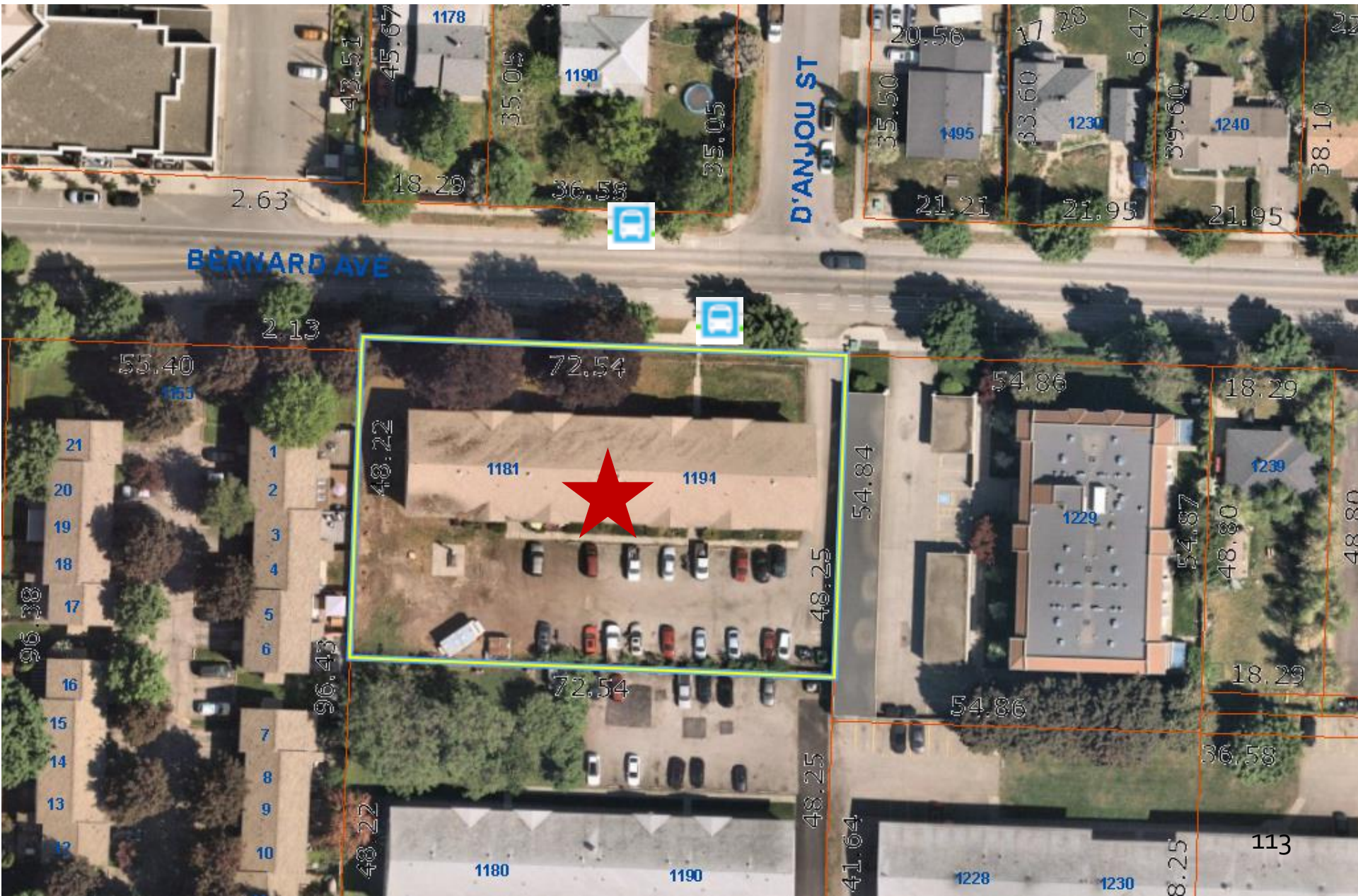
Bike Score
85

111°N

OCP Future Land Use



Subject Property Map



Project Details

- ▶ C-NHD – Core Area Neighbourhood
- ▶ MF2 – Townhouse Housing zone to MF3 – Apartment Housing
 - ▶ Facilitate the construction of apartment housing
 - ▶ Vehicle access from Bernard Ave

OCP Objectives & Policies

- ▶ Policy 5.2.1 Transit Supportive Corridor Densities
 - ▶ Encourage development that works towards increased density within 200 m of corridors to achieve densities that support improved transit services, local services and amenities.
- ▶ Policy 5.2.2 Low Rise Corridor Development
 - ▶ Encourage low rise apartments and stacked townhouses up to six storeys in height on sites that directly abut Transit Supportive Corridors.

Staff Recommendation

- ▶ Staff recommend support for the proposed Rezoning as it is consistent with:
 - ▶ OCP Future Land Use: C-NHD – Core Area Neighbourhood
 - ▶ OCP Objectives in Chapter 5 Core Area
 - ▶ Transit Supportive Corridor Densities
 - ▶ Low Rise Corridor Development

Report to Council



Date: September 25, 2023
To: Council
From: City Manager
Department: Office of the City Clerk
Subject: Rezoning Bylaws Supplemental Report to Council

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated September 25, 2023 with respect to a rezoning application;

AND THAT Rezoning Bylaw No. 12581 be forwarded for further reading consideration.

Purpose:

To receive a summary of notice of first reading for Rezoning Bylaw No. 12581 and to give the bylaw further reading consideration.

Background:

Zoning bylaws that are consistent with the OCP do not require a public hearing. Public notice is given before first reading with signage on the subject property, newspaper advertisements, and mailouts in accordance with the Local Government Act and Development Application & Heritage Procedures Bylaw No. 12310.

Discussion:

The Rezoning Application was brought forward to Council for initial consideration on September 11, 2023. Notice of first reading was completed as outlined above.

Correspondence was received as per the following table:

Address	Application	Bylaw	Recommended Readings	Correspondence Received
122 Wallace Rd	Z23-0044	12581	1 st , 2 nd , 3 rd	0

This application was brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaw.

Conclusion:

Following notice of first reading, staff are recommending that Council give Rezoning Bylaw No. 12581 further reading consideration.

Internal Circulation:

Considerations applicable to this report:

Legal/Statutory Authority:

Local Government Act s. 464(2)

Legal/Statutory Procedural Requirements:

Following the notification period under s. 467 of the Local Government Act, Council may choose to:

- give a bylaw reading consideration,
- give a bylaw first reading and advance the bylaw to a Public Hearing, or
- defeat the bylaw.

Considerations not applicable to this report:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: L. Klaamas, Legislative Technician

Approved for inclusion: L. Bentley, Deputy City Clerk

cc: Development Planning

CITY OF KELOWNA

BYLAW NO. 12581

Z23-0044

122 Wallace Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot B Section 35 Township 26 ODYD Plan 32407 located on Wallace Road, Kelowna, BC from the RU₁ – Large Lot Housing zone to the RU₄ – Duplex 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, 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 DEVELOPMENT PERMIT



Date: September 25, 2023
To: Council
From: City Manager
Address: 1280 Sutherland Ave
File No.: DP23-0084
Zone: UC2 – Capri-Landmark Urban Centre

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP23-0084 for Lot A District Lot 137 Osoyoos Division Yale District Plan EPP129507, located at 1280 Sutherland Ave, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
3. Landscaping to be provided on the land be in accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect;

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permits to be issued;

AND THAT the applicant be required to make a payment into Housing Opportunities Reserve Fund as established by Bylaw No. 8593 in accordance with Table 6.8.b. in Zoning Bylaw No. 12375; prior to the issuance of any building permits;

AND THAT the applicant be required to enter into a Car-Share Agreement for a minimum of two years from the date of Building Occupancy as set out in Attachment D attached to the Report from the Development Planning Department September 25, 2023;

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 issue a Development Permit for the form and character of apartment housing.

3.0 Development Planning

Staff support the proposed Development Permit for the form and character of a 240 unit apartment housing development. The proposal generally conforms to the Official Community Plan (OCP) Form and Character

Development Permit Design Guidelines for Low & Mid-Rise Residential Development. Key guidelines that are met include:

- Orienting building facades to both fronting streets to create street edge definition and activity and avoiding blank walls at-grade;
- Incorporating a range of architectural features and details into building facades to create visual interest, and breaking up the building with an integrated, consistent range of materials and colours that provide variety; and
- Providing ground-oriented units with individual entrances to both fronting streets with semi-private entry zones to allow for direct entryways.

Vehicular access to the property is from Pridham Avenue with one at-grade level of parking as well as one level of underground parking. This application proposes one on-site car-share parking space which allows the development to benefit from a reduction to the parking requirements by five stalls. To meet minimum on-site parking requirements, a payment-in-lieu of parking is required for three stalls. A 1.5 m wide road reserve for a future pedestrian path on the east side of the property has also been provided by the applicant. Once constructed, this path will provide north-south mid-block pedestrian connectivity between Sutherland Avenue and Pridham Avenue.

With a high composition of microsuits, it is an expectation for there to be amenity-rich provisions on-site, and this proposal exceeds bylaw requirements for minimum amenity space by providing 127% of the requirements (3,882.5 m² required, 4,924 m² proposed). This proposal includes an indoor amenity lounge (161 m²) on the ground floor fronting on to Pridham Avenue, and a gym (126 m²) located at grade and fronting onto Sutherland Avenue. There is also a shared workspace (120 m²) on the second floor. The remainder of the amenity space is located outdoors, on the second level courtyard, the rooftop of the east portion of the building, and on private balconies. There is an outdoor pet run and community garden at-grade on the east side of the property. A summary of the Applicant's proposed on-site amenities has been included as Attachment C.

Staff are recommending support for this project. It meets or exceeds Official Community Plan Design Guidelines for this type of multi-family housing which are the legislated consideration review of this type of project. Of the 240 units within the proposed apartment housing, 147 of the 240 units, are microsuits. With microsuits being excluded from the Development Cost Charges (DCC) program (by provincial legislation), the applicant has agreed to make a contribution (\$480,000) into the Housing Opportunities Reserve Fund to achieve a required density bonus to facilitate the proposal.

4.0 Subject Property & Background

4.1 Subject Property Map – 1280 Sutherland Ave



The subject property is located within the Capri-Landmark Urban Centre and had been six separate properties that have now been consolidated into one single double fronting lot. The north property line fronts on to Pridham Avenue, and the south property line fronts on to Sutherland Avenue. Located within the Capri-Landmark Urban Centre Plan this area is known as Five Bridges, and is defined by its proximity to the Capri-Centre Mall, nearby parks and the connection to water through the Mill Creek and Ritchie Brook linear paths.

5.0 Zoning Bylaw Regulations Summary

AREA & UNIT STATISTICS	
Gross Lot Area	5,223 m ²
Total Number of Units	240
Bachelor	153 *
1-bed	40
2-bed	36
3-bed	5
Townhouse	6 (2-bed units)

DEVELOPMENT REGULATIONS		
CRITERIA	UC2 ZONE	PROPOSAL
Total Maximum Floor Area Ratio	2.1	1.9
Base FAR	1.8	1.8
Bonus FAR	0.25	0.1
Max. Site Coverage (buildings)	85%	77%
Max. Site Coverage (buildings, parking, driveways)	90%	87%
Max. Height	6 storeys & 22.0 m	6 storeys & 21.0 m
Base Height	6 storeys & 22.0 m	6 storeys & 21.0 m
Bonus Height	n/a	n/a
Setbacks		
Min. Front Yard (south)	3.0 m (2.0 m for ground-oriented residential)	3.0 m (2.0 m for ground-oriented residential)
Min. Front Yard (north)	3.0 m (2.0 m for ground-oriented residential)	3.0 m (2.0 m for ground-oriented residential)
Min. Side Yard (east)	0.0 m	3.86 m
Min. Side Yard (west)	0.0 m	0.61 m
Upper Floor Setbacks (above 16.0m in height)		
Min. Front Yard (south)	3.0 m	3.1 m
Min. Front Yard (north)	3.0 m	3.1 m
Min. Side Yard (east)	4.0 m	4.0 m
Min. Side Yard (west)	4.0 m	4.0m
Amenity Space		
Total Required Amenity Space	3,882.5 m²	4,924 m²
Common	960 m ²	2,697 m ²
Private	2,922.5 m ²	2,227 m ²
Landscaping		
Min. Number of Trees	14 trees	14 trees
Min. Large Trees	7 trees	7 trees
* 147 microsuites included in total number of bachelor suites		

PARKING REGULATIONS		
CRITERIA	UC2 ZONE REQUIREMENTS	PROPOSAL
Total Required Vehicle Parking	229 stalls	226 stalls **
Residential	205	205
Visitor	34	34
Car Share	n/a	2
Other Reductions	-5 Car Share -5 Bonus Long-Term Bicycle Parking	-5 Car Share -5 Bonus Long-Term Bicycle Parking
Ratio of Regular to Small Stalls	Min. 50% Regular Max. 50% Small	58 % Regular 42 % Small
Bicycle Stalls Short-Term	16 stalls	16 stalls
Bicycle Stalls Long-Term	305 stalls	306 stalls
Bonus Stalls Provided for Parking Reduction	y	y
Bike Wash & Repair	y	y
** Payment in Lieu of Parking is being provided for three (3) parking stalls at a total amount of \$112,173.00		

6.o Application Chronology

Application Submitted: March 7, 2023
Application Accepted: April 26, 2023

Report prepared by: Kimberly Brunet, Planner II
Reviewed by: Lydia Korolchuk, Acting Urban Planning Supervisor
Reviewed by: Dean Strachan, Community Planning and Development Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

Attachment A: Draft Development Permit DP23-0084
 Schedule A: Site Plan & Floor Plans
 Schedule B: Elevations & Sections
 Schedule C: Landscape Plan
Attachment B: OCP Form and Character Development Permit Guidelines
Attachment C: Applicant's Proposed Amenities
Attachment D: Agreement with Car-Share Provider

For additional information, please visit our Current Developments online at www.kelowna.ca/currentdevelopments.

Development Permit

DP23-0084



This permit relates to land in the City of Kelowna municipally known as

Sutherland Ave 1280

and legally known as

Lot A District Lot 137 Osoyoos Division Yale District Plan EPP129507

and permits the land to be used for the following development:

Apartment Housing

The present owner and any subsequent owner of the above described land must comply with any attached terms and conditions.

Date of Council Approval: September 25, 2023

Development Permit Area: Form & Character

Existing Zone: UC2 – Capri-Landmark Urban Centre

Future Land Use Designation: UC – Urban Centre

This Development Permit is valid for two (2) years from the date of approval, with no opportunity to extend.

This is NOT a Building Permit.

In addition to your Development Permit, a Building Permit may be required prior to any work commencing. For further information, contact the City of Kelowna, Development Services Branch.

NOTICE

This permit does not relieve the owner or the owner's authorized agent from full compliance with the requirements of any federal, provincial or other municipal legislation, or the terms and conditions of any easement, covenant, building scheme or agreement affecting the building or land.

Owner: COLLINSON RISE DEVELOPMENT INC, INC.NO. BC1359070

Applicant: Millennial Developments

Jocelyn Black
Urban Planning Manager
Planning & Development Services

Date of Issuance

1. SCOPE OF APPROVAL

This Development Permit applies to and only to those lands within the Municipality as described above, and any and all buildings, structures and other development thereon.

This Development Permit is issued subject to compliance with all of the Bylaws of the Municipality applicable thereto, except as specifically varied or supplemented by this permit, noted in the Terms and Conditions below.

The issuance of a permit limits the permit holder to be in strict compliance with regulations of the Zoning Bylaw and all other Bylaws unless specific variances have been authorized by the Development Permit. No implied variances from bylaw provisions shall be granted by virtue of drawing notations that are inconsistent with bylaw provisions and that may not have been identified as required Variances by the applicant or Municipal staff.

2. CONDITIONS OF APPROVAL

THAT Council authorizes the issuance of Development Permit No. DP23-0084 for **Lot A District Lot 137 Osoyoos Division Yale District Plan EPP129507** located at **Sutherland Ave 1280**, Kelowna, BC, subject to the following:

- The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
- The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
- Landscaping to be provided on the land be in accordance with Schedule "C";
- The applicant be required to post with the City a Landscape Performance Security deposit in the amount of 125% of the estimated value of the Landscape Plan, as determined by a Registered Landscape Architect;

AND THAT the applicant be required to make a payment into Housing Opportunities Reserve Fund as established by Bylaw No. 8593 in accordance with Table 6.8.b. in Zoning Bylaw No. 12375; prior to the issuance of any building permits;

AND THAT the applicant be required to enter into a Car-Share Agreement for a minimum of two years from the date of Building Occupancy as set out in Attachment D attached to the Report from the Development Planning Department September 25, 2023;

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

3. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Developer and be paid to the Developer or his or her designate if the security is returned. The condition of the posting of the security is that should the Developer fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the Municipality may use enter into an agreement with the property owner of the day to have the work carried out, and any surplus shall be paid over to the property owner of the day. Should the Developer carry out the development as per the conditions of this permit, the security shall be returned to the Developer or his or her designate following proof of Substantial Compliance as defined in Bylaw No. 12310. There is filed accordingly:

- An Irrevocable Letter of Credit **OR** certified cheque **OR** a Surety Bond in the amount of **\$333,850.00**

Before any bond or security required under this Permit is reduced or released, the Developer will provide the City with a statutory declaration certifying that all labour, material, workers' compensation and other taxes and costs have been paid.

4. PARKING CASH-IN-LIEU BYLAW

Parking Cash-in-Lieu in the amount of **\$112,173.00** required for three (3) stalls as part of the proposed development within the Capri-Landmark Urban Centre.

5. HOUSING OPPORTUNITIES RESERVE FUND

Housing Opportunities Reserve Fund Payment in the amount of **\$480,000** required for 2% of the total number of dwelling units authorized by the building permit in accordance with Table 6.8.b in Zoning Bylaw No. 12375.

6. INDEMNIFICATION

Upon commencement of the works authorized by this Permit the Developer covenants and agrees to save harmless and effectually indemnify the Municipality against:

- a) All actions and proceedings, costs, damages, expenses, claims, and demands whatsoever and by whomsoever brought, by reason of the Municipality said Permit.

All costs, expenses, claims that may be incurred by the Municipality where the construction, engineering or other types of works as called for by the Permit results in damages to any property owned in whole or in part by the Municipality or which the Municipality by duty or custom is obliged, directly or indirectly in any way or to any degree, to construct, repair, or maintain.

**The PERMIT HOLDER is the CURRENT LAND OWNER.
Security shall ONLY be returned to the signatory of the
Landscape Agreement or their designates.**

SUTHERLAND & PRIDHAM AVENUE, KELOWNA BC

PROPERTY DESCRIPTION

CIVIC: 1266, 1276, 1288 SUTHERLAND AVENUE & 1267, 1277, 1289 PRIDHAM AVENUE, KELOWNA BC
LEGAL: LOTS 5, 6, 7, 13, 14, AND 15 BLOCK 3; DL 137 ODYD PLAN 9625

ZONING CALCULATIONS:

CURRENT: UC2 (RESIDENTIAL)

SITE INFORMATION:

GROSS SITE AREA= 56,223 SF (5,223m²)

ALLOWED/REQUIRED	PROPOSED
ALLOWABLE SITE COVERAGE=	77% (43,074 SF)
ALLOWABLE SITE COVERAGE + HARDSCAPING=	87% (48,872 SF)
F.A.R. + BONUS DENSITY=	1.9 (104,028 SF)

HEIGHT= 22.0m (6 STOREYS) 21.6m (6 STOREYS)

YARD SETBACKS:

FRONT YARD=	2.0m	2.05m/2.04m
GARAGE FROM STREET=	6.0m	13.47m
SIDE YARD=	0.0m	0.61m/3.46m
FRONT YARD ABOVE 16.0m (4TH FLOOR) =	3.0m	3.1m/6.4m
SIDE YARD ABOVE 16.0m (4TH FLOOR) =	4.0m	7.02m/5.81m

PRIVATE & COMMON AMENITY SPACE:

COMMON =	240 UNITS x 4.0m ² /UNIT = 960m ² (10,333 SF)	2,697m ² (29,034 SF)
PRIVATE: BACHELOR UNITS =	7.5m ² /UNIT (81 SF)	65-170 SF/UNIT (SEE TABLE ON A-003)
PRIVATE: 1-BEDROOM UNITS =	15.0m ² /UNIT (162 SF)	90-308 SF/UNIT (SEE TABLE ON A-003)
PRIVATE: UNITS WITH MORE THAN 1-BEDROOM =	25.0m ² /UNIT (269 SF)	90-488 SF/UNIT (SEE TABLE ON A-003)

*ADDITIONAL COMMON AMENITY SPACE HAS BEEN PROVIDED WHERE PRIVATE AMENITY SPACE IS REDUCED

PARKING CALCULATIONS:

MICRO / BACHELOR UNITS (0-BEDROOM) =	153 UNITS x 0.8 = 122.4	
1 BEDROOM UNITS =	40 UNITS x 0.9 = 36	
2+ BEDROOM UNITS =	47 UNITS x 1.0 = 47	
VISITOR PARKING =	34	
BASE REDUCTION FOR 1 CAR-SHARE =	- 5	
BASE REDUCTION FOR LONG TERM BICYCLE BONUS =	- 5	
TOTAL PARKING =	229 + 1 CAR-SHARE	225 + 1 CAR-SHARE
ACCESSIBLE PARKING =	6 (2 VAN ACCESSIBLE)	6 (2 VAN ACCESSIBLE)

BONUS LONG-TERM BICYCLE STORAGE:

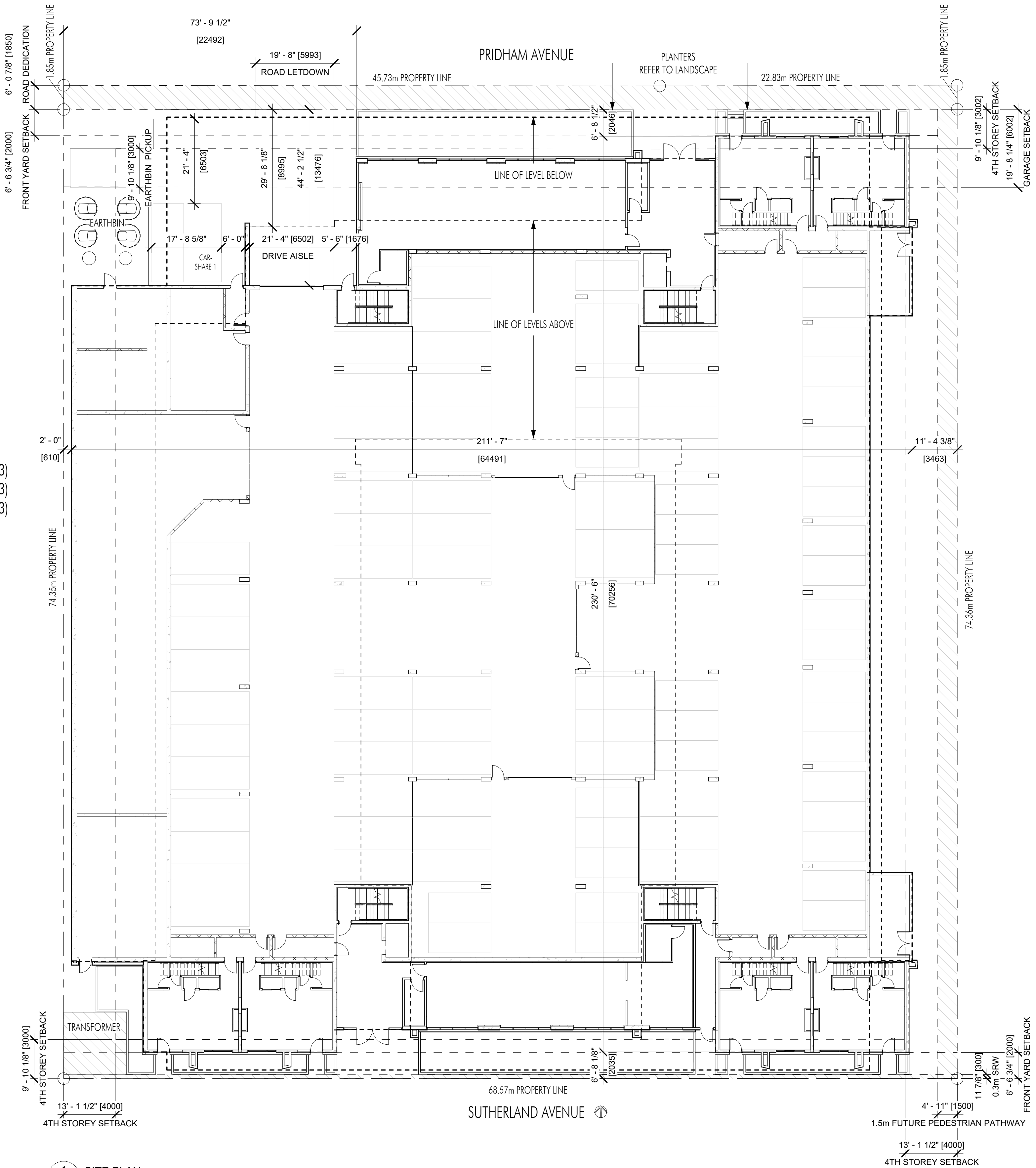
UNIT TYPE		
BACHELOR & 1-BEDROOM =	1.25 x 193 UNITS = 241	
2-BEDROOM =	1.5 x 36 UNITS = 54	
3-BEDROOM =	2 x 5 UNITS = 10	
TOWNHOMES =	N/A	
TOTAL =	305 (ROUNDED)	306

SHORT-TERM BICYCLE STORAGE:

6 PER ENTRANCE =	12	
TOWNHOUSES =	4	
TOTAL =	16	16 (8 PER ENTRANCE)

PARKING SCHEDULE	
COUNT	TYPE
4	ACCESSIBLE - 90 deg
125	REGULAR - 90 deg
95	SMALL - 90 deg
2	VAN ACCESSIBLE - 90 deg
Grand total: 226	

SURVEY BY FERGLUSON
LAND SURVEYING & GEOMATICS
DATED JULY 26, 2022



1 SITE PLAN
A-002 1/16" = 1'-0"

SCHEDULE

A

This forms part of application
DP23-0084

Planner
Initials KB

City of
Kelowna
DEVELOPMENT PLANNING

Revision No., Date and Description
12.09.22 SCHEMATICS
01.06.23 SCHEMATICS
02.08.23 SCHEMATICS
02.17.23 FOR COORDINATION
02.25.23 FOR DP
03.06.23 FOR DP
03.17.21 FOR DP
04.14.23 ADDENDUM NO.2
05.03.23 25% BP REVIEW
05.31.23 50% BP REVIEW
07.07.23 75% BP REVIEW
07.14.23 ADDENDUM NO.4
08.10.23 100% BP REVIEW
09.01.23 100% BP
09.07.23 100% BP
09.12.23 ADDENDUM NO.5

Plot Date
09.12.23
PROJECT
REVO

DRAWING TITLE
PROJECT
INFORMATION

Drawing No.
A-002



UNIT CALCULATIONS			
UNIT	# OF BEDROOMS	UNIT AREA	PRIVATE AMENITY SPACE
101 - ENTRY		529 SF	
101 - SECOND	2	475 SF	0 SF
102 - ENTRY		529 SF	
102 - SECOND	2	475 SF	0 SF
103 - ENTRY		529 SF	
103 - SECOND	2	475 SF	0 SF
104 - ENTRY		529 SF	
104 - SECOND	2	475 SF	0 SF
105 - ENTRY		529 SF	
105 - SECOND	2	475 SF	0 SF
106 - ENTRY		529 SF	
106 - SECOND	2	475 SF	0 SF
201	1	530 SF	128 SF
202	2	631 SF	226 SF
203	0	307 SF	74 SF
204	0	307 SF	74 SF
205	0	307 SF	171 SF
206	0	307 SF	171 SF
207	0	307 SF	74 SF
208	0	307 SF	74 SF
209	0	307 SF	171 SF
210	0	307 SF	171 SF
211	0	307 SF	74 SF
212	0	307 SF	74 SF
213	0	307 SF	171 SF
214	0	307 SF	171 SF
215	0	307 SF	74 SF
216	3	921 SF	466 SF
217	1	536 SF	110 SF
218	0	307 SF	90 SF
219	0	307 SF	94 SF
220	0	307 SF	94 SF
221	0	307 SF	92 SF
222	0	428 SF	98 SF
223	0	307 SF	92 SF
224	0	307 SF	90 SF
225	2	854 SF	130 SF
226	2	706 SF	169 SF
227	0	396 SF	95 SF
228	0	307 SF	118 SF
229	0	307 SF	74 SF
230	0	307 SF	118 SF
231	0	307 SF	74 SF
232	0	307 SF	118 SF
233	0	307 SF	74 SF
234	0	307 SF	118 SF
235	0	307 SF	74 SF
236	0	307 SF	118 SF
237	0	307 SF	74 SF
238	0	307 SF	118 SF
239	0	307 SF	74 SF
240	1	581 SF	156 SF
241	2	663 SF	160 SF
242	1	487 SF	310 SF
301	2	652 SF	95 SF
302	1	508 SF	106 SF
303	1	530 SF	128 SF
304	2	631 SF	88 SF
305	0	307 SF	74 SF
306	0	307 SF	74 SF
307	0	307 SF	67 SF
308	0	307 SF	67 SF
309	0	307 SF	74 SF
310	0	307 SF	74 SF
311	0	307 SF	67 SF
312	0	307 SF	67 SF
313	0	307 SF	74 SF
314	0	307 SF	74 SF
315	0	307 SF	67 SF
316	0	307 SF	74 SF
317	1	436 SF	96 SF
318	3	921 SF	376 SF
319	1	535 SF	110 SF
320	0	307 SF	74 SF
321	1	593 SF	152 SF
322	0	307 SF	68 SF
323	0	307 SF	68 SF
324	2	710 SF	140 SF
325	0	307 SF	65 SF
326	0	307 SF	65 SF
327	1	496 SF	98 SF
328	0	307 SF	74 SF

UNIT CALCULATIONS			
UNIT	# OF BEDROOMS	UNIT AREA	PRIVATE AMENITY SPACE
329	2	833 SF	384 SF
330	2	715 SF	110 SF
331	2	706 SF	169 SF
332	0	396 SF	95 SF
333	1	436 SF	96 SF
334	0	307 SF	74 SF
335	0	307 SF	67 SF
336	0	307 SF	74 SF
337	0	307 SF	67 SF
338	0	307 SF	74 SF
339	0	307 SF	67 SF
340	0	307 SF	74 SF
341	0	307 SF	67 SF
342	0	307 SF	74 SF
343	0	307 SF	67 SF
344	0	307 SF	74 SF
345	1	434 SF	104 SF
346	1	581 SF	88 SF
347	2	694 SF	161 SF
348	2	742 SF	143 SF
401	2	652 SF	95 SF
402	1	508 SF	98 SF
403	1	530 SF	116 SF
404	2	631 SF	88 SF
405	0	307 SF	67 SF
406	0	307 SF	67 SF
407	0	307 SF	67 SF
408	0	307 SF	67 SF
409	0	307 SF	67 SF
410	0	307 SF	67 SF
411	0	307 SF	67 SF
412	0	307 SF	67 SF
413	0	307 SF	67 SF
414	0	307 SF	67 SF
415	0	307 SF	67 SF
416	0	307 SF	67 SF
417	1	436 SF	96 SF
418	3	921 SF	282 SF
419	1	535 SF	110 SF
420	0	307 SF	74 SF
421	1	593 SF	152 SF
422	0	307 SF	68 SF
423	0	307 SF	68 SF
424	2	710 SF	140 SF
425	0	307 SF	65 SF
426	0	307 SF	65 SF
427	1	496 SF	130 SF
428	0	307 SF	74 SF
429	2	833 SF	273 SF
430	2	715 SF	100 SF
431	2	706 SF	154 SF
432	0	396 SF	86 SF
433	1	436 SF	96 SF
434	0	307 SF	67 SF
435	0	307 SF	67 SF
436	0	307 SF	67 SF
437	0	307 SF	67 SF
438	0	307 SF	67 SF
439	0	307 SF	67 SF
440	0	307 SF	67 SF
441	0	307 SF	67 SF
442	0	307 SF	67 SF
443	0	307 SF	67 SF
444	0	307 SF	67 SF
445	1	434 SF	95 SF
446	1	581 SF	88 SF
447	2	694 SF	148 SF
448	2	742 SF	143 SF
501	2	652 SF	95 SF
502	1	508 SF	98 SF
503	1	530 SF	116 SF
504	2	631 SF	88 SF
505	0	307 SF	67 SF
506	0	307 SF	67 SF
507	0	307 SF	67 SF
508	0	307 SF	67 SF
509	0	307 SF	67 SF
510	0	307 SF	67 SF
511	0	307 SF	67 SF
512	0	307 SF	67 SF
513	0	307 SF	67 SF
514	0	307 SF	67 SF

UNIT CALCULATIONS			
UNIT	# OF BEDROOMS	UNIT AREA	PRIVATE AMENITY SPACE
515	0	307 SF	67 SF
516	0	307 SF	67 SF
517	1	436 SF	96 SF
518	3	921 SF	282 SF
519	1	535 SF	110 SF
520	0	307 SF	74 SF
521	1	593 SF	152 SF
522	0	307 SF	68 SF
523	0	307 SF	68 SF
524	2	710 SF	140 SF
525	0	307 SF	65 SF
526	0	307 SF	65 SF
527	1	496 SF	130 SF
528	0	307 SF	74 SF
529	2	833 SF	273 SF
530	2	715 SF	100 SF
531	2	706 SF	154 SF
532	0	396 SF	86 SF
533	1	436 SF	96 SF
534	0	307 SF	67 SF
535	0	307 SF	67 SF
536	0	307 SF	67 SF
537	0	307 SF	67 SF
538	0	307 SF	67 SF
539	0	307 SF	67 SF
540	0	307 SF	67 SF
541	0	307 SF	67 SF
542	0	307 SF	67 SF
543	0	307 SF	67 SF
544	0	307 SF	67 SF
545	1	434 SF	95 SF
546	1	581 SF	88 SF
547	2	694 SF	148 SF
548	2	742 SF	143 SF
601	2	652 SF	95 SF
602	1	508 SF	98 SF
603	1	530 SF	116 SF
604	2	631 SF	88 SF
605	0	307 SF	67 SF
606	0	307 SF	67 SF
607	0	307 SF	67 SF
608	0	307 SF	67 SF
609	0	307 SF	67 SF
610	0	307 SF	67 SF
611	0	307 SF	67 SF
612	0	307 SF	67 SF
613	0	307 SF	67 SF
614	0	307 SF	67 SF
615	0	307 SF	67 SF
616	0	307 SF	67 SF
617	1	436 SF	96 SF
618	3	921 SF	282 SF
619	1	535 SF	110 SF
620	0	307 SF	74 SF
621	1	593 SF	152 SF
622	0	307 SF	68 SF
623	0	307 SF	68 SF
624	2	710 SF	140 SF
625	0	307 SF	65 SF
626	0	307 SF	65 SF
627	1	496 SF	130 SF
628	0	307 SF	74 SF
629	2	833 SF	273 SF
630	2	715 SF	100 SF
631	2	706 SF	154 SF
632	0	396 SF	86 SF
633	1	436 SF	96 SF
634	0	307 SF	67 SF
635	0	307 SF	67 SF
636	0	307 SF	67 SF
637	0	307 SF	67 SF
638	0	307 SF	67 SF
639	0	307 SF	67 SF
640	0	307 SF	67 SF
641	0	307 SF	67 SF
642	0	307 SF	67 SF
643	0	307 SF	67 SF
644	0	307 SF	67 SF
645	1	434 SF	95 SF
646	1	581 SF	88 SF
647	2	694 SF	148 SF
648	2	742 SF	143 SF
TOTAL UNIT AREA		104028 SF	

UNIT COUNT		
UNIT TYPES	# of BEDROOMS	# OF UNITS
1-BED	1	35
1-BED + DEN	1	5
2-BED	2	31
2-BED + DEN	2	5
3-BED	3	5
MICRO	0	147
STUDIO	0	6
TOWNHOUSE	2	6
Grand total: 240		240

SCHEDULE

A

This forms part of application

DP23-0084


Planner Initials

KB

City of Kelowna

DEVELOPMENT PLANNING





PHONE:250-448-7801

205-1626 Richter Street,
Kelowna, BC V1Y 2M3

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All trades are to execute the work in accordance with the current municipality building by-laws and requirements of other local authorities having jurisdiction as well as the british columbia building code - (most recent edition) including all published revisions and addenda. All trades shall assume full responsibility for the locations and protection of all under and above ground utilities, wires and conduit connections, including (but not limited to) water, sewer, gas, hydro and telephone.

Revision No., Date and Description

03.06.23 FOR DP

03.17.21 FOR DP

05.03.23 25% BP REVIEW

05.31.23 50% BP REVIEW

07.07.23 75% BP REVIEW

07.14.23 ADDENDUM NO.4

Plot Date

07.14.23

PROJECT


Revo (Collinson Rise)

DRAWING TITLE

PROJECT INFORMATION

Drawing No.

A-003

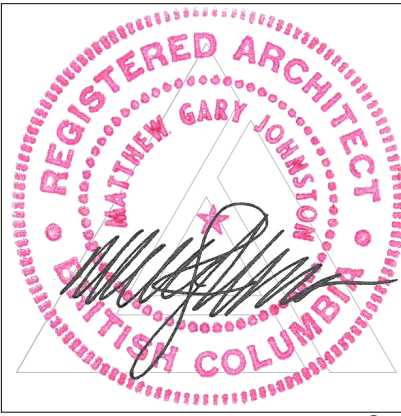


ADDENDUM NO.4

129

Revision No., Date and Description
12.09.22 SCHEMATICS
01.06.23 SCHEMATICS
02.17.23 FOR COORDINATION
02.25.23 FOR DP
03.06.23 FOR DP
03.17.21 FOR DP
04.14.23 ADDENDUM NO.2
04.25.23 ADDENDUM NO.3
05.03.23 25% BP REVIEW
05.31.23 50% BP REVIEW
06.26.23 FOR COORDINATION
07.07.23 75% BP REVIEW
07.14.23 ADDENDUM NO.4

Plot Date 07.14.23
PROJECT Revo (Collinson Rise)
DRAWING TITLE BASEMENT PARKADE PLAN
Drawing No. A-100

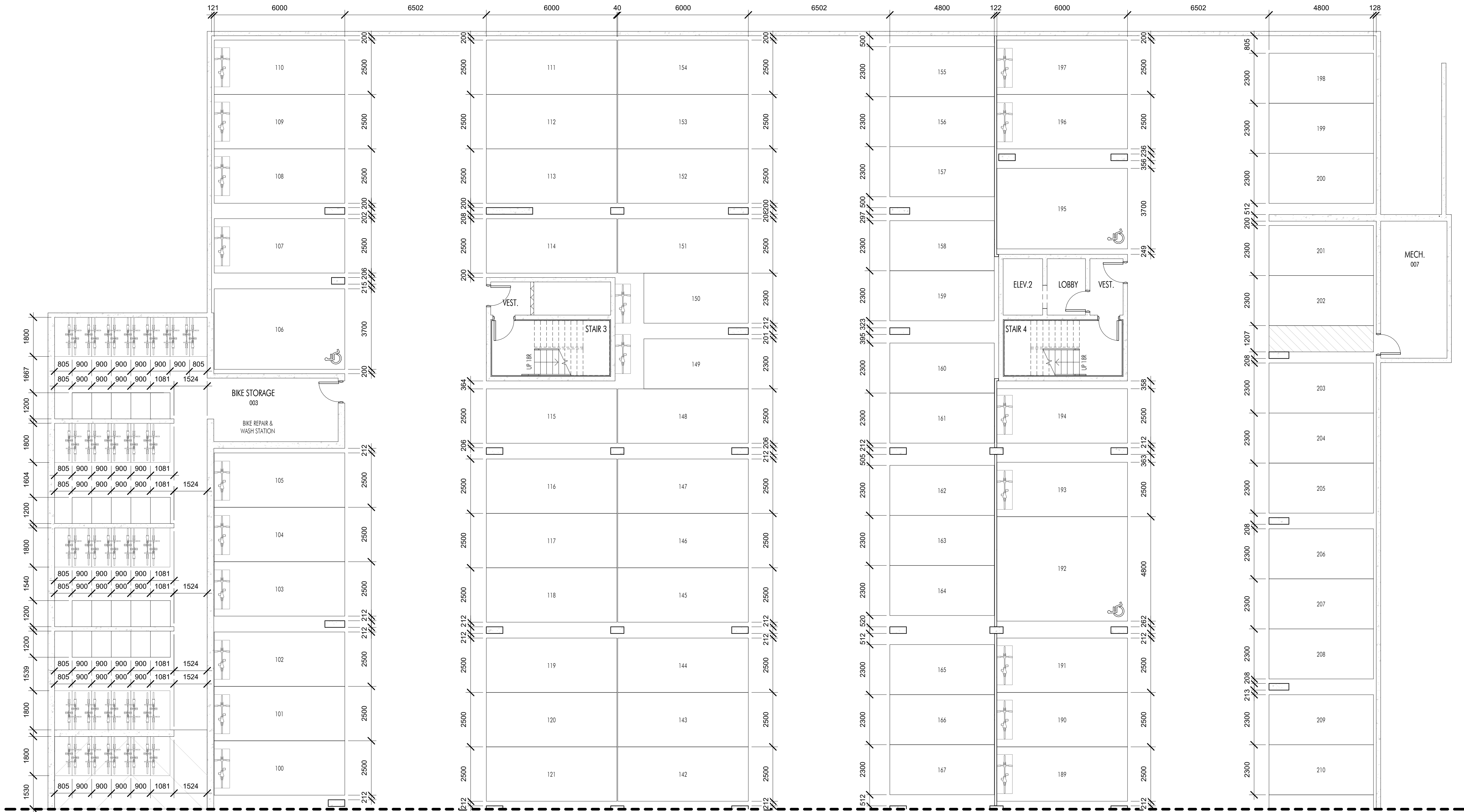


1 BASEMENT PARKADE PLAN
A-100 1/16" = 1'-0"

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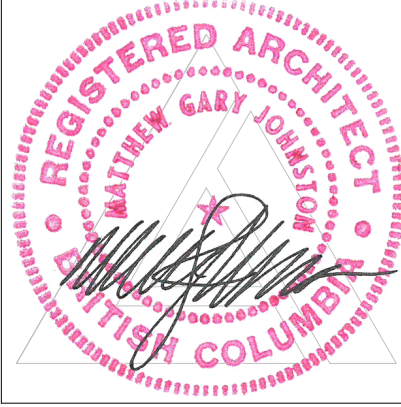
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Revision No., Date and Description	
03.17.21	FOR DP
04.14.23	ADDENDUM NO.2
04.25.23	ADDENDUM NO.3
05.03.23	25% BP REVIEW
05.31.23	50% BP REVIEW
06.26.23	FOR COORDINATION
07.07.23	75% BP REVIEW
07.14.23	ADDENDUM NO.4



1 BASEMENT PARKADE PLAN - NORTH PARKING PLAN
A-102 1/8" = 1'-0"

Plot Date	07.14.23
PROJECT	Revo (Collinson Rise)
DRAWING TITLE	BASEMENT - NORTH PARKING PLAN
Drawing No.	A-102





City of Kelowna
DEVELOPMENT PLANNING

132

Planner Initials KB

City of Kelowna
DEVELOPMENT PLANNING



PHONE:250-448-780

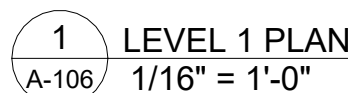
205-1626 Richter Street
Kelowna, BC V1Y 2M3
[eartharchitecture.com](http://www.eartharchitecture.com)

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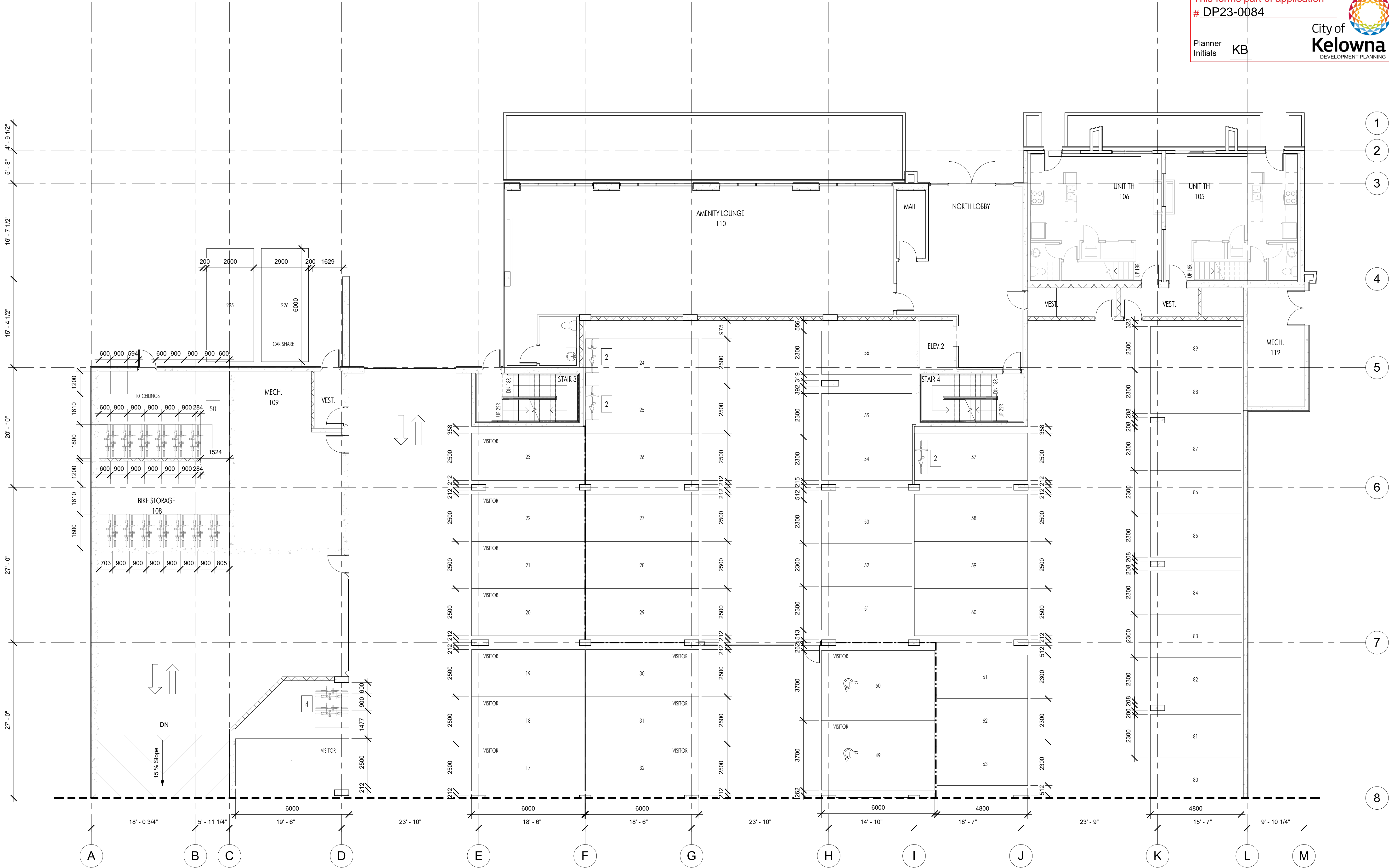
All trades are to execute the work in accordance with the current municipality building by-laws and requirements of other local authorities having jurisdiction as well as the british columbia building code - (most recent edition) including all published revisions and addenda. All trades shall assume full responsibility for the locations and protection of all under and above ground utilities, wires and conduit connections, including (but not limited to) water, sewer, gas, hydro and telephone.

Revision No., Date and Description	
02.17.23	FOR COORDINATION
02.25.23	FOR DP
03.17.21	FOR DP
04.14.23	ADDENDUM NO.2
04.25.23	ADDENDUM NO.3
05.03.23	25% BP REVIEW
05.31.23	50% BP REVIEW
06.26.23	FOR COORDINATION
07.07.23	75% BP REVIEW
07.14.23	ADDENDUM NO.4



ADDENDUM NO.4

Revision No., Date and Description
03.17.21 FOR DP
04.14.23 ADDENDUM NO.2
04.25.23 ADDENDUM NO.3
05.03.23 25% BP REVIEW
05.31.23 50% BP REVIEW
06.26.23 FOR COORDINATION
07.07.23 75% BP REVIEW
07.14.23 ADDENDUM NO.4
08.10.23 100% BP REVIEW
09.01.23 100% BP
09.07.23 100% BP
09.12.23 ADDENDUM NO.5



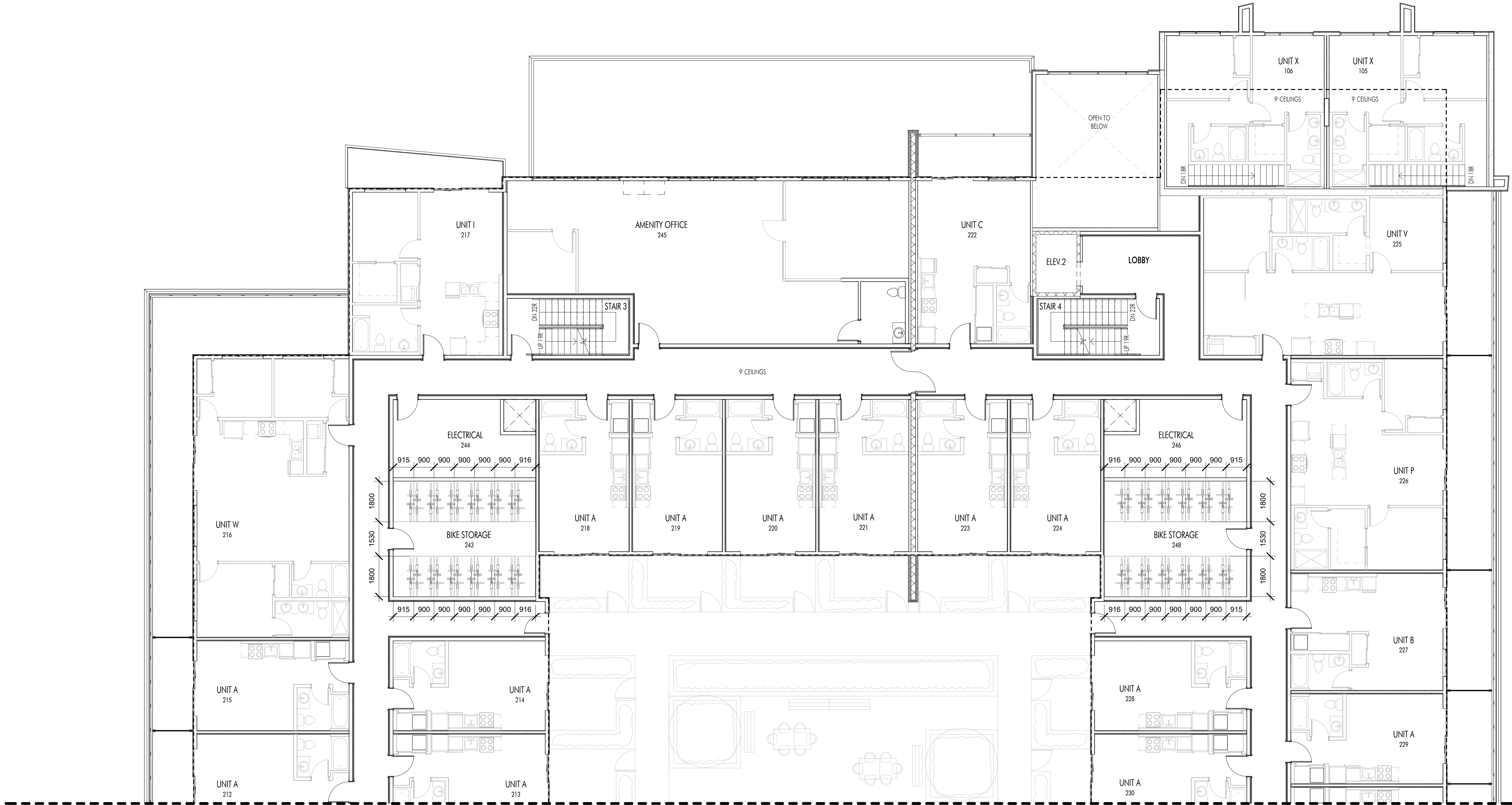
1 LEVEL 1 PLAN - NORTH PARKING PLAN
A-110 1/8" = 1'-0"

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All trades are to execute the work in accordance with the current municipality building by laws and requirements of other local authorities having jurisdiction as well as the british columbia building code - (most recent edition) including all published revisions and addenda. All trades shall assume full responsibility for the locations and protection of all under and above ground utilities, wires and conduit connections, including (but not limited to) water, sewer, gas, hydro and telephone.

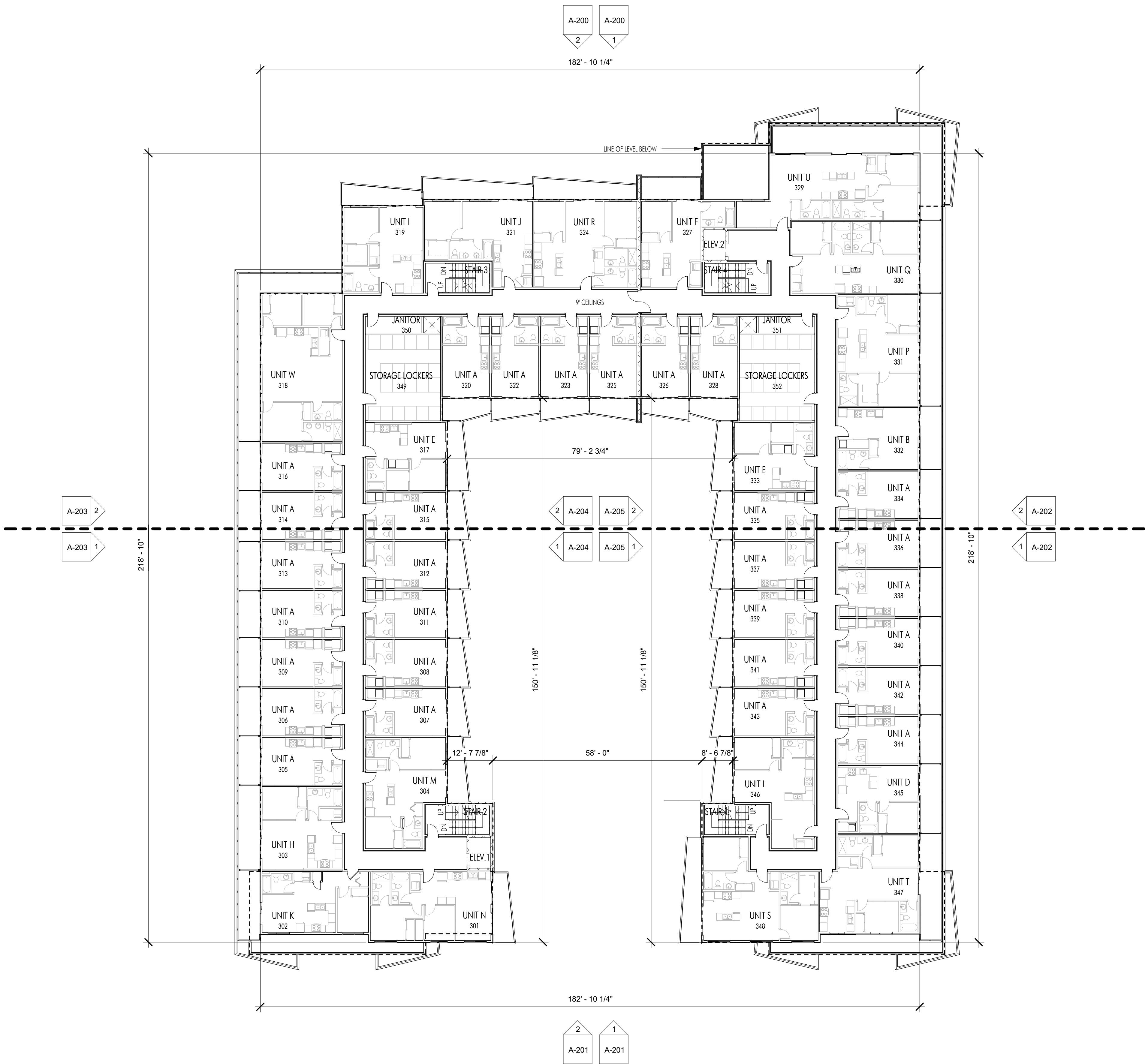
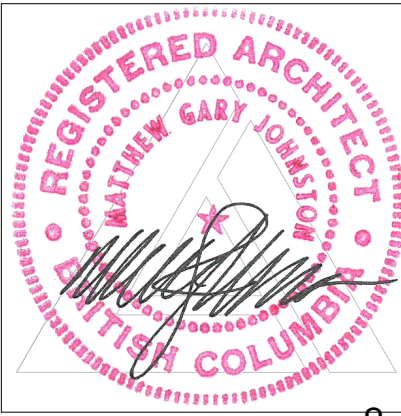
Revision No., Date and Description	
03.17.21	FOR DP
04.14.23	ADDENDUM NO.2
05.31.23	50% BP REVIEW
07.07.23	75% BP REVIEW
07.14.23	ADDENDUM NO.4



1 LEVEL 2 PLAN - BIKE STORAGE PLAN
A-114 1/8" = 1'-0"

Revision No., Date and Description
02.17.23 FOR COORDINATION
02.25.23 FOR DP
03.06.23 FOR DP
03.17.21 FOR DP
05.03.23 25% BP REVIEW
05.31.23 50% BP REVIEW
06.26.23 FOR COORDINATION
07.07.23 75% BP REVIEW
07.14.23 ADDENDUM NO.4

Plot Date
07.14.23
PROJECT
Revo (Collinson Rise)
DRAWING TITLE
LEVEL 3 PLAN
Drawing No.
A-117



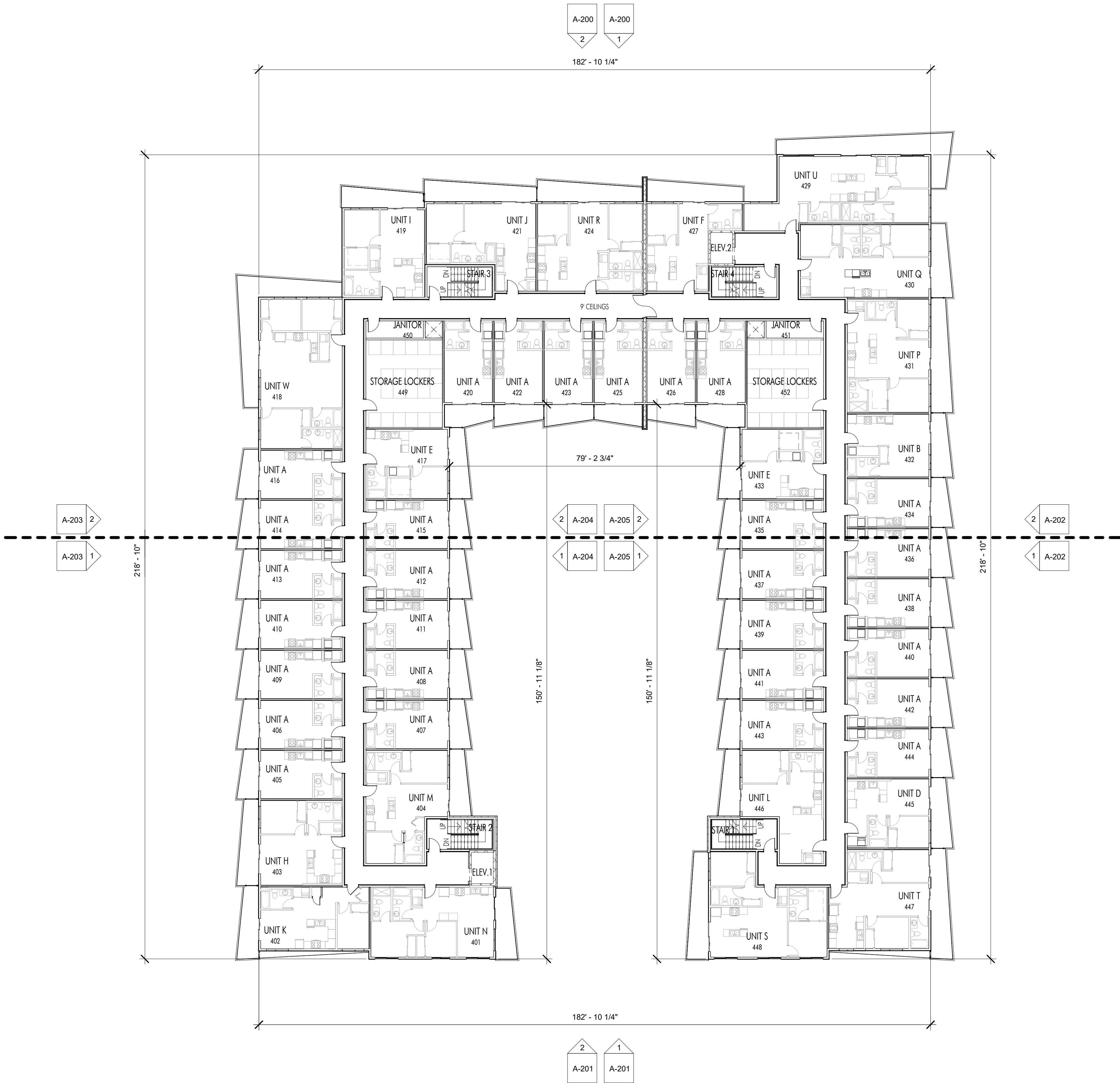
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A-117

LEVEL 3 PLAN

1/16" = 1'-0"

Revision No., Date and Description
02.17.23 FOR COORDINATION
02.25.23 FOR DP
03.06.23 FOR DP
03.17.21 FOR DP
05.03.23 25% BP REVIEW
05.31.23 50% BP REVIEW
06.26.23 FOR COORDINATION
07.07.23 75% BP REVIEW
07.14.23 ADDENDUM NO.4



1 LEVEL 4 PLAN
A-120 1/16" = 1'-0"

Revision No., Date and Description
02.25.23 FOR DP
03.06.23 FOR DP
03.17.21 FOR DP
05.03.23 25% BP REVIEW
05.31.23 50% BP REVIEW
06.26.23 FOR COORDINATION
07.07.23 75% BP REVIEW
07.14.23 ADDENDUM NO.4

Plot Date 07.14.23
PROJECT Revo (Collinson Rise)
DRAWING TITLE LEVEL 5 PLAN

Drawing No.

A-123



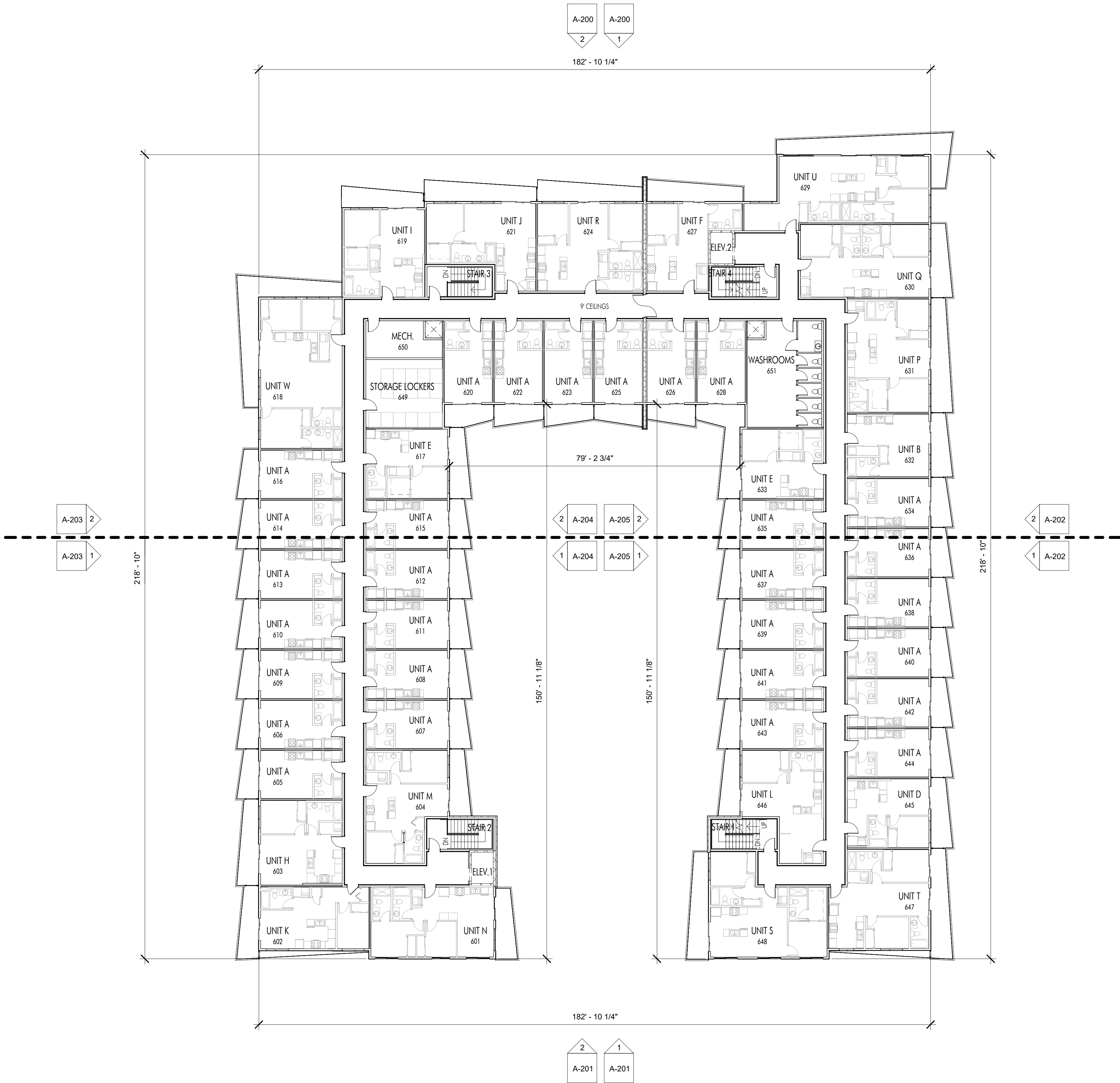
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LEVEL 5 PLAN

A-123

1/16" = 1'-0"

Revision No., Date and Description
02.17.23 FOR COORDINATION
02.25.23 FOR DP
03.06.23 FOR DP
03.17.21 FOR DP
05.03.23 25% BP REVIEW
05.31.23 50% BP REVIEW
06.26.23 FOR COORDINATION
07.07.23 75% BP REVIEW
07.14.23 ADDENDUM NO.4

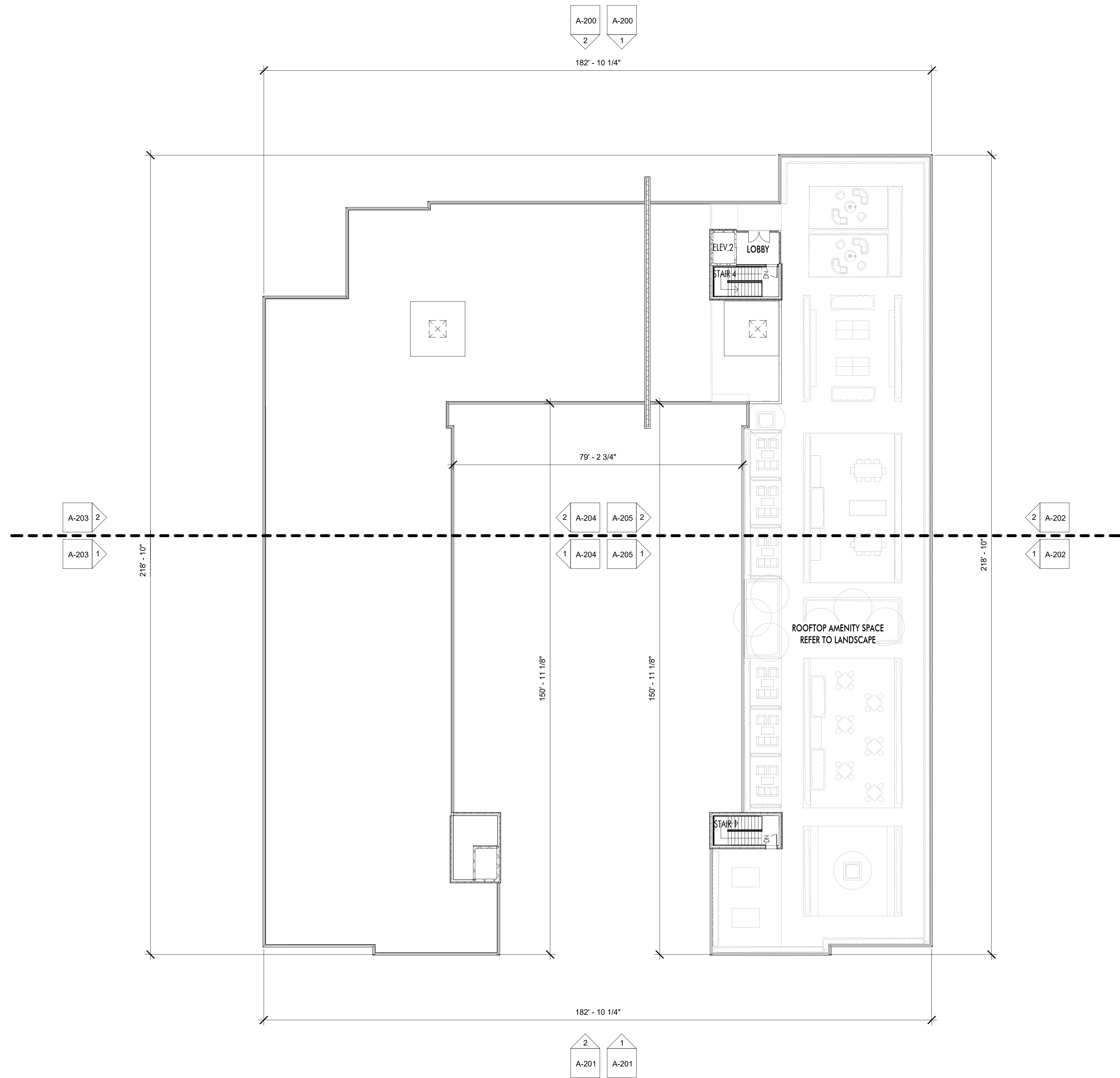


1

LEVEL 6 PLAN

A-126

1/16" = 1'-0"



1 ROOFTOP AMENITY SPACE PLAN
A-129 1/16" = 1'-0"

SCHEDULE

A

This forms part of application

DP23-0084

Planner Initials

KB

City of Kelowna

DEVELOPMENT PLANNING

LIME

ARCHITECTURE INC.

PHONE:250-448-7801

205-1626 Richter Street,
Kelowna, BC V1Y 2M3

www.limearchitecture.com

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Revision No.	Date	Description
02.17.23	FOR COORDINATION	
02.25.23	FOR DP	
03.06.23	FOR DP	
03.17.21	FOR DP	
05.03.23	25% BP REVIEW	
05.31.23	50% BP REVIEW	
06.26.23	FOR COORDINATION	
07.07.23	75% BP REVIEW	
07.14.23	ADDENDUM NO.4	

Plot Date
07.14.23

PROJECT
Revo (Collinson Rise)

DRAWING TITLE
ROOFTOP AMENITY

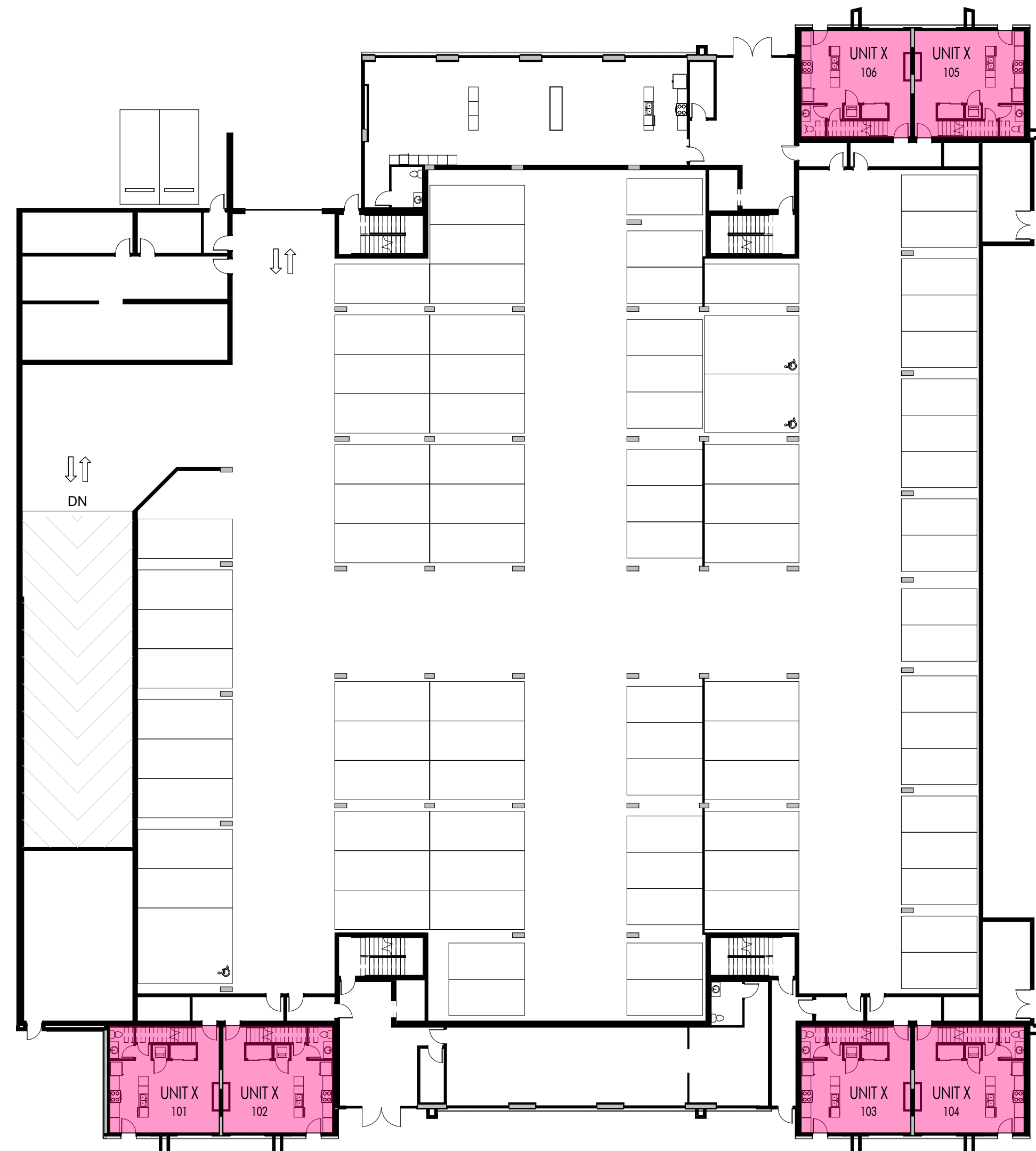
Drawing No.
A-129



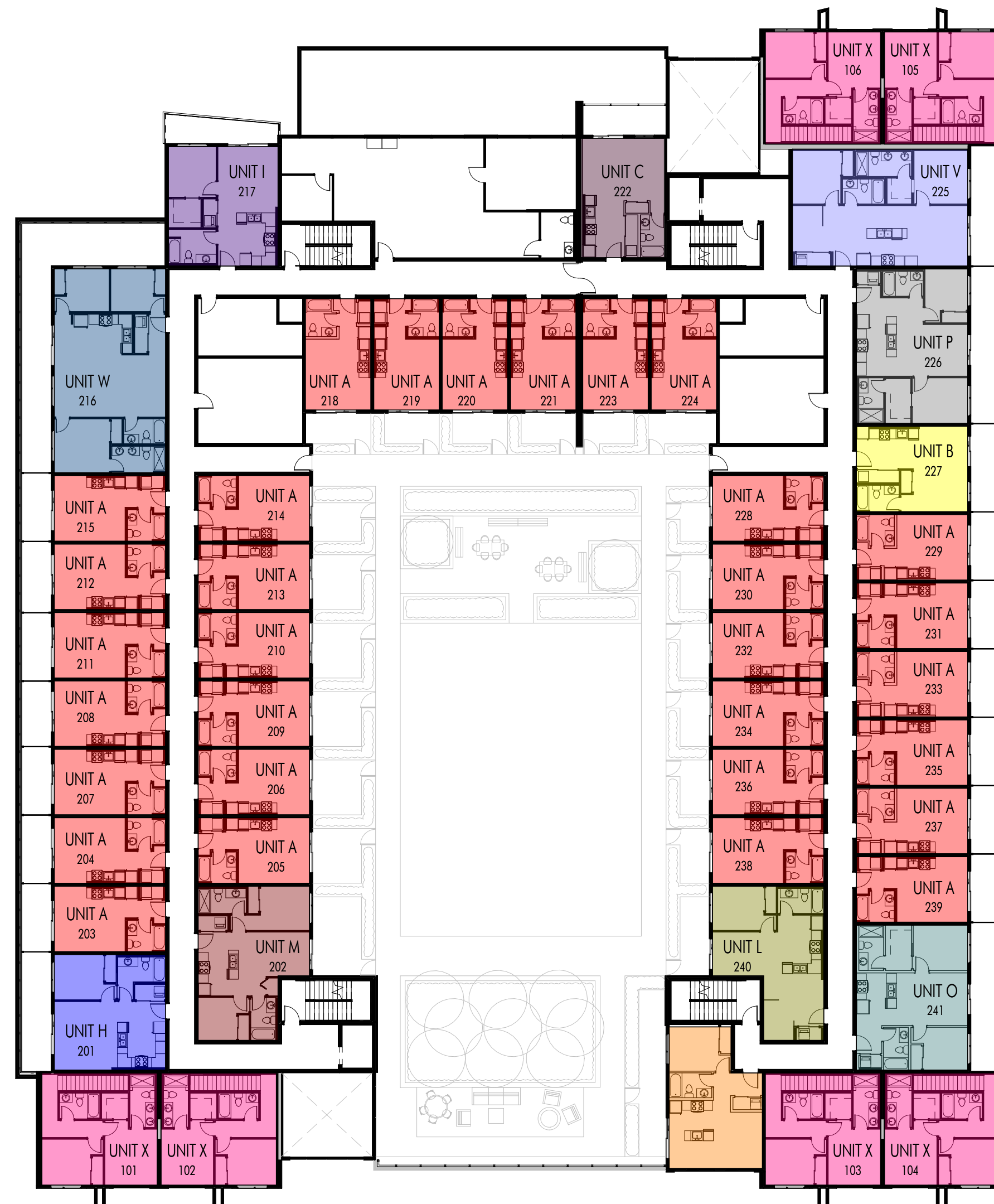
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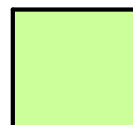


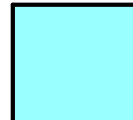

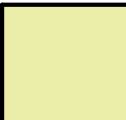
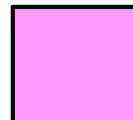








Revision No., Date	Description
15.22	SCHEMATICS
09.22	SCHEMATICS
06.23	SCHEMATICS
08.23	SCHEMATICS
25.23	FOR DP
06.23	FOR DP
17.21	FOR DP
03.23	25% BP REVIEW
31.23	50% BP REVIEW
26.23	FOR COORDINATION
07.23	75% BP REVIEW
14.23	ADDENDUM NO.4

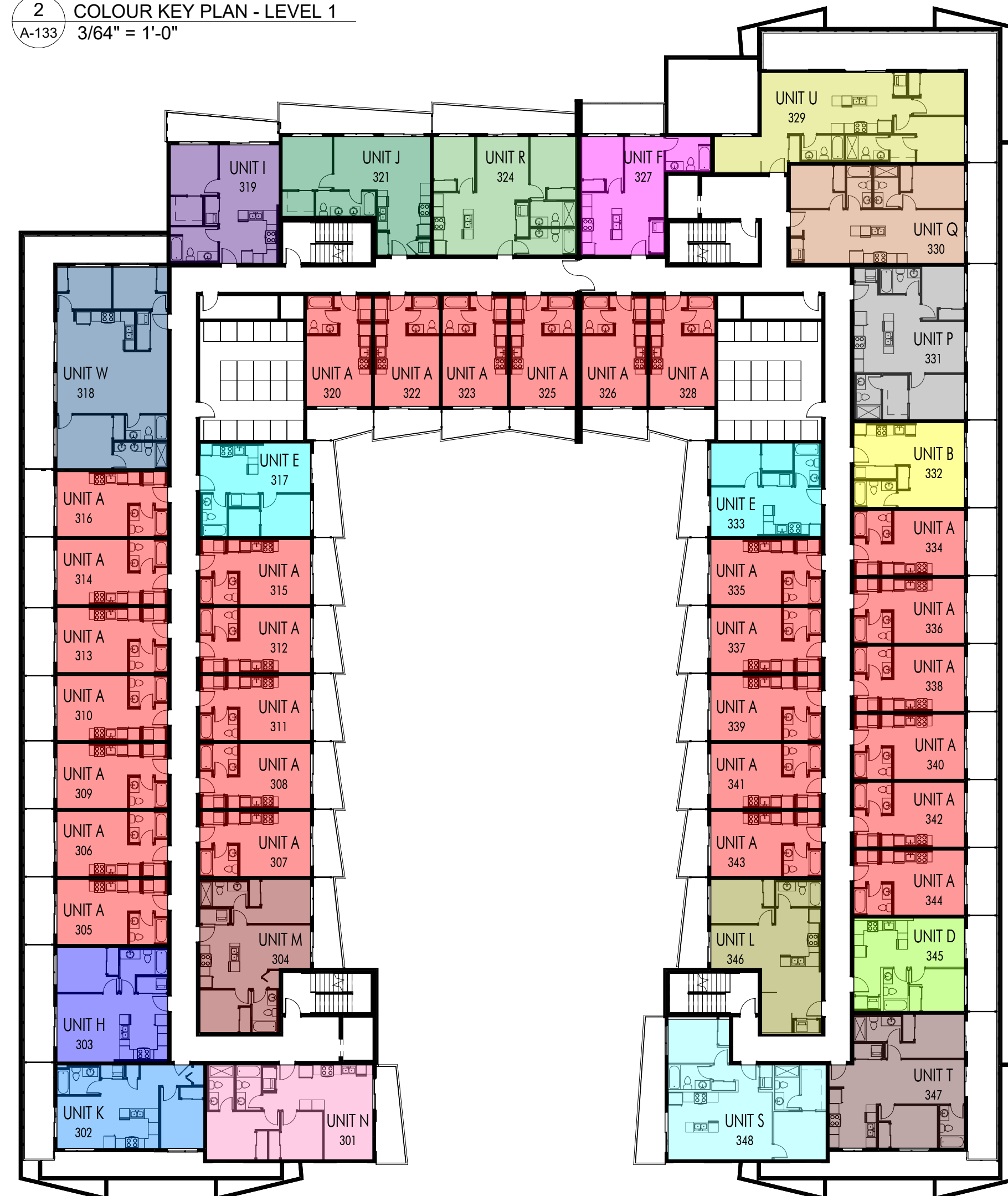


2 COLOUR KEY PLAN - LEVEL 1
A-133 3/64" = 1'-0"

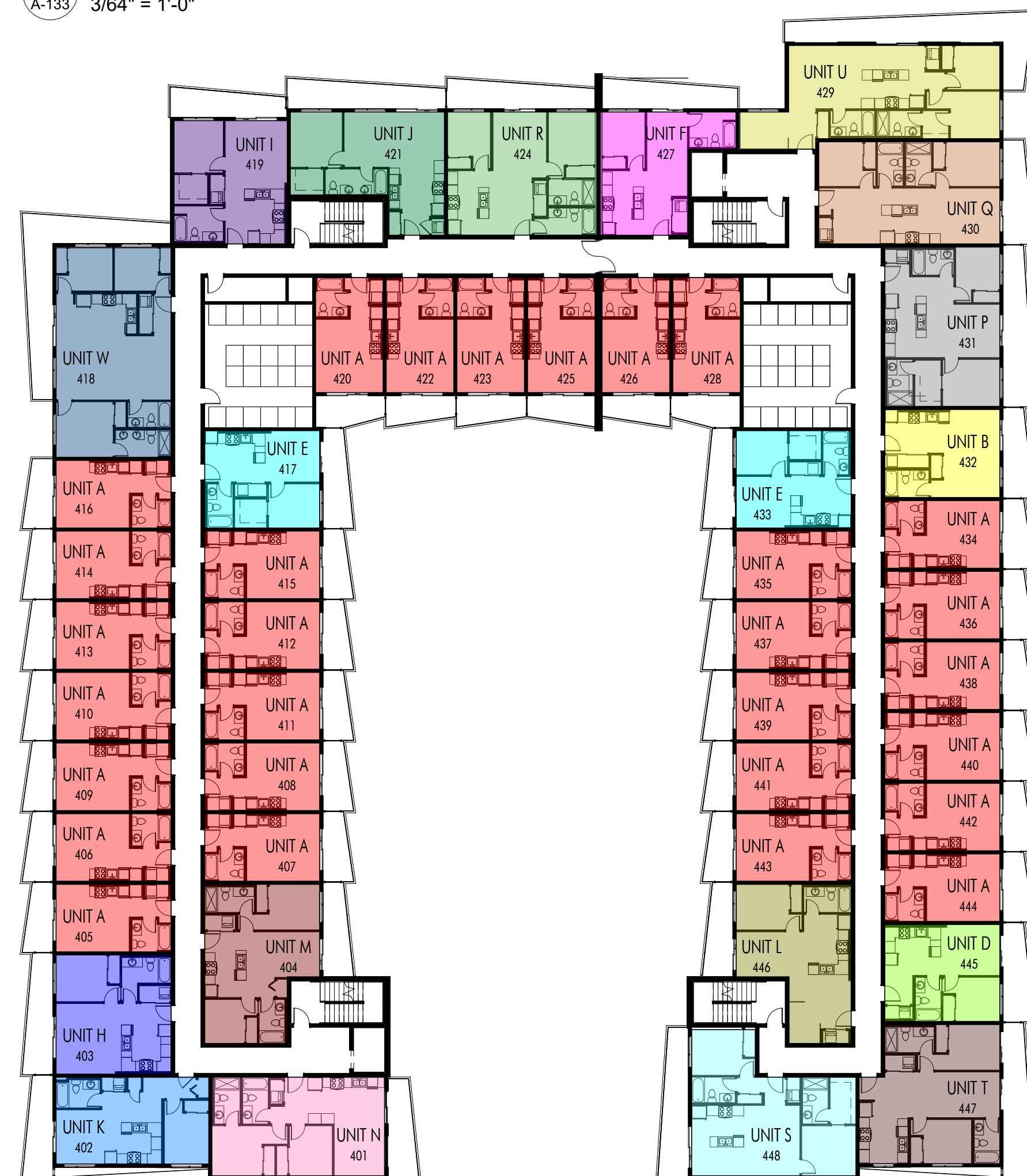


3 COLOUR KEY PLAN - LEVEL 2
A-133 3/64" = 1'-0"

COLOUR PLAN LEGEND		
 UNIT A - MICRO SUITE	 UNIT I - 1-BED (2)	 UNIT Q - 2-BED (2)
 UNIT B - STUDIO	 UNIT J - 1-BED (3)	 UNIT R - 2-BED (3)
 UNIT C - STUDIO (2)	 UNIT K - 1-BED (4)	 UNIT S - 2-BED (4)
 UNIT D - JUNIOR 1-BED (1)	 UNIT L - 1-BED + DEN	 UNIT T - 2-BED (5)
 UNIT E - JUNIOR 1-BED (2)	 UNIT M - JUNIOR 2-BED (1)	 UNIT U - 2-BED + DEN (1)
 UNIT F - JUNIOR 1-BED (3)	 UNIT N - JUNIOR 2-BED (2)	 UNIT V - 2-BED + DEN (2)
 UNIT G - JUNIOR 1-BED (4)	 UNIT O - JUNIOR 2-BED (3)	 UNIT W - 3-BED
 UNIT H - 1-BED (1)	 UNIT P - 2-BED (1)	 UNIT X - TOWNHOMES



4 COLOUR KEY PLAN - LEVEL 3
A-133 3/64" = 1'-0"



5 COLOUR KEY PLAN - LEVEL 4
A-133 3/64" = 1'-0"

SCHEDULE A

A

This forms part of application
DP23-0084

Planner Initials KB

KB

City of
Kelowna
DEVELOPMENT PLANNING

ADDENDUM NO.4

Not Date

14.23

PROJECT

Levo (Collinson Rise)

DRAWING TITLE

POLYCLIP 145

COLOUR KE

PLANS

Drawing No.

100

A-133

7100



ERED ARD

CONFIDENTIAL

EGG NEW YORK

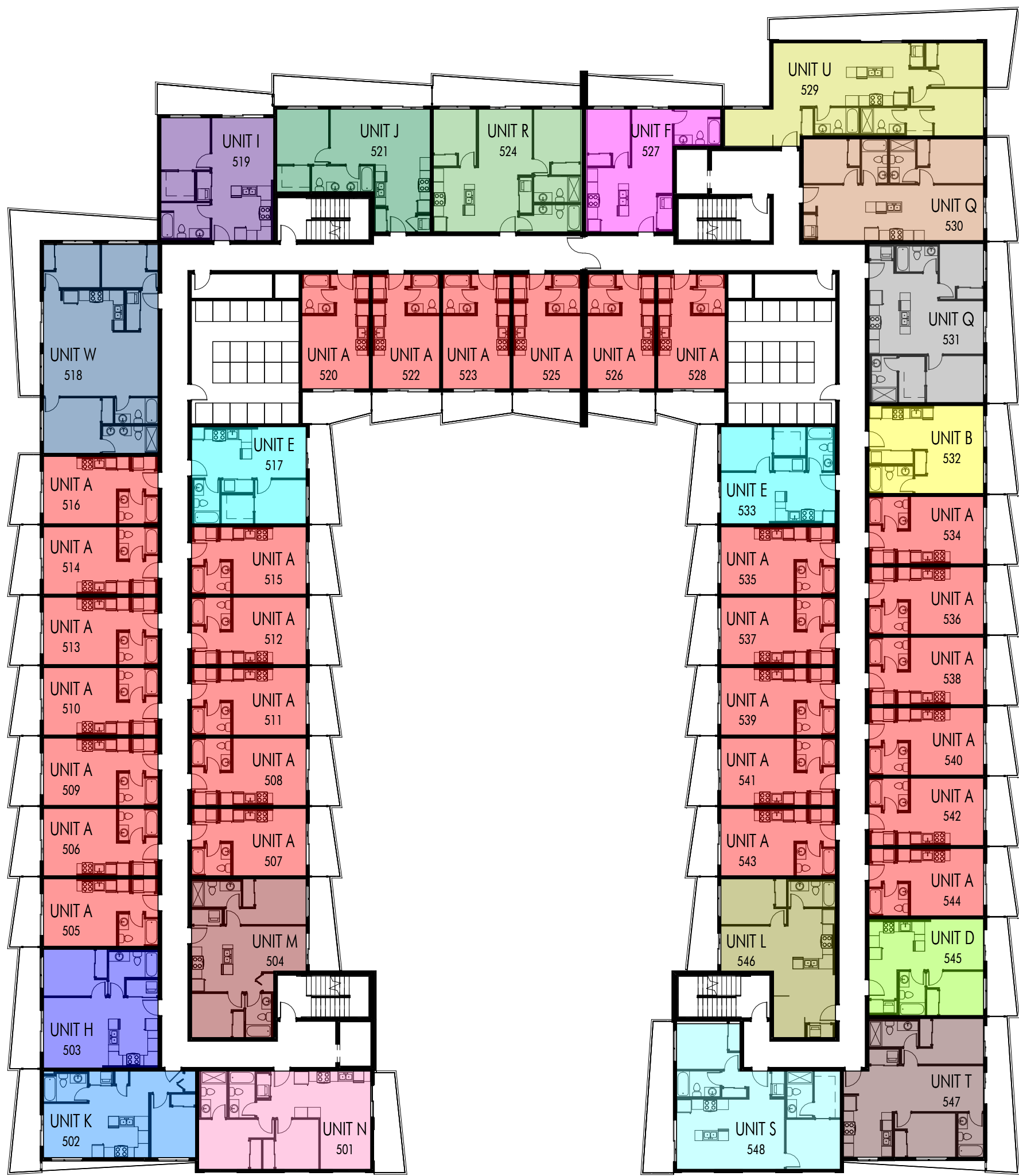
CONCLUSIONS

all of the above

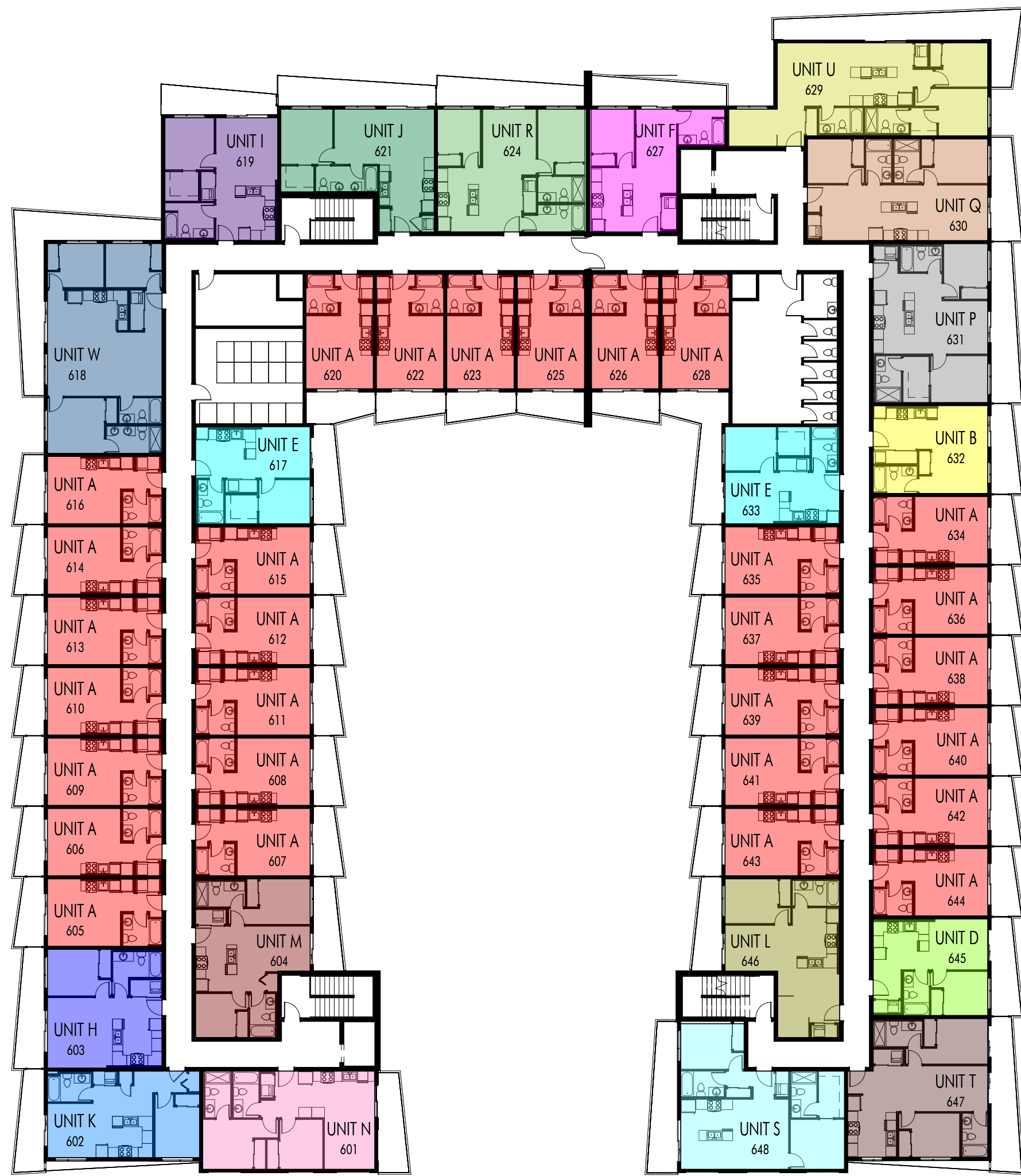
[Handwritten signature]

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PH COLE



1 COLOUR KEY PLAN - LEVEL 5
A-134 3/64" = 1'-0"



2 COLOUR KEY PLAN - LEVEL 6
A-134 3/64" = 1'-0"

COLOUR PLAN LEGEND		
UNIT A - MICRO SUITE	UNIT I - 1-BED (2)	UNIT Q - 2-BED (2)
UNIT B - STUDIO	UNIT J - 1-BED (3)	UNIT R - 2-BED (3)
UNIT C - STUDIO (2)	UNIT K - 1-BED (4)	UNIT S - 2-BED (4)
UNIT D - JUNIOR 1-BED (1)	UNIT L - 1-BED + DEN	UNIT T - 2-BED (5)
UNIT E - JUNIOR 1-BED (2)	UNIT M - JUNIOR 2-BED (1)	UNIT U - 2-BED + DEN (1)
UNIT F - JUNIOR 1-BED (3)	UNIT N - JUNIOR 2-BED (2)	UNIT V - 2-BED + DEN (2)
UNIT G - JUNIOR 1-BED (4)	UNIT O - JUNIOR 2-BED (3)	UNIT W - 3-BED
UNIT H - 1-BED (1)	UNIT P - 2-BED (1)	UNIT X - TOWNHOMES

Revision No., Date and Description	
11.15.22	SCHEMATICS
12.09.22	SCHEMATICS
01.06.23	SCHEMATICS
02.08.23	SCHEMATICS
02.25.23	FOR DP
03.06.23	FOR DP
03.17.21	FOR DP
05.03.23	25% BP REVIEW
05.31.23	50% BP REVIEW
06.26.23	FOR COORDINATION
07.07.23	75% BP REVIEW
07.14.23	ADDENDUM NO.4

Plot Date
07.14.23

PROJECT
Revo (Collinson Rise)

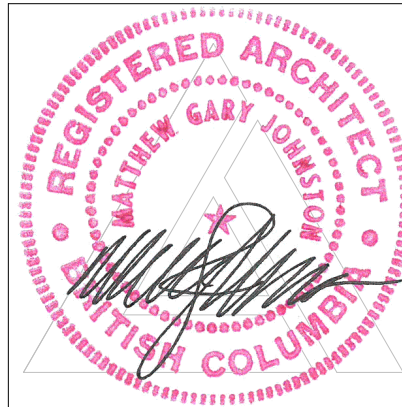
DRAWING TITLE
COLOUR KEY PLANS

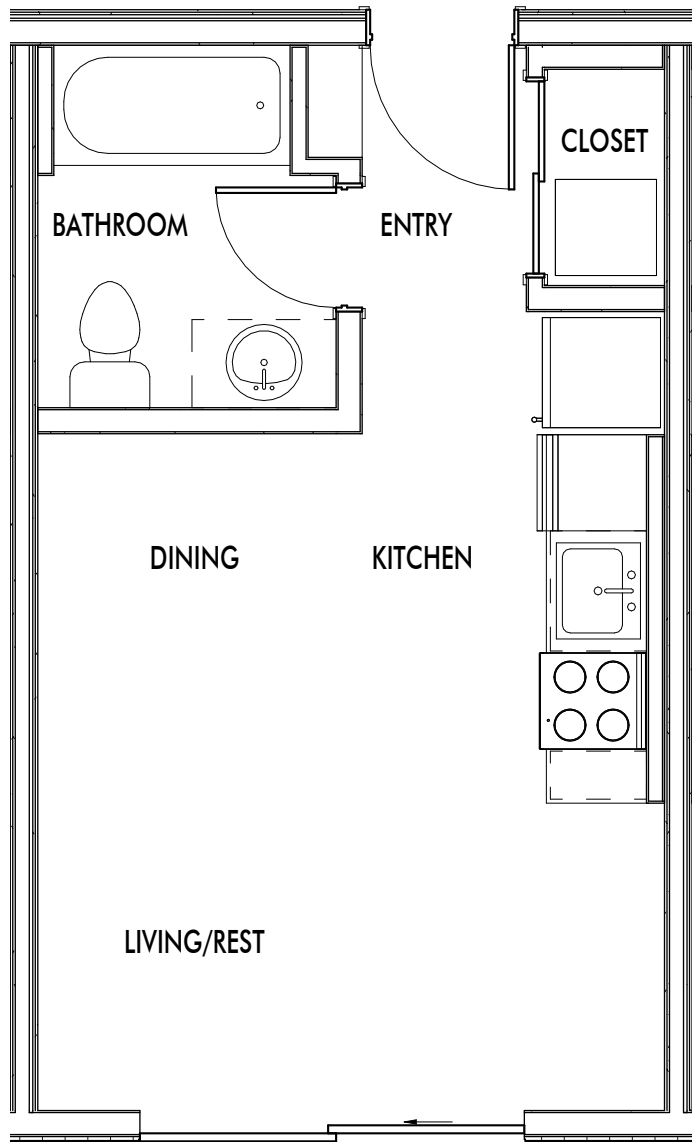
Drawing No.
A-134

SCHEDULE A
This forms part of application
DP23-0084
Planner Initials KB

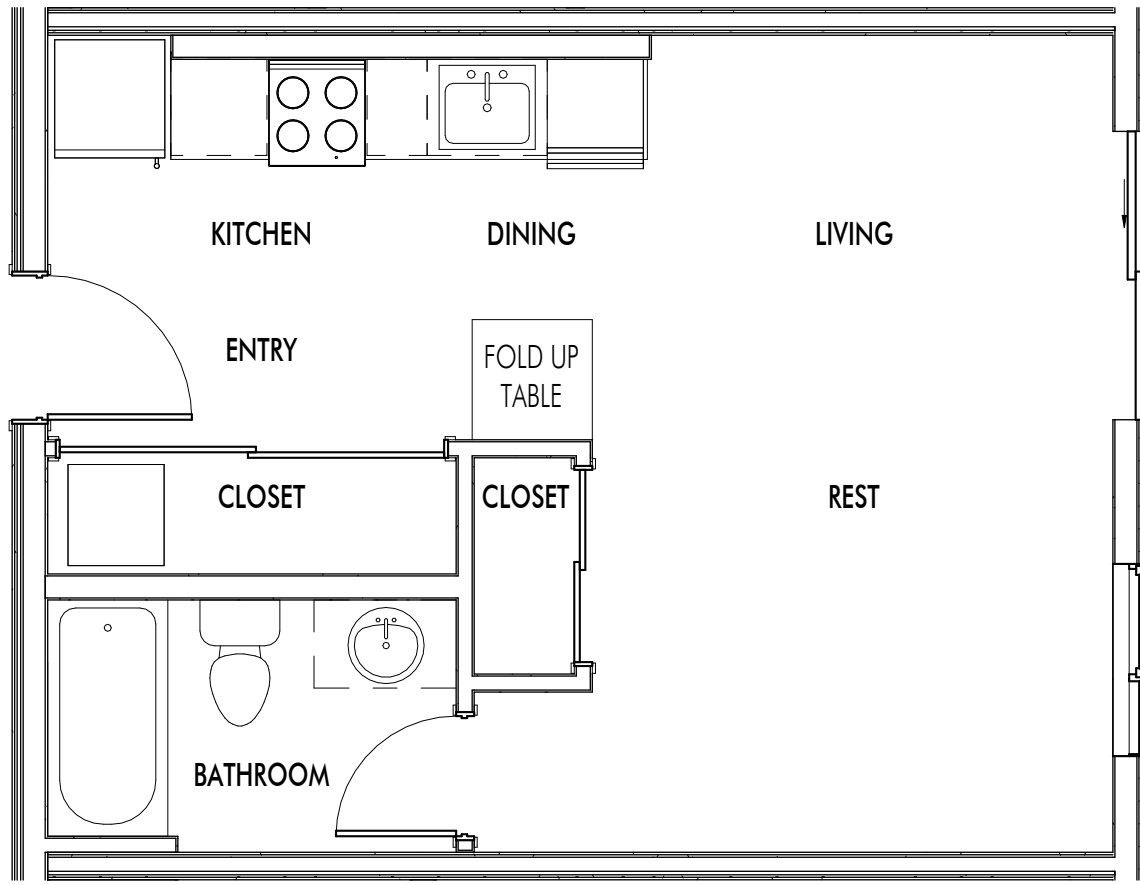
City of Kelowna
DEVELOPMENT PLANNING

ADDENDUM NO.4

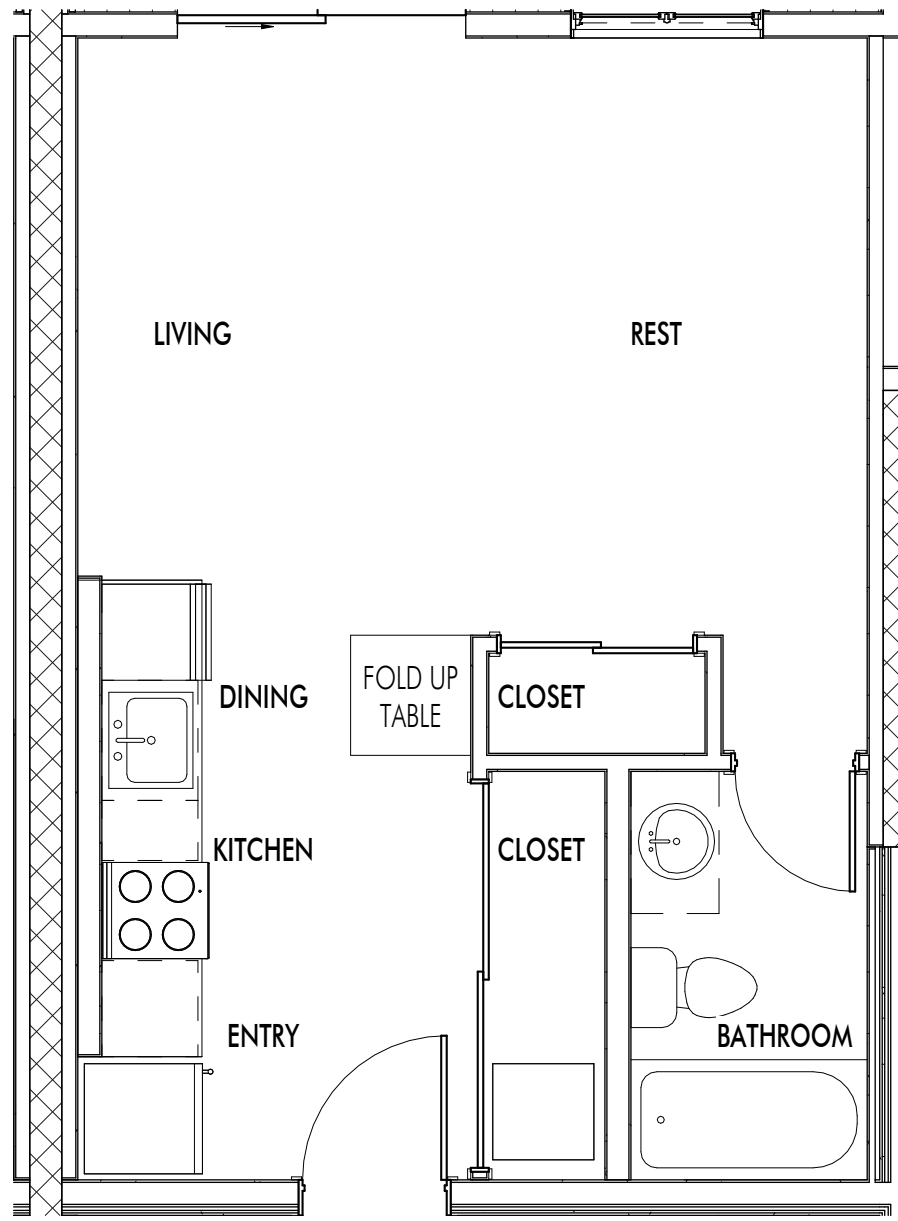




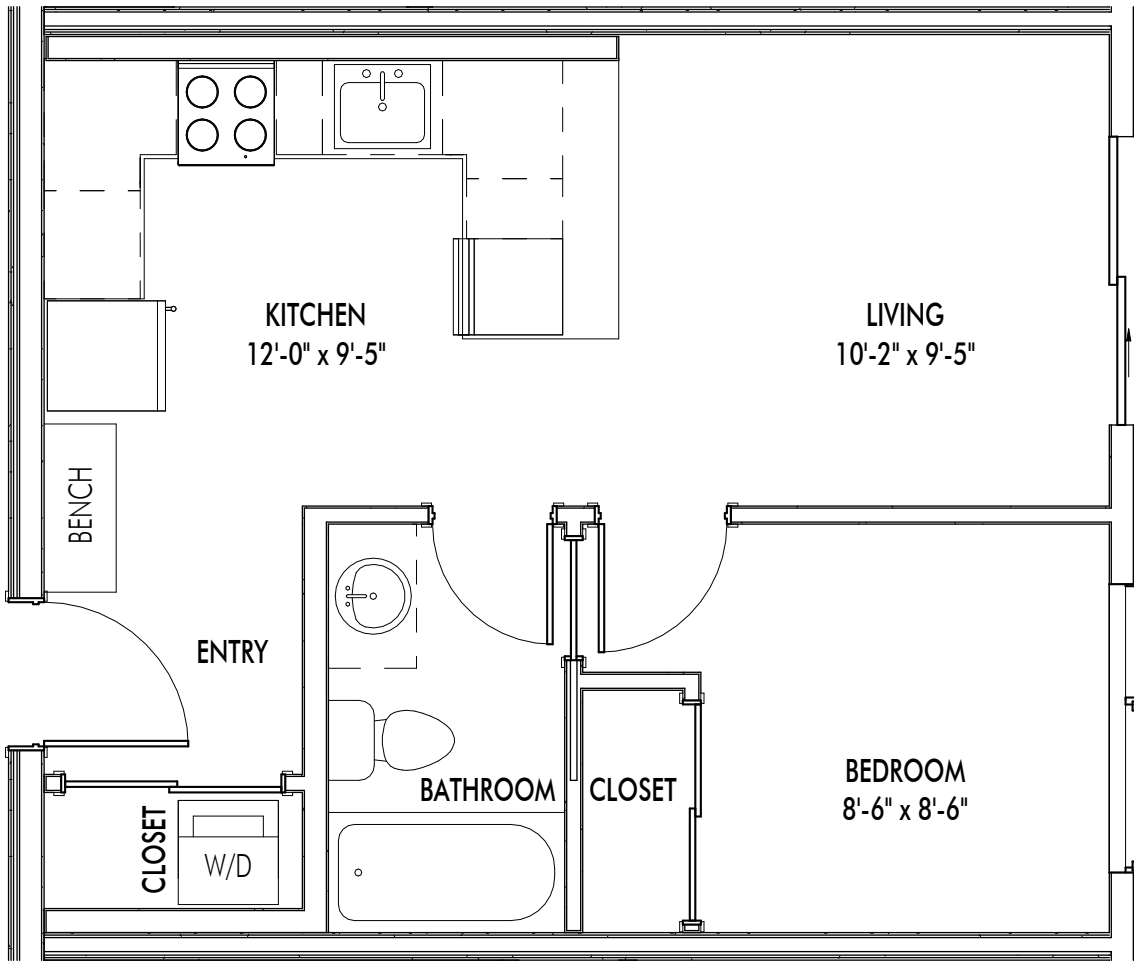
1 UNIT A - MICRO - 307 SF
A-135 1/4" = 1'-0"



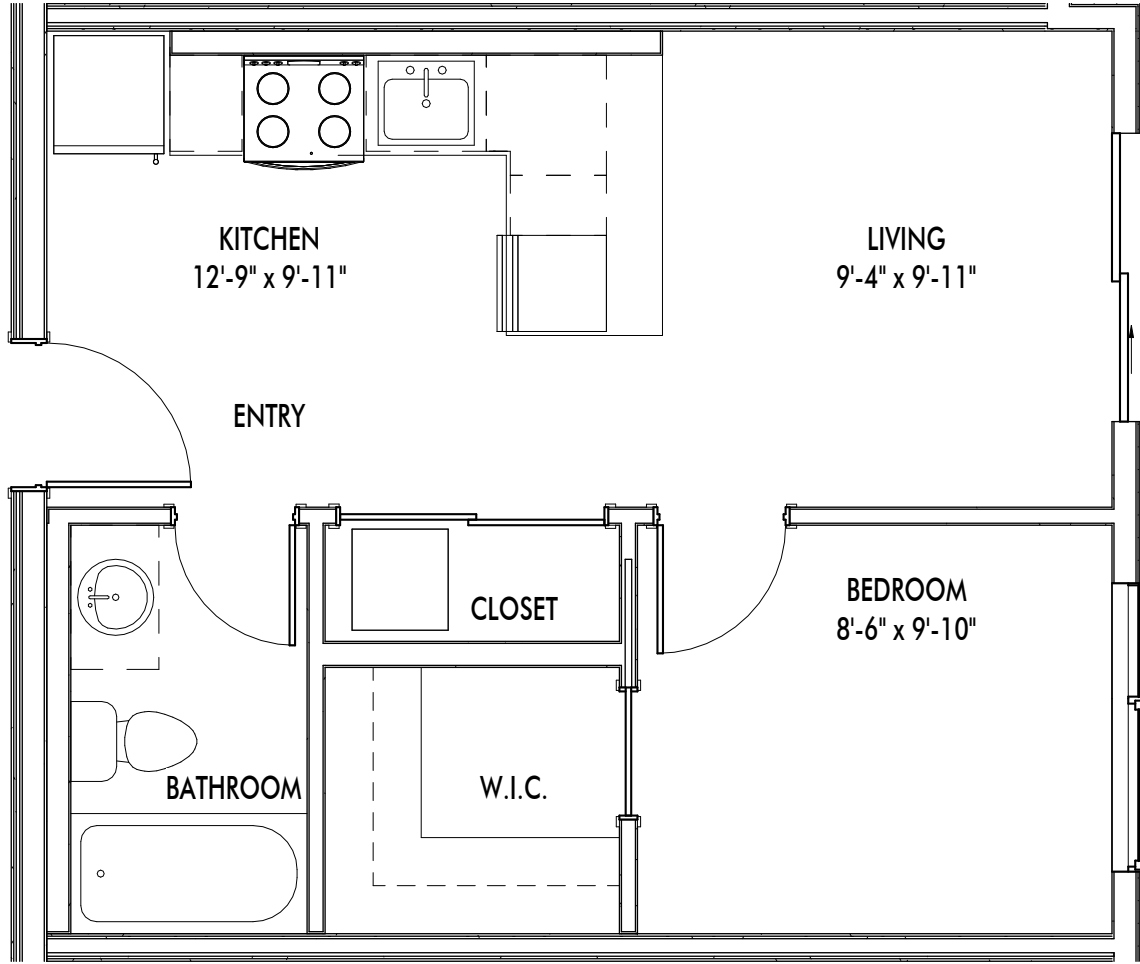
2 UNIT B - STUDIO (1) - 396 SF
A-135 1/4" = 1'-0"



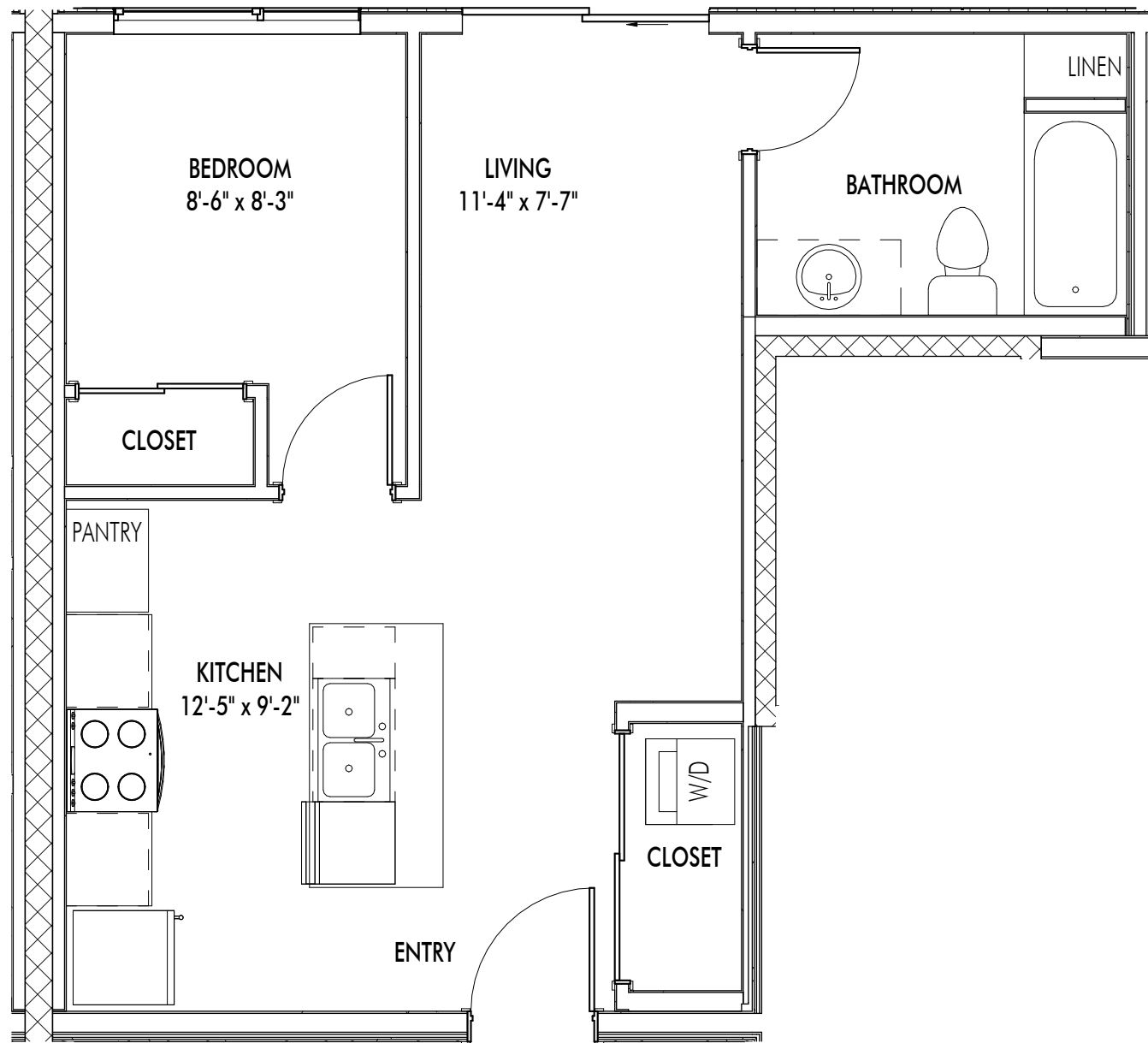
3 UNIT C - STUDIO (2) - 425 SF
A-135 1/4" = 1'-0"



4 UNIT D - JUNIOR 1-BED (1) - 434 SF
A-135 1/4" = 1'-0"



5 UNIT E - JUNIOR 1-BED (2) - 436 SF
A-135 1/4" = 1'-0"



6 UNIT F - JUNIOR 1-BED (3) - 493 SF
A-135 1/4" = 1'-0"

SCHEDULE

A

This forms part of application

DP23-0084

Planner Initials

KB

City of Kelowna

DEVELOPMENT PLANNING

LIME

ARCHITECTURE INC.

PHONE:250-448-7801

205-1626 Richter Street,
Kelowna, BC V1Y 2M3

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Revision No., Date and Description

11.15.22

SCHEMATICS

12.09.22

SCHEMATICS

01.06.23

SCHEMATICS

02.08.23

SCHEMATICS

02.25.23

FOR DP

03.06.23

FOR DP

03.17.21

FOR DP

05.03.23

25% BP REVIEW

05.31.23

50% BP REVIEW

06.26.23

FOR COORDINATION

07.07.23

75% BP REVIEW

07.14.23

ADDENDUM NO.4

Plot Date

07.14.23

PROJECT

Revo (Collinson Rise)

DRAWING TITLE

TYPICAL UNIT LAYOUTS

Drawing No.

A-135

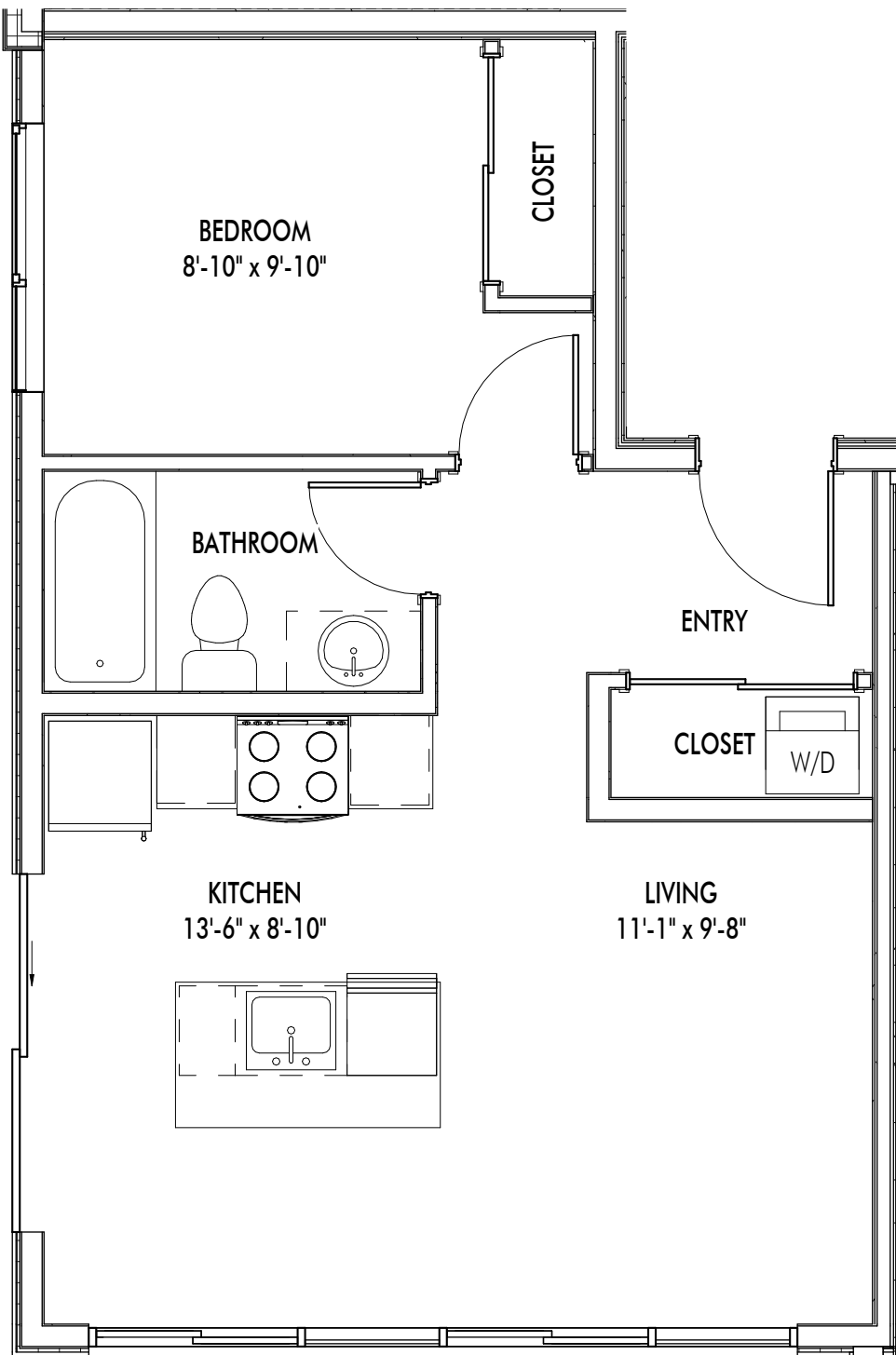
REGISTERED ARCHITECT

ANTHONY GARY JORDAN

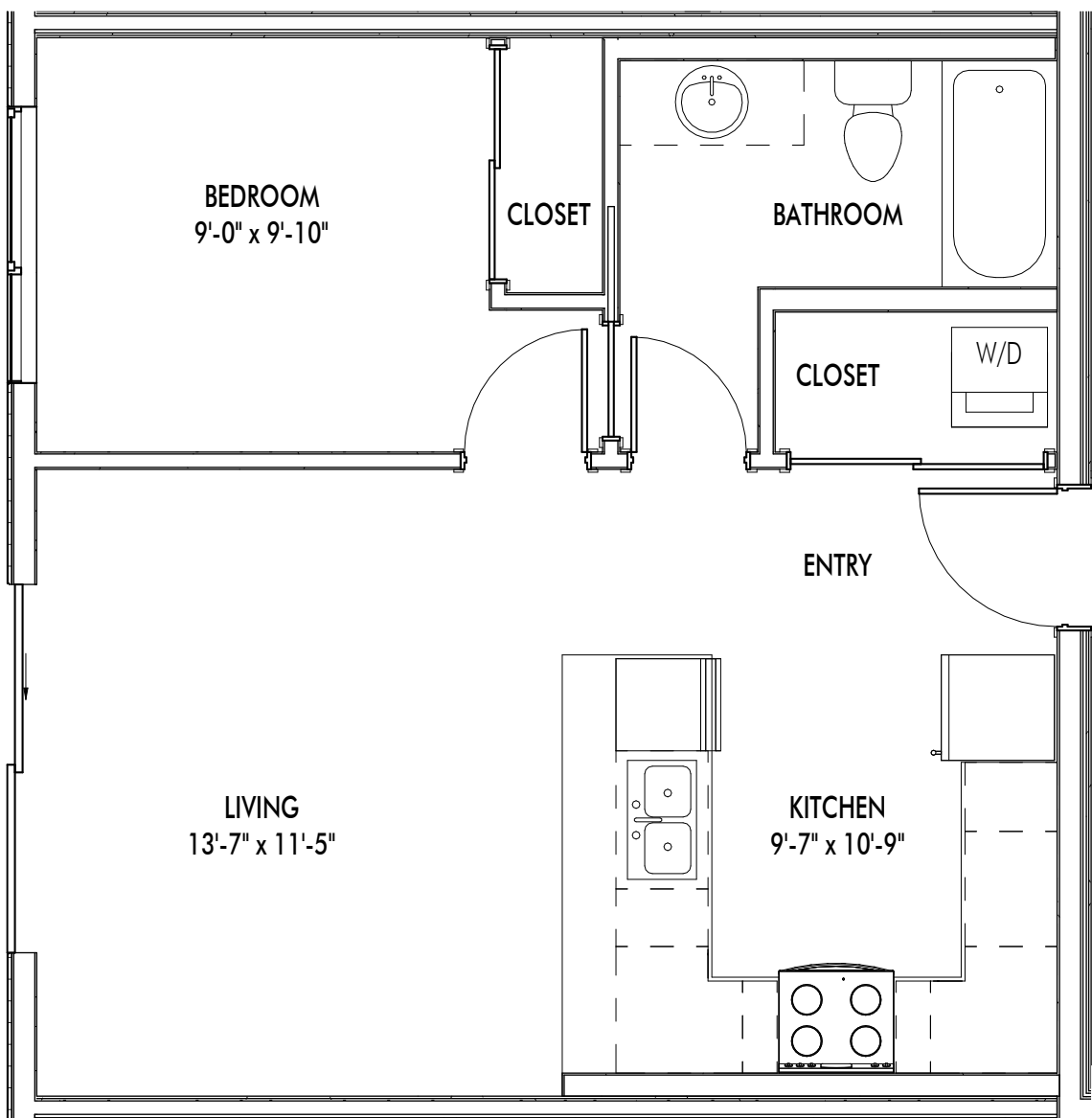
11154 COLUMBIA

ADDENDUM NO.4

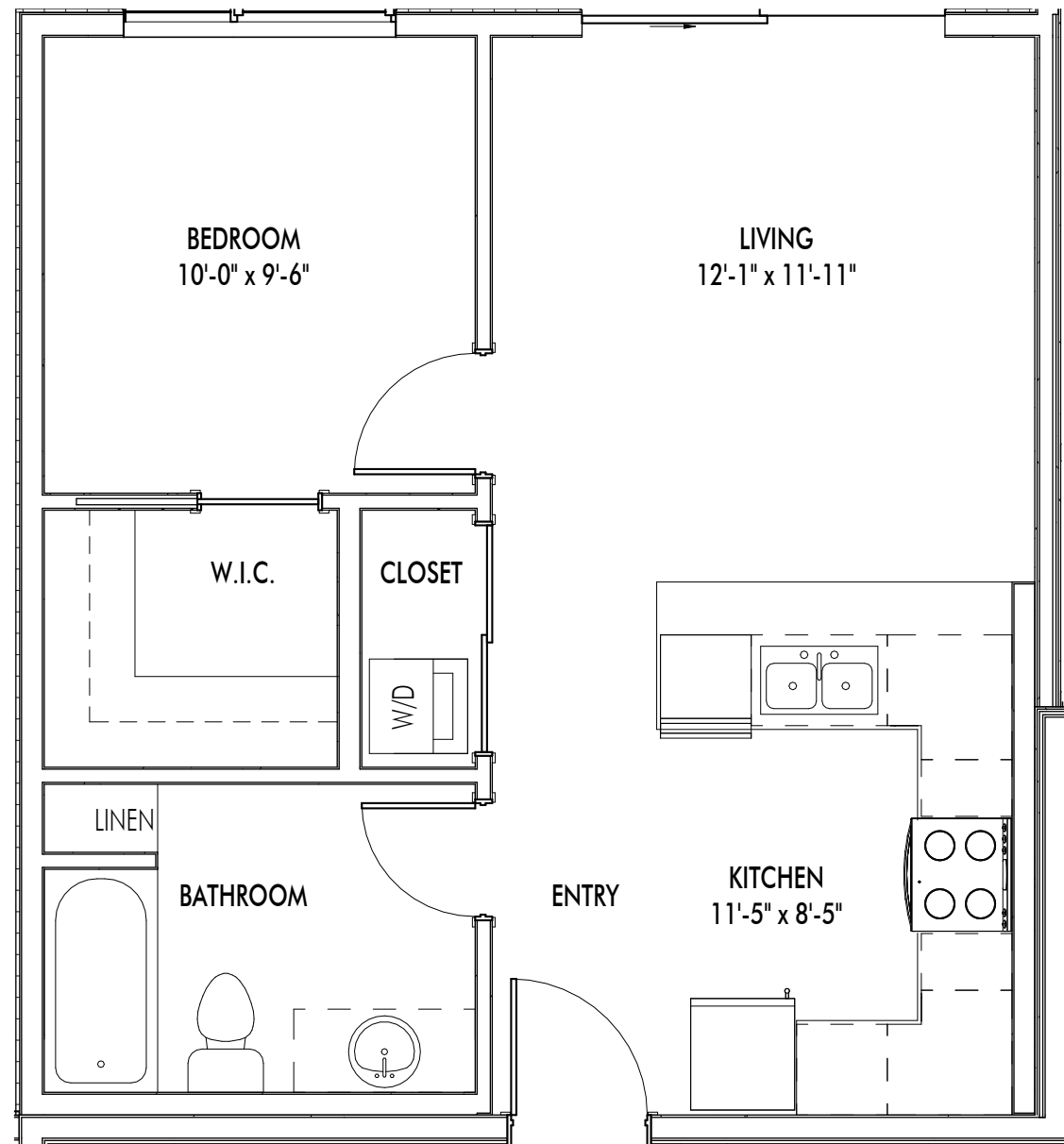
145



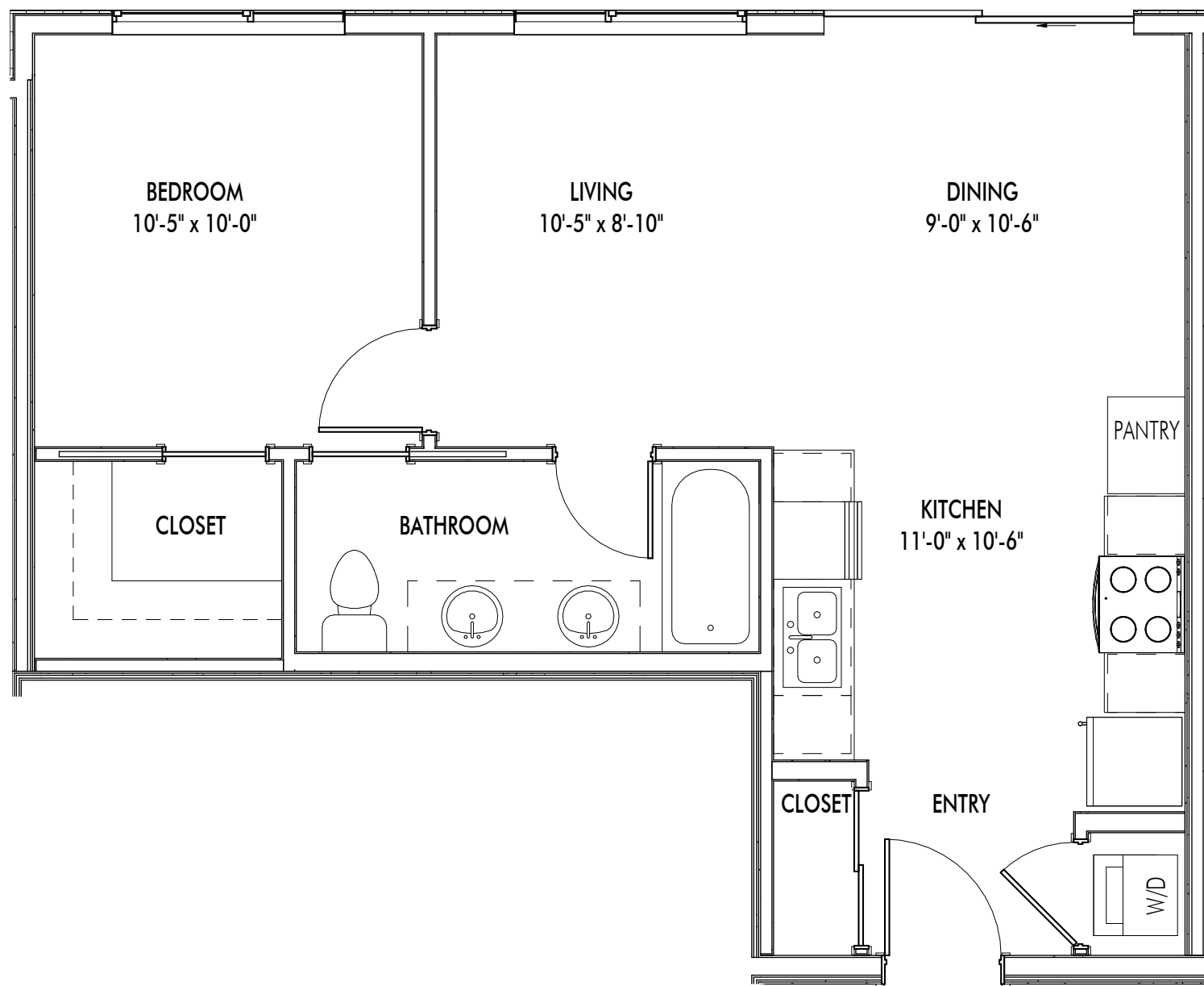
1 UNIT G - JUNIOR 1-BED (4) - 486 SF
A-136 1/4" = 1'-0"



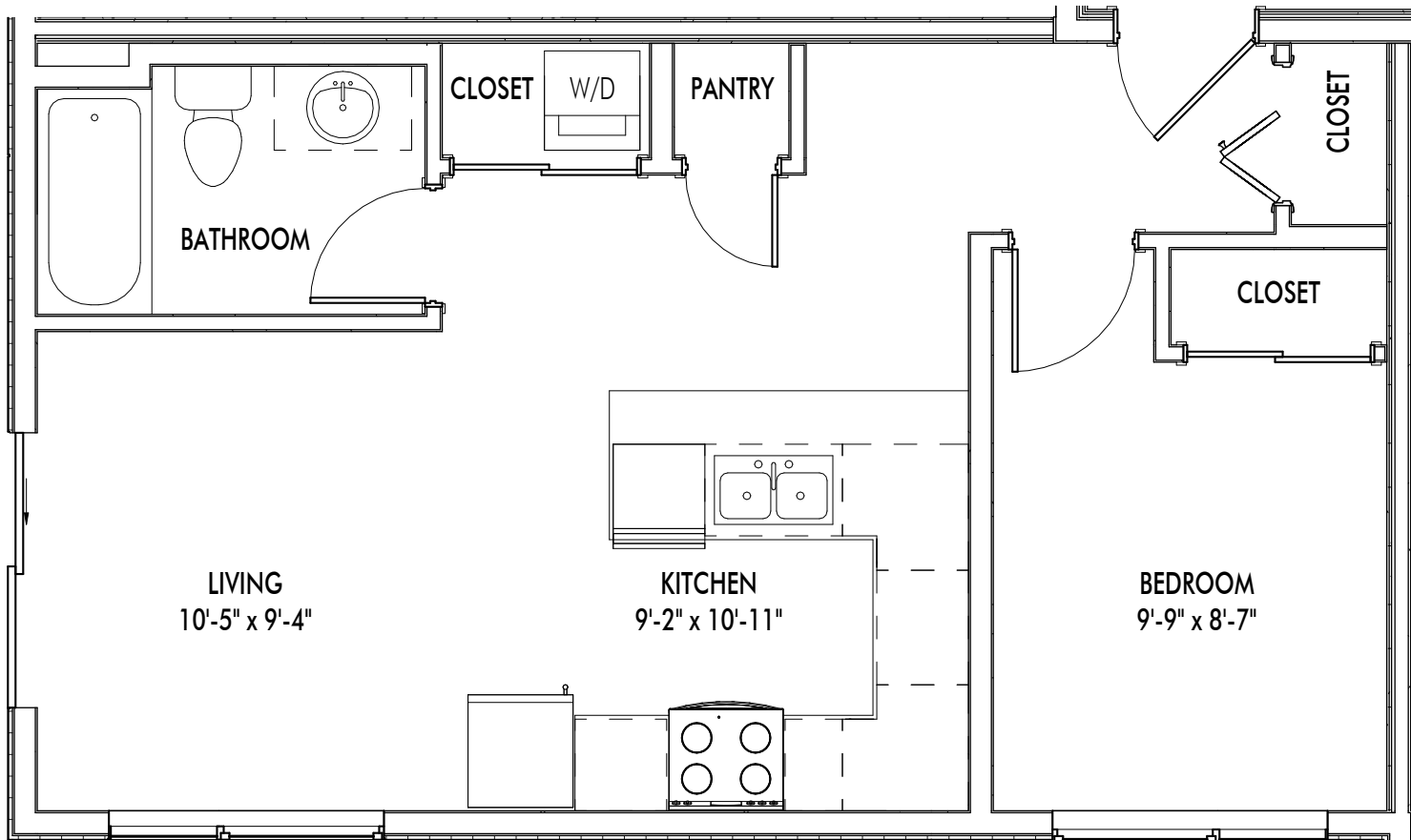
2 UNIT H - 1-BED (1) - 530 SF
A-136 1/4" = 1'-0"



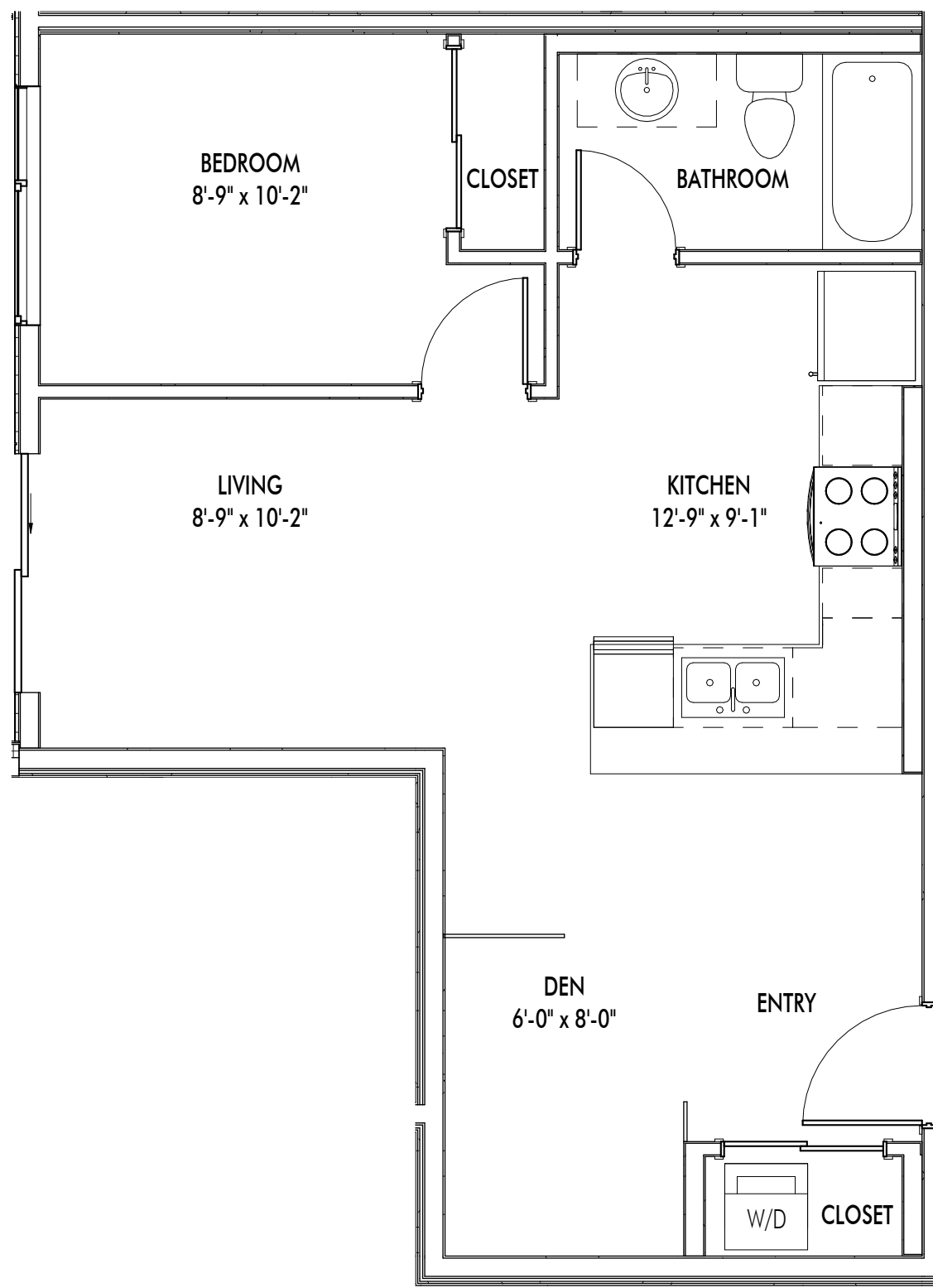
3 UNIT I - 1-BED (2) - 534 SF
A-136 1/4" = 1'-0"



4 UNIT J - 1-BED (3) - 591 SF
A-136 1/4" = 1'-0"



5 UNIT K - 1-BED (4) - 508 SF
A-136 1/4" = 1'-0"



6 UNIT L - 1-BED + DEN - 581 SF
A-136 1/4" = 1'-0"

SCHEDULE

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Revision No.	Date	Description
11.15.22	11.15.22	SCHEMATICS
12.09.22	12.09.22	SCHEMATICS
01.06.23	01.06.23	SCHEMATICS
02.08.23	02.08.23	SCHEMATICS
02.25.23	02.25.23	FOR DP
03.06.23	03.06.23	FOR DP
03.17.21	03.17.21	FOR DP
03.29.23	03.29.23	FOR REVIEW
03.30.23	03.30.23	ADDENDUM NO.1
04.14.23	04.14.23	ADDENDUM NO.2
05.03.23	05.03.23	25% BP REVIEW
05.31.23	05.31.23	50% BP REVIEW
06.26.23	06.26.23	FOR COORDINATION
07.07.23	07.07.23	75% BP REVIEW
07.14.23	07.14.23	ADDENDUM NO.4

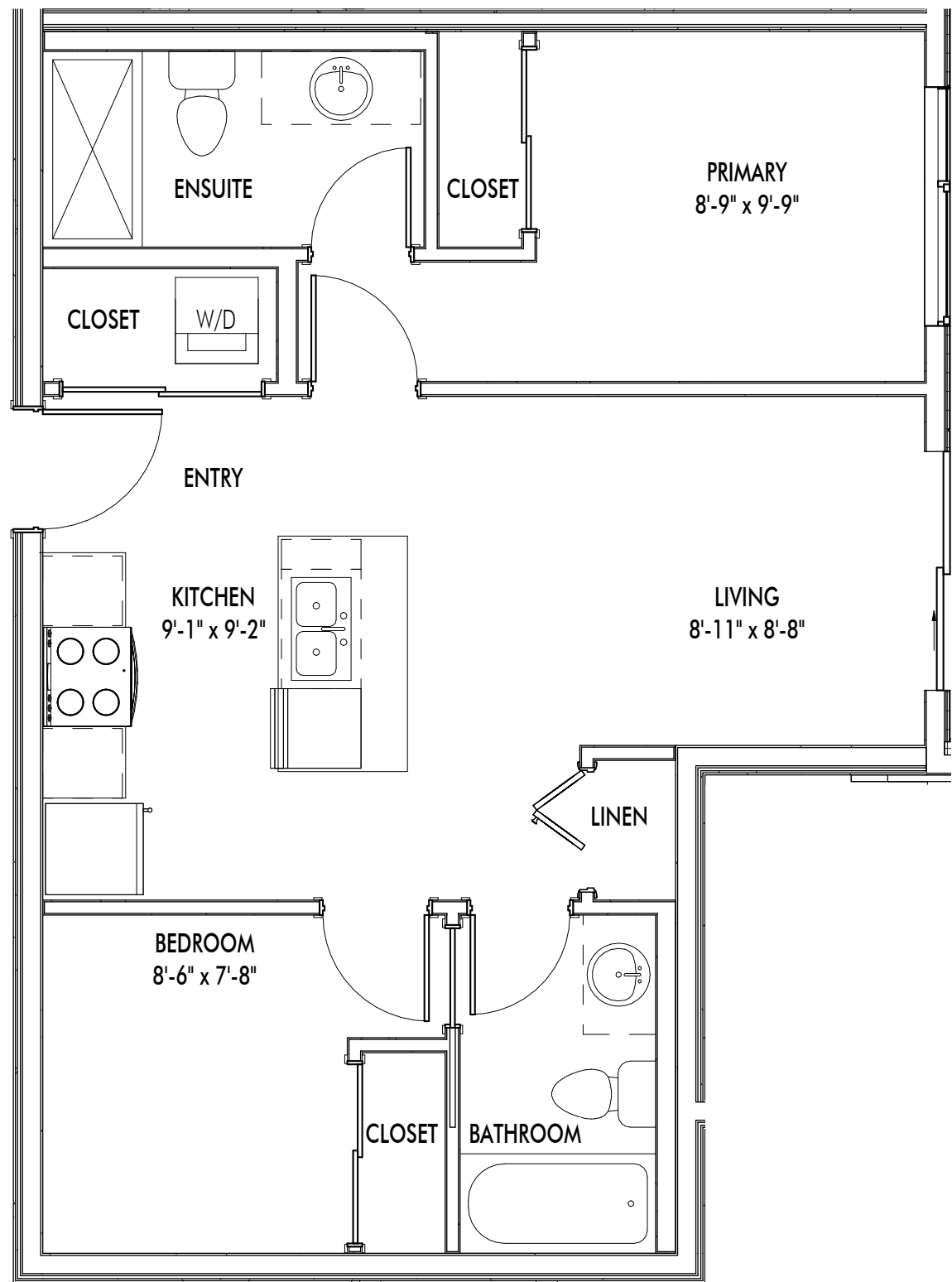
Plot Date
07.14.23

PROJECT
Revo (Collinson Rise)

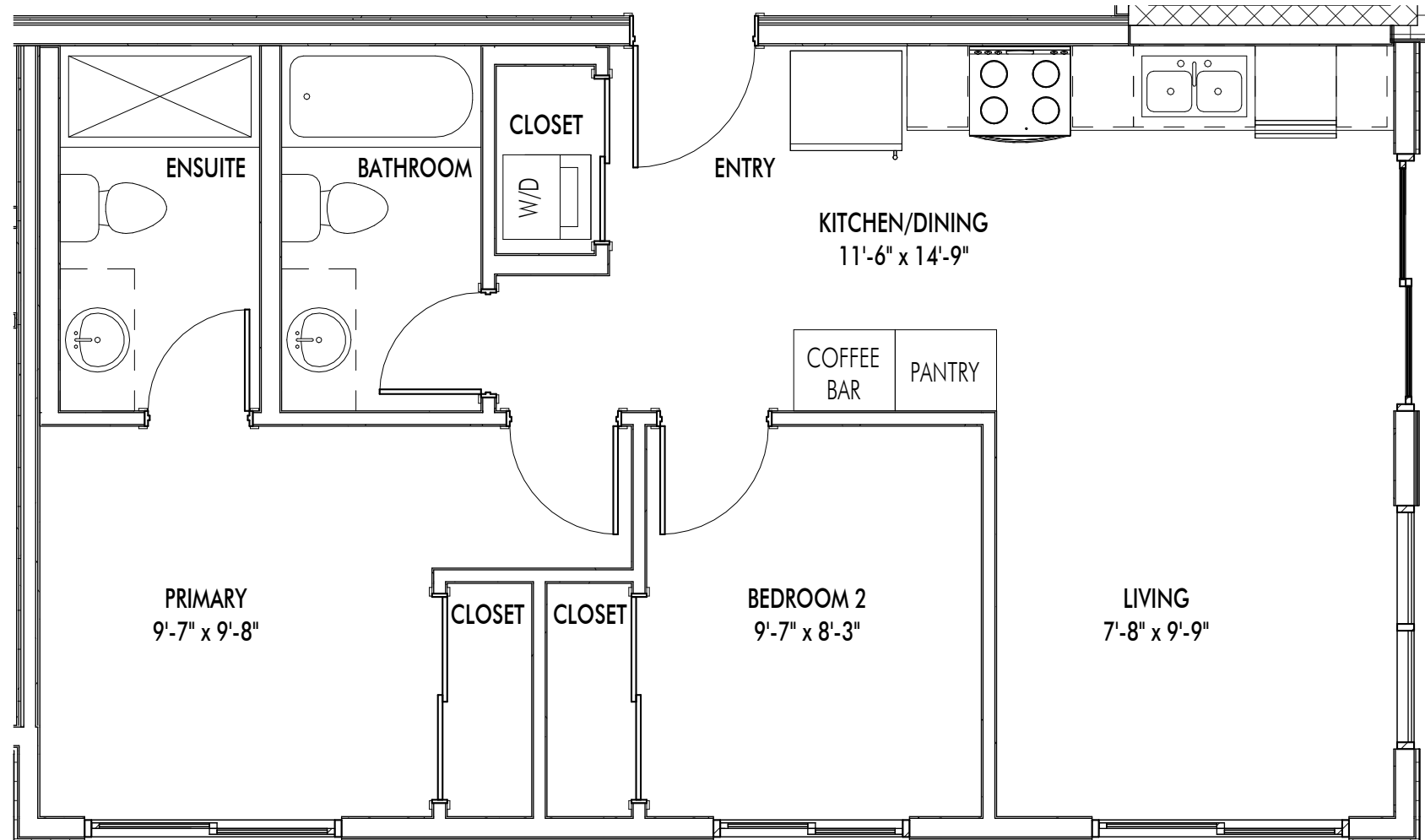
DRAWING TITLE
**TYPICAL UNIT
LAYOUTS**

Drawing No.
A-136

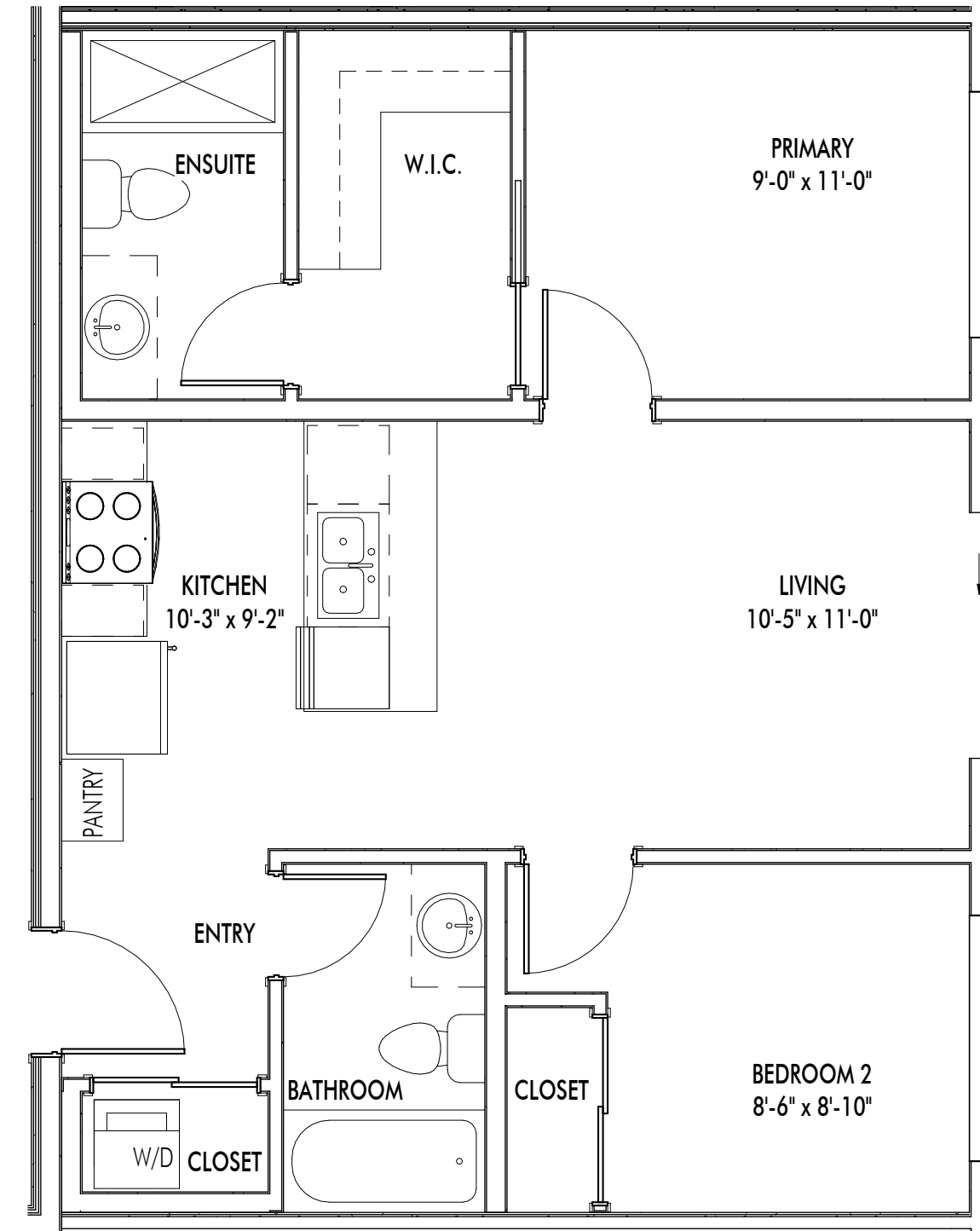




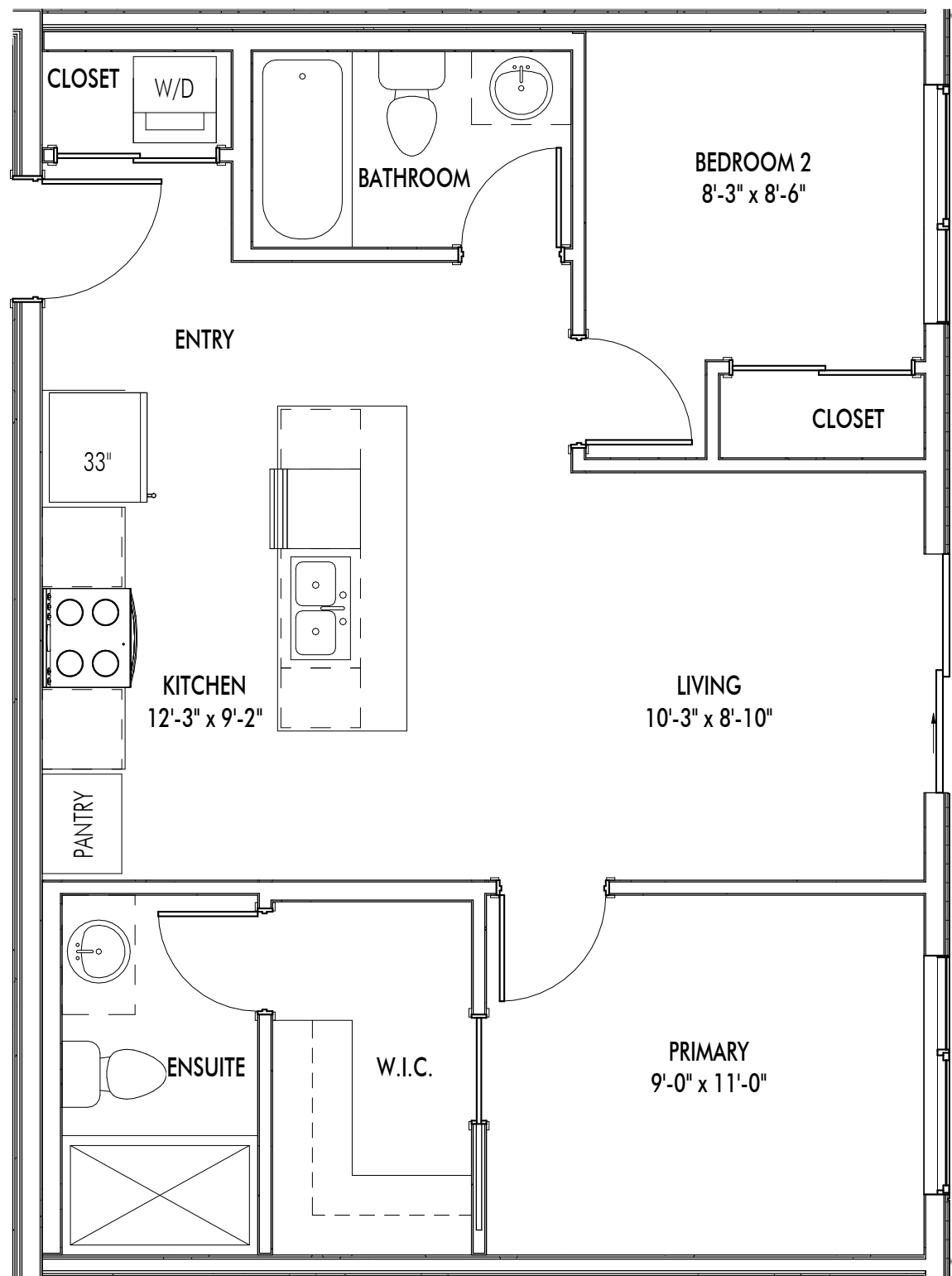
1 UNIT M - JUNIOR 2-BED (1) - 631 SF
A-137 1/4" = 1'-0"



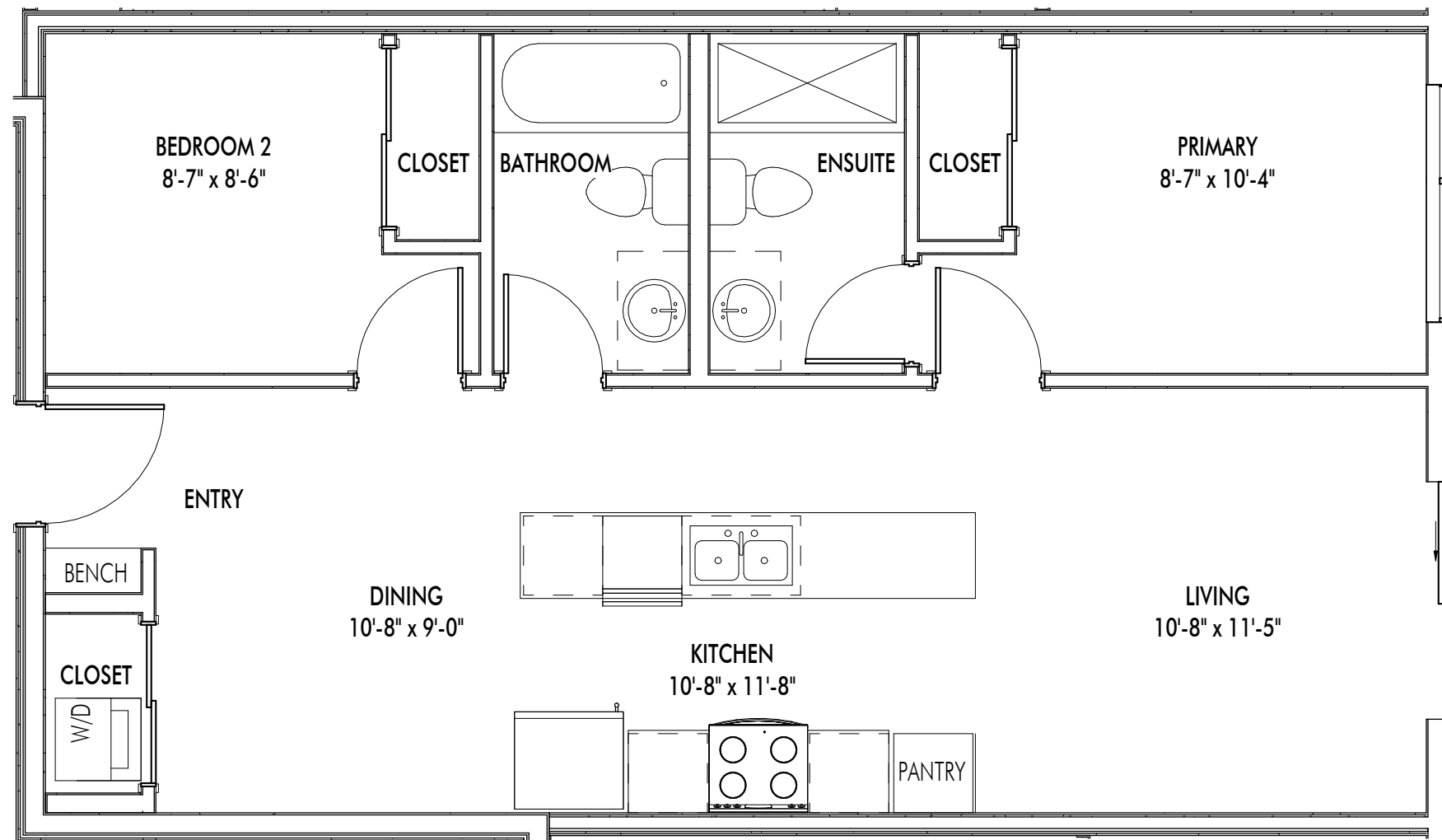
2 UNIT N - JUNIOR 2-BED (2) - 652 SF
A-137 1/4" = 1'-0"



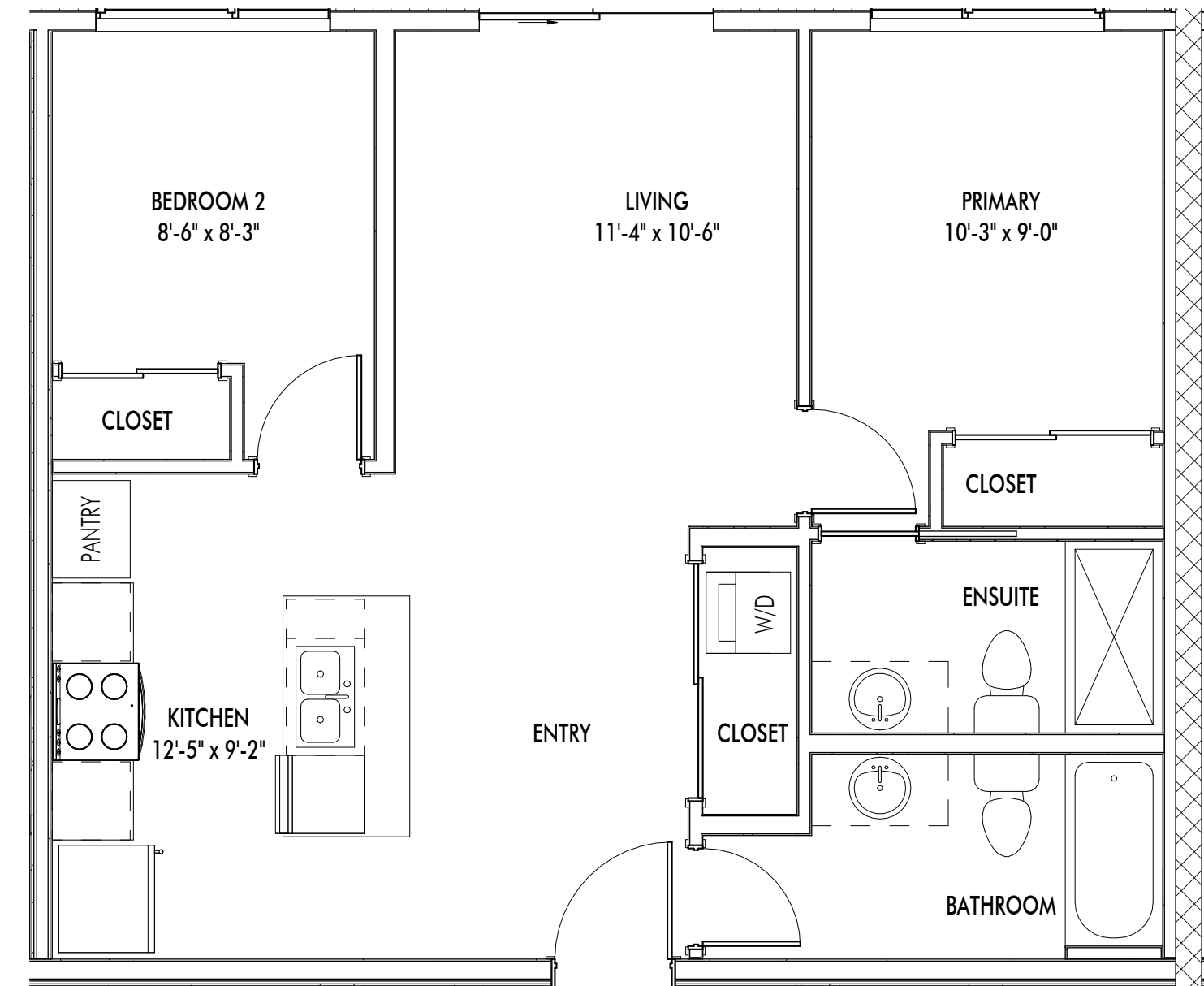
3 UNIT O - JUNIOR 2-BED (3) - 663 SF
A-137 1/4" = 1'-0"



4 UNIT P - 2-BED (1) - 706 SF
A-137 1/4" = 1'-0"



5 UNIT Q - 2-BED (2) - 715 SF
A-137 1/4" = 1'-0"



6 UNIT R - 2-BED (3) - 710 SF
A-137 1/4" = 1'-0"

SCHEDULE

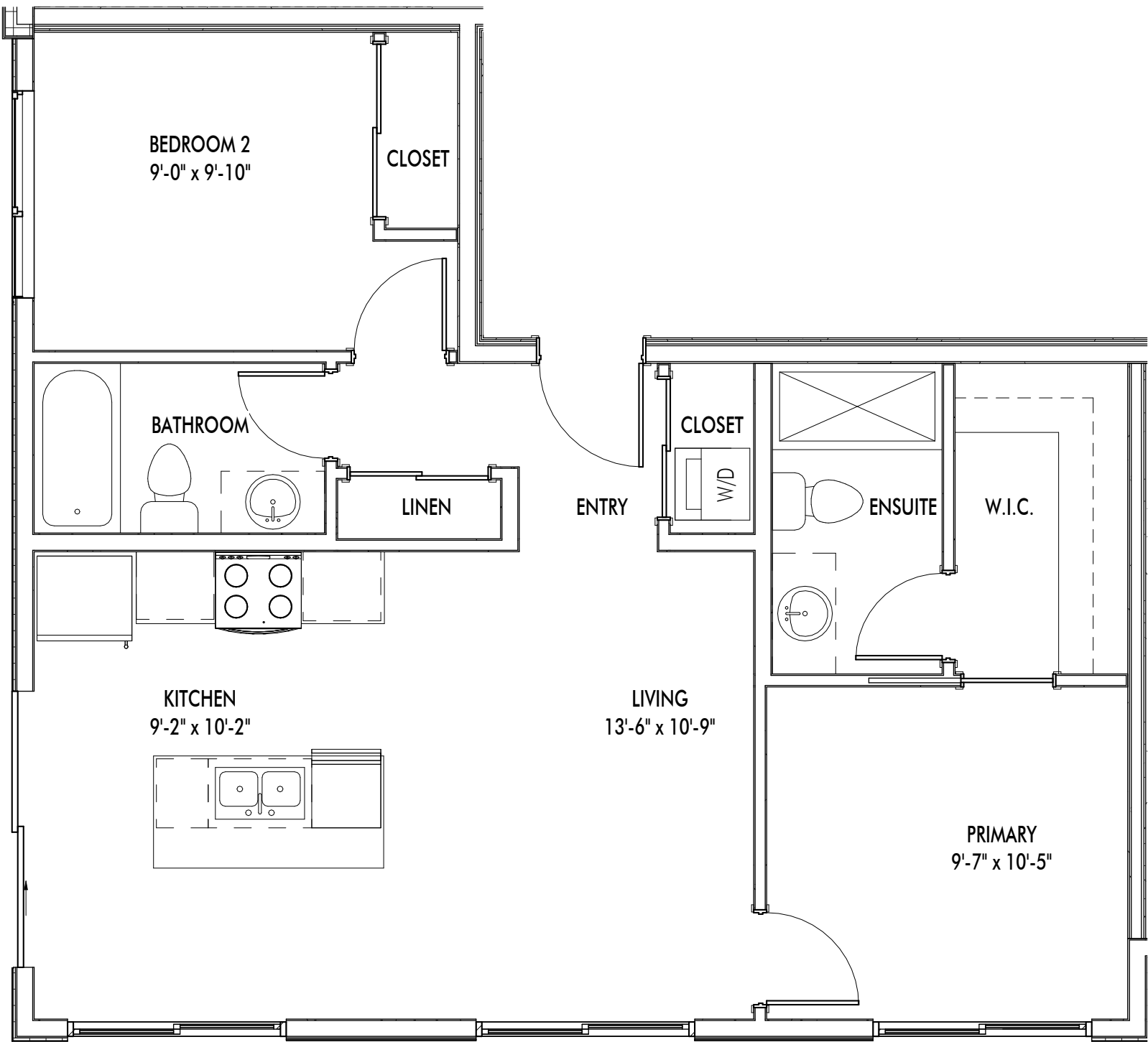
A

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DP23-0084

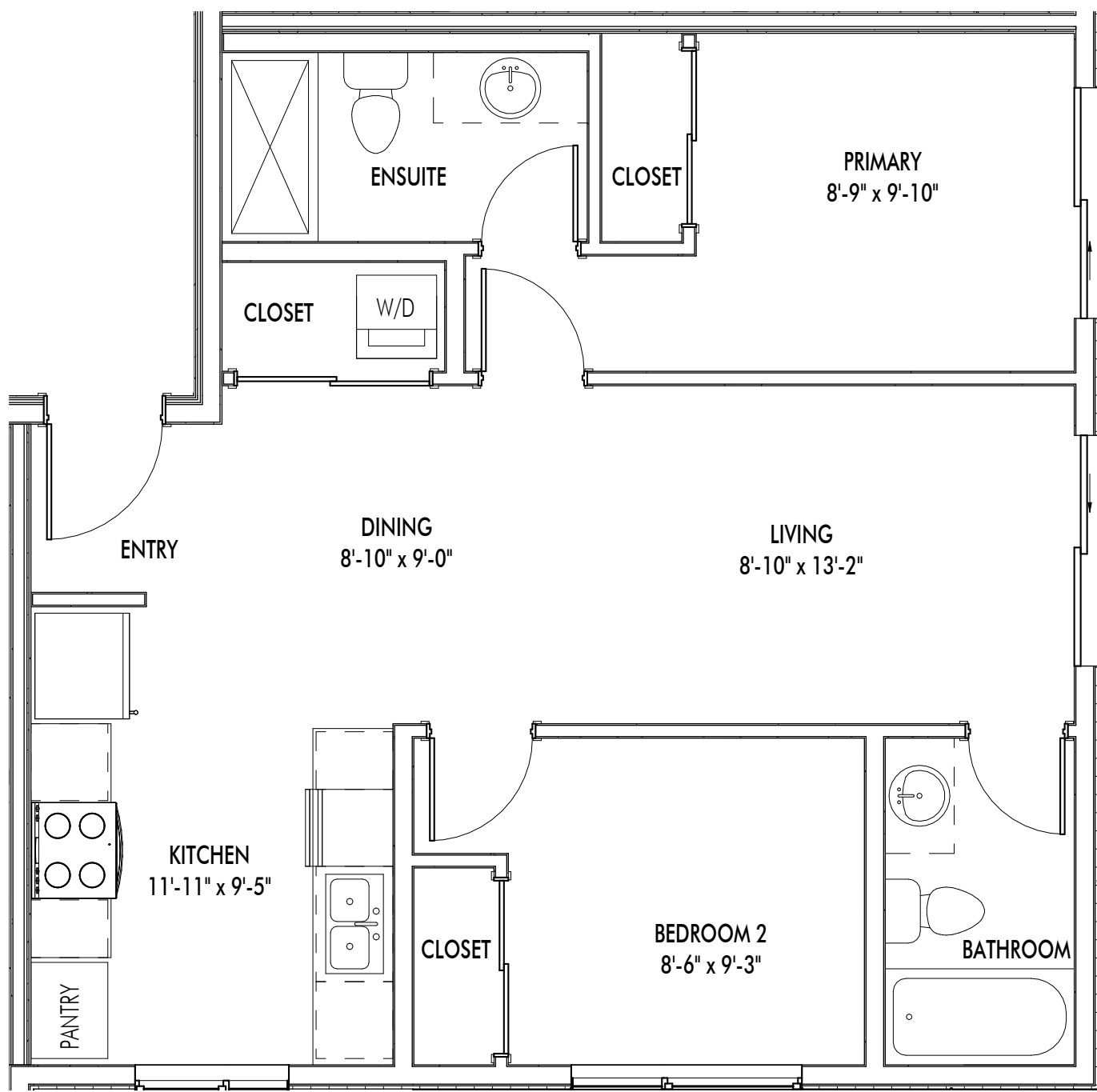
Planner
Initials KB

City of
Kelowna

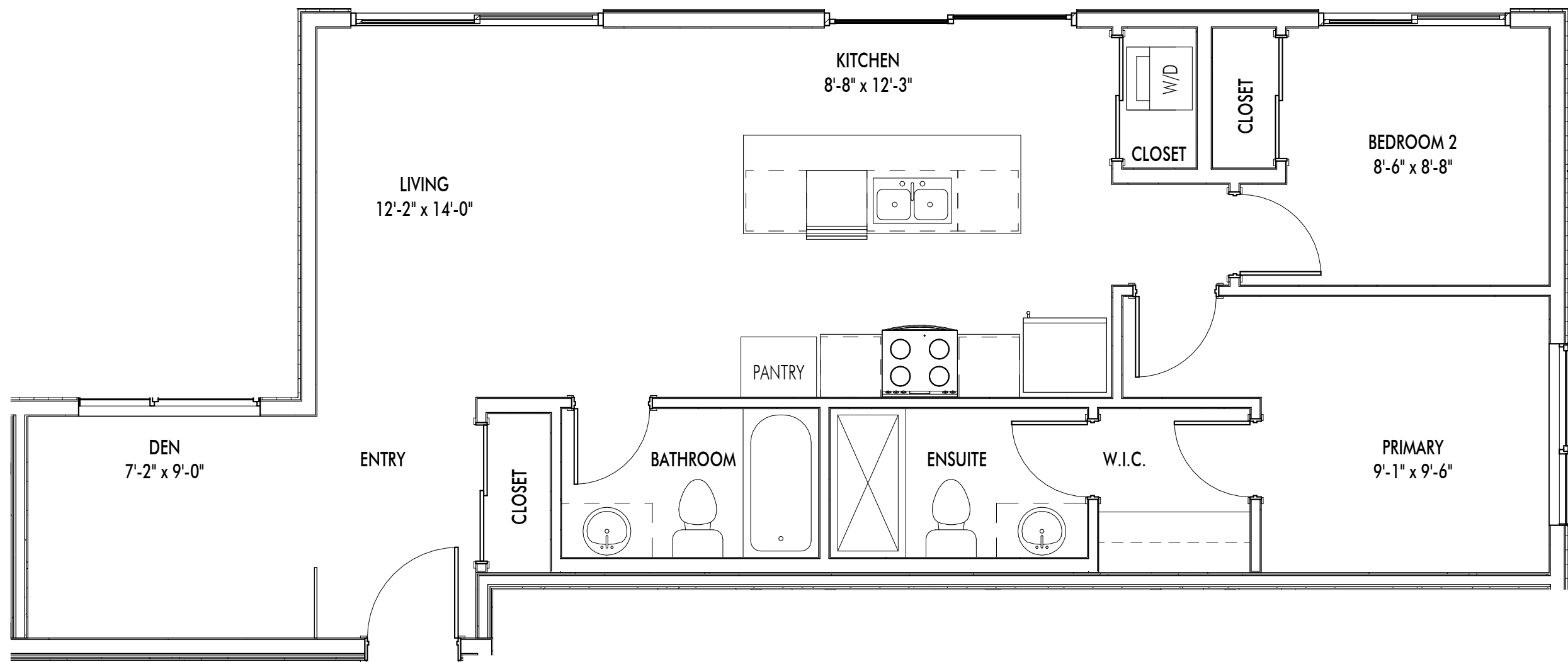
DEVELOPMENT PLANNING



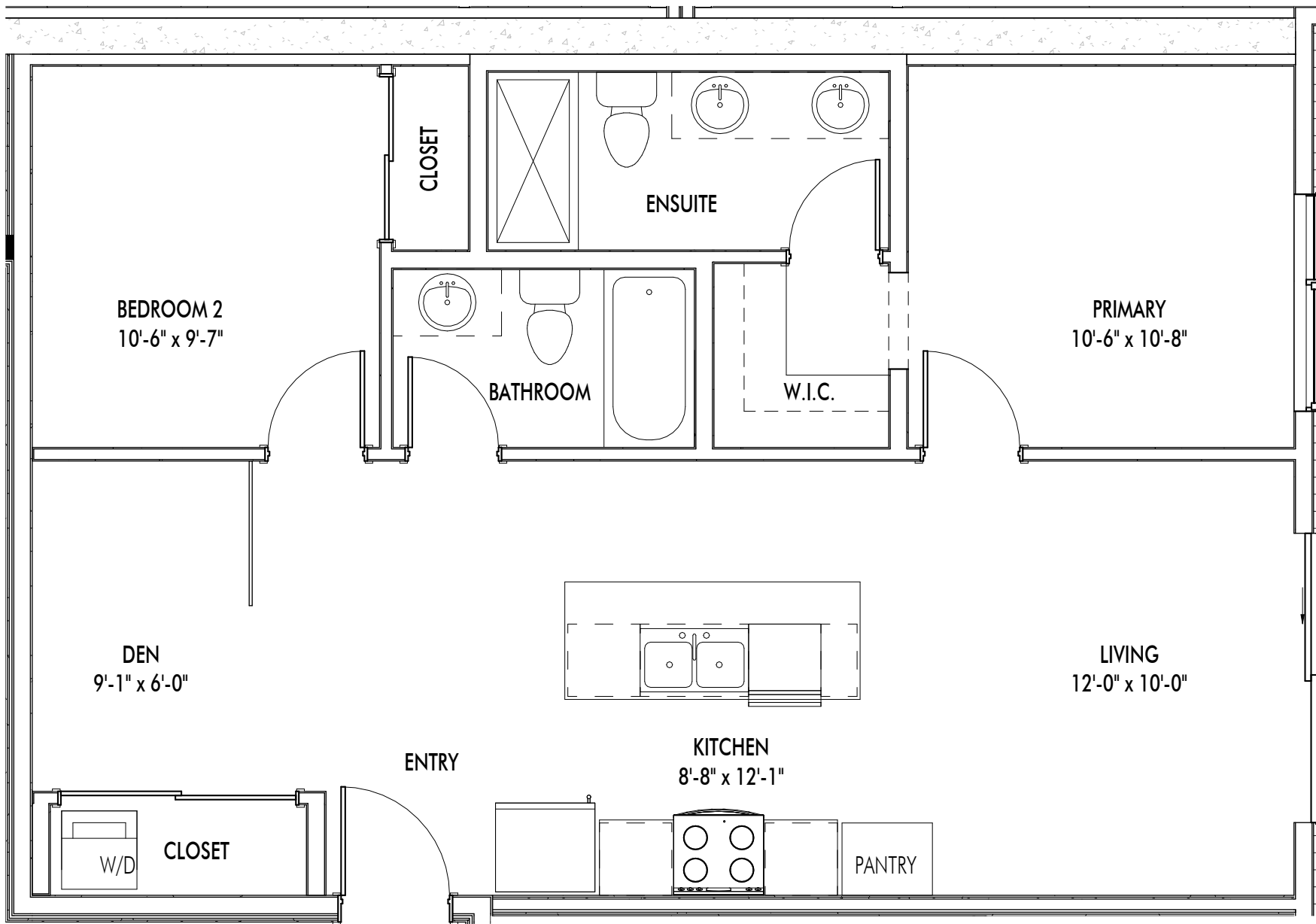
1 UNIT S - 2-BED (4) - 740 SF
A-138 1/4" = 1'-0"



2 UNIT T - 2-BED (5) - 695 SF
A-138 1/4" = 1'-0"



3 UNIT U - 2-BED + DEN (1) - 829 SF
A-138 1/4" = 1'-0"



4 UNIT V - 2-BED + DEN (2) - 854 SF
A-138 1/4" = 1'-0"

SCHEDULE

A

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Planner
Initials KB



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11.15.22		SCHEMATICS
12.09.22		SCHEMATICS
01.06.23		SCHEMATICS
02.08.23		SCHEMATICS
02.25.23		FOR DP
03.06.23		FOR DP
03.17.21		FOR DP
03.29.23		FOR REVIEW
03.30.23		ADDENDUM NO.1
04.14.23		ADDENDUM NO.2
05.03.23		25% BP REVIEW
05.31.23		50% BP REVIEW
06.26.23		FOR COORDINATION
07.07.23		75% BP REVIEW
07.14.23		ADDENDUM NO.4

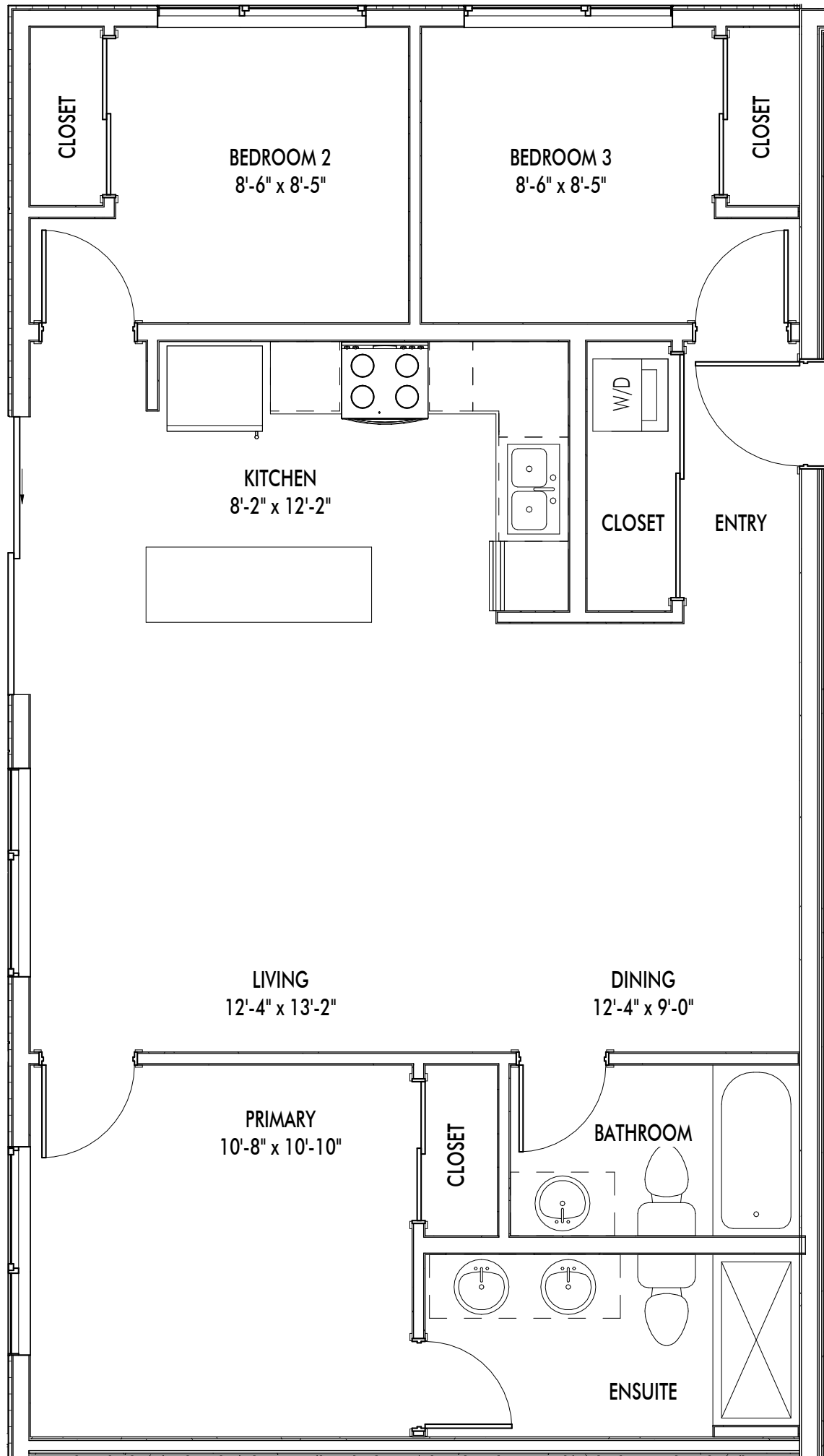
Plot Date
07.14.23

PROJECT
Revo (Collinson Rise)

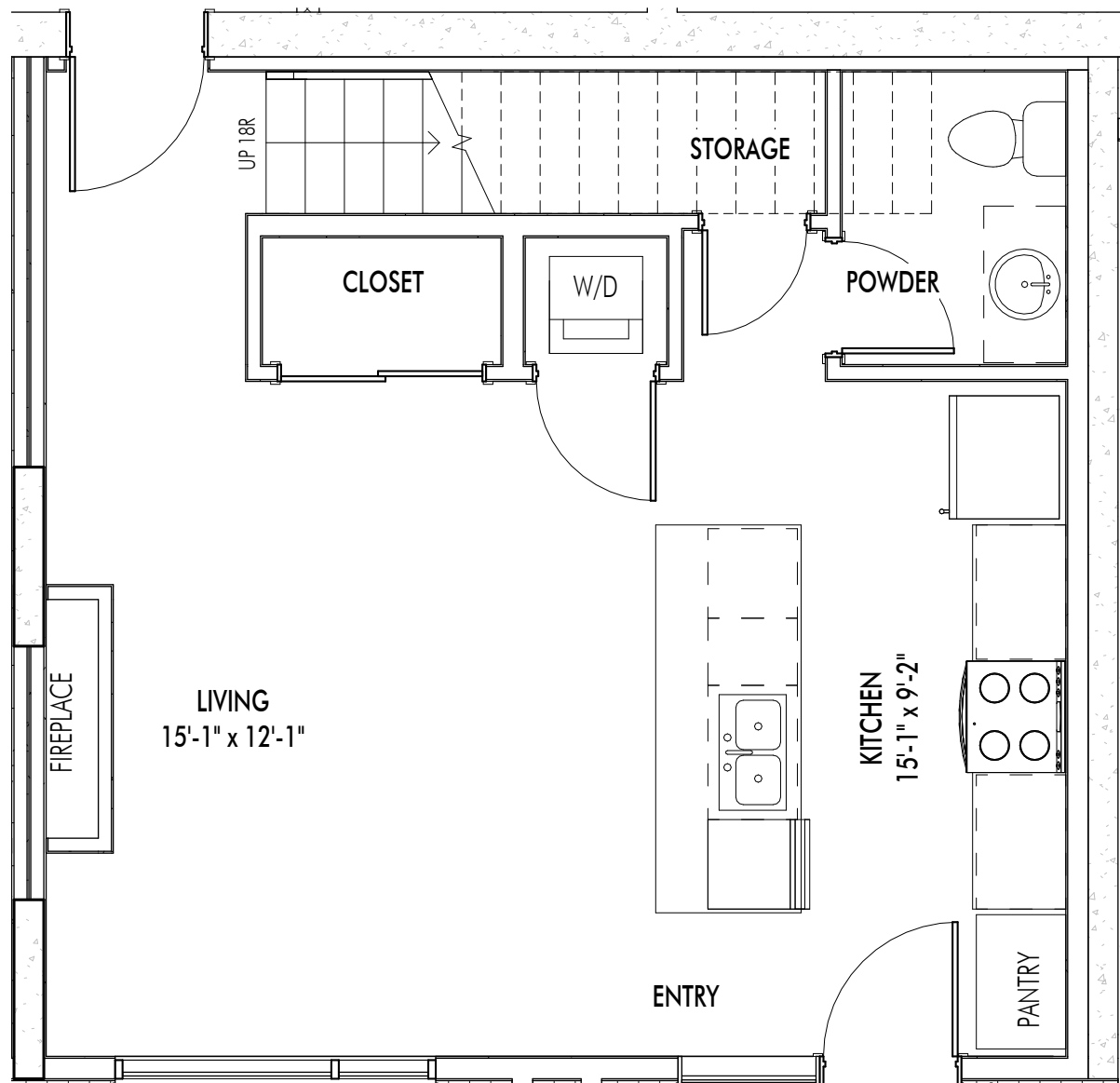
DRAWING TITLE
TYPICAL UNIT
LAYOUTS

Drawing No.
A-138

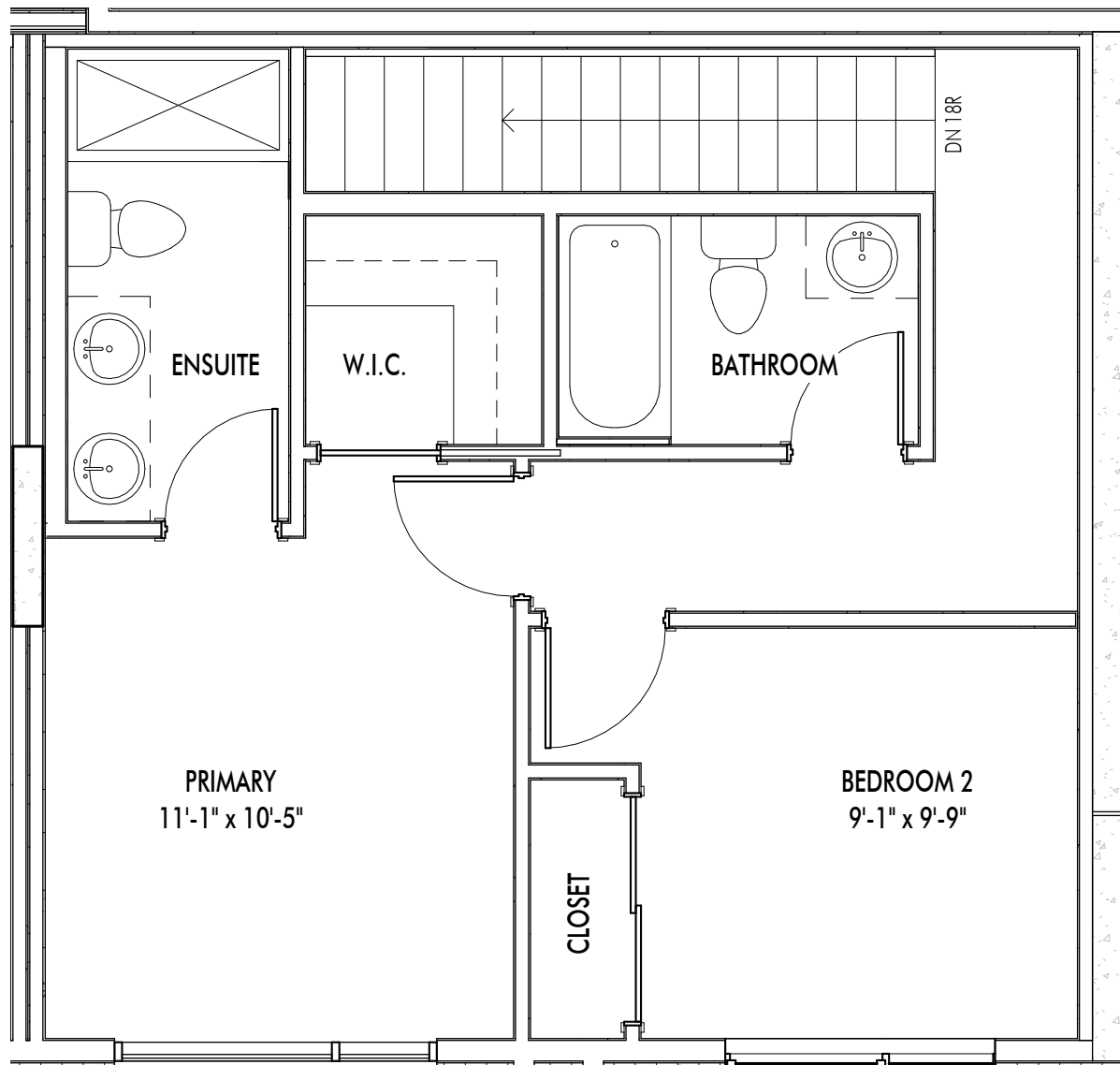




1 UNIT W - 3-BED - 921 SF
1/4" = 1'-0"



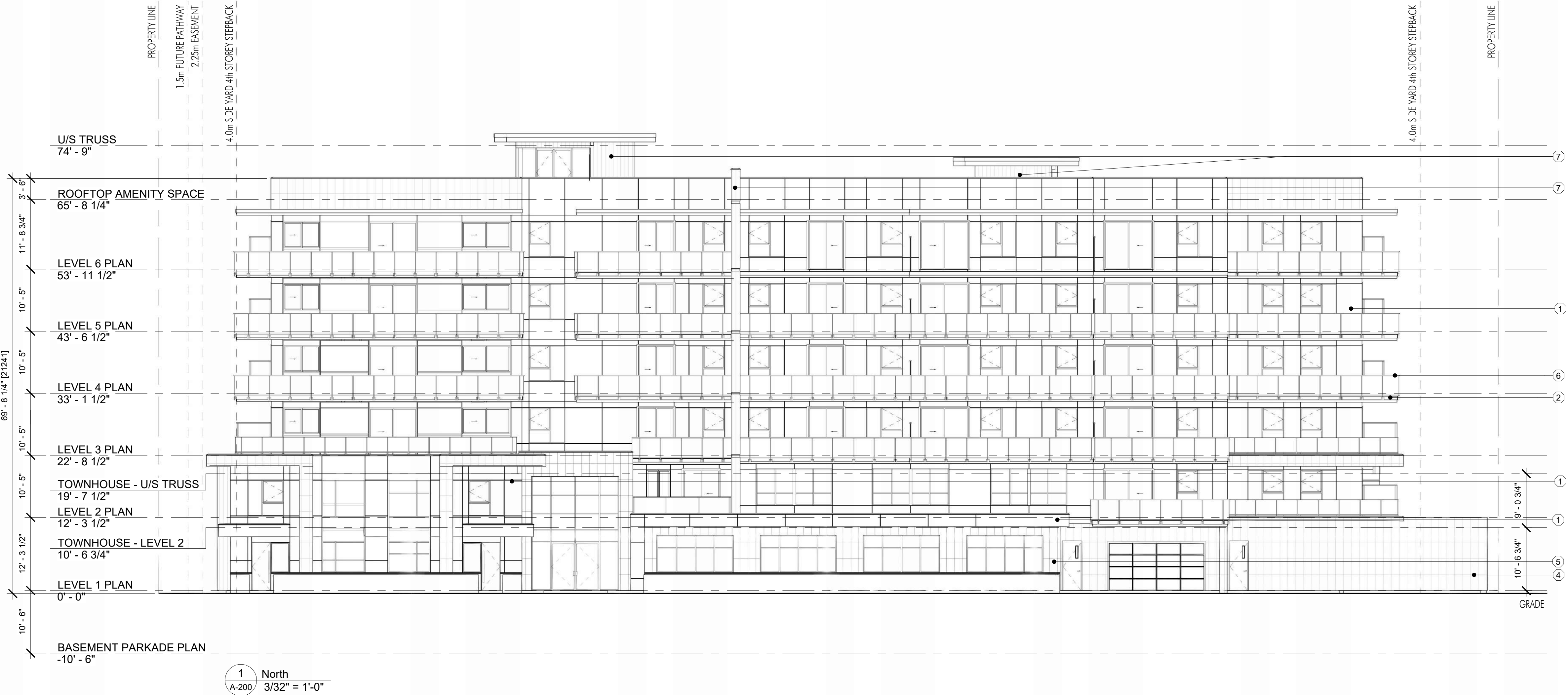
2 UNIT X - TOWNHOUSE - ENTRY - 529 SF
1/4" = 1'-0"











3 UNIT X - TOWNHOUSE - SECOND LEVEL - 475 SF
1/4" = 1'-0"







○ EXTERIOR FINISHES AND COLOURS LEGEND

#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL			
1		HARIDE PANEL: ARCTIC WHITE	2		HARDIE PANEL: AGED PEWTER	3		HARDIE TRIM FACIA: AGED PEWTER	4		MAC METAL BLOCK: BRUSHED ZINC	5		MAC METAL BLOCK: TITANIUM BLACK (MATTE)	6		WINDOWS, DOORS, RAILINGS & TRIM (U.N.O.): BLACK	7		MAC HARRYWOOD: CORK	8		MAC HARRYWOOD VENTED SOFFIT: CORK	9		TOWNHOUSE DOORS: MACTH MAC IN CORK

ADDENDUM NO.4

SCHEDULE

B

This forms part of application

DP23-0084

Planner Initials

KB

City of Kelowna

DEVELOPMENT PLANNING

PHONE:250-448-7801

205-1626 Richter Street,
Kelowna, BC V1Y 2M3

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Revision No., Date and Description

02.25.23 FOR DP

03.06.23 FOR DP

03.17.21 FOR DP

05.03.23 25% BP REVIEW

05.31.23 50% BP REVIEW

07.07.23 75% BP REVIEW

07.14.23 ADDENDUM NO.4

Plot Date

07.14.23

PROJECT

Revo (Collinson Rise)

DRAWING TITLE

NORTH ELEVATION

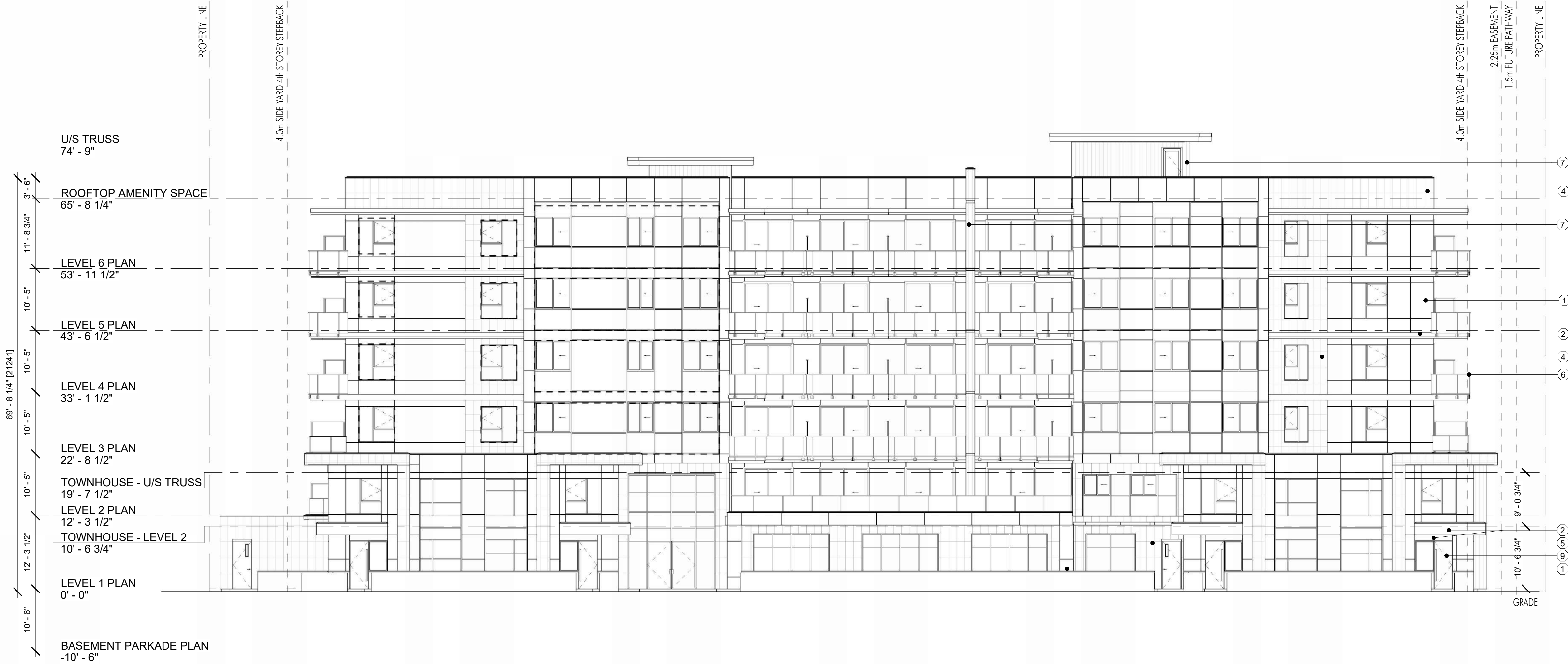
Drawing No.

A-200

REGISTERED ARCHITECT

ANTHONY EAST JORDAN

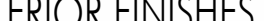








111514 COLUMBIA



1 South
A-201
3/32" = 1'-0"



2 South Colour
A-201
3/32" = 1'-0"

○ EXTERIOR FINISHES AND COLOURS LEGEND																										
#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL
1		HARIDE PANEL: ARCTIC WHITE	2		HARDIE PANEL: AGED PEWTER	3		HARDIE TRIM FACIA: AGED PEWTER	4		MAC METAL BLOCK: BRUSHED ZINC	5		MAC METAL BLOCK: TITANIUM BLACK (MATTE)	6		WINDOWS, DOORS, RAILINGS & TRIM (U.N.O.): BLACK	7		MAC HARRYWOOD: CORK	8		MAC HARRYWOOD VENTED SOFFIT: CORK	9		TOWNHOUSE DOORS: MACTH MAC IN CORK

SCHEDULE

This forms part of application

DP23-0084

Planner Initials

KB

City of Kelowna

DEVELOPMENT PLANNING

LIME

ARCHITECTURE INC.

PHONE:250-448-7801

205-1626 Richter Street,
Kelowna, BC V1Y 2M3

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Revision No., Date and Description

02.25.23 FOR DP

03.06.23 FOR DP

03.17.21 FOR DP

05.03.23 25% BP REVIEW

05.31.23 50% BP REVIEW

07.07.23 75% BP REVIEW

07.14.23 ADDENDUM NO.4

Plot Date

07.14.23

PROJECT

Revo (Collinson Rise)

DRAWING TITLE

SOUTH ELEVATION

Drawing No.

A-201

REGISTERED ARCHITECT

ANTHONY GARY JORDAN

BCITISH COLUMBIA

153

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Revision No., Date and Description	
02.25.23	FOR DP
03.06.23	FOR DP
03.17.21	FOR DP
05.03.23	25% BP REVIEW
05.31.23	50% BP REVIEW
07.07.23	75% BP REVIEW
07.14.23	ADDENDUM NO.4

SCHEDULE

B

This forms part of application
DP23-0084

Planner Initials

KB

City of Kelowna

DEVELOPMENT PLANNING

Plot Date

07.14.23

PROJECT

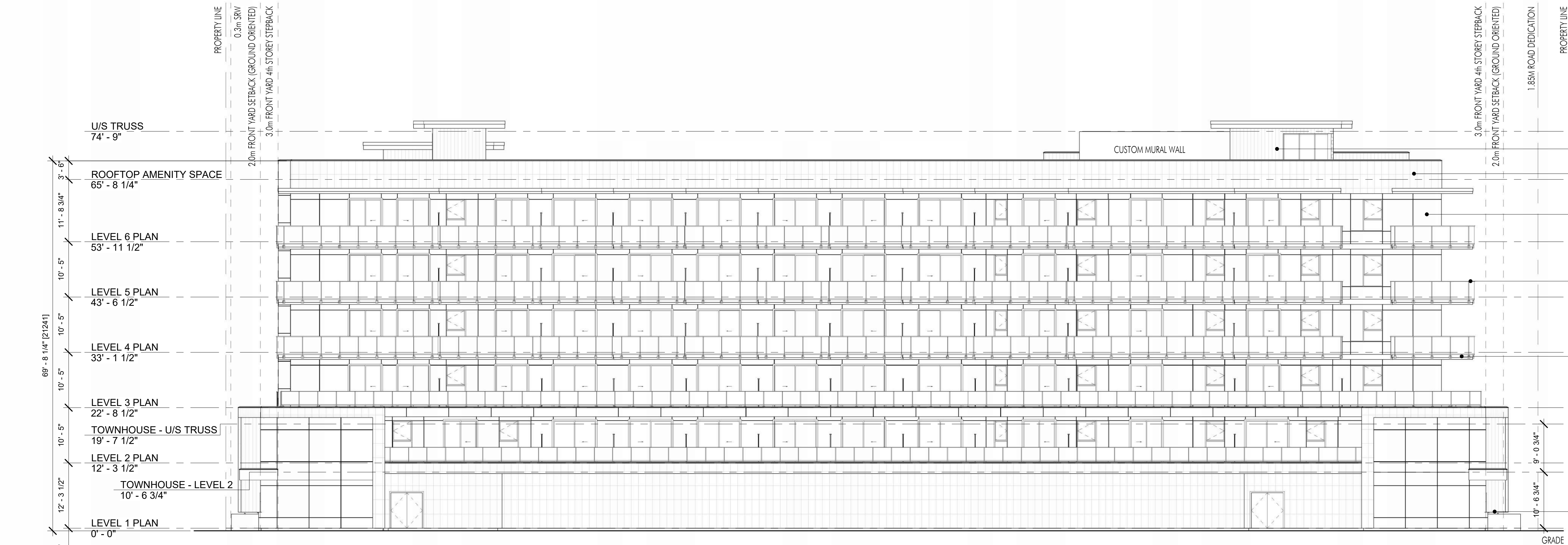
Revo (Collinson Rise)

DRAWING TITLE

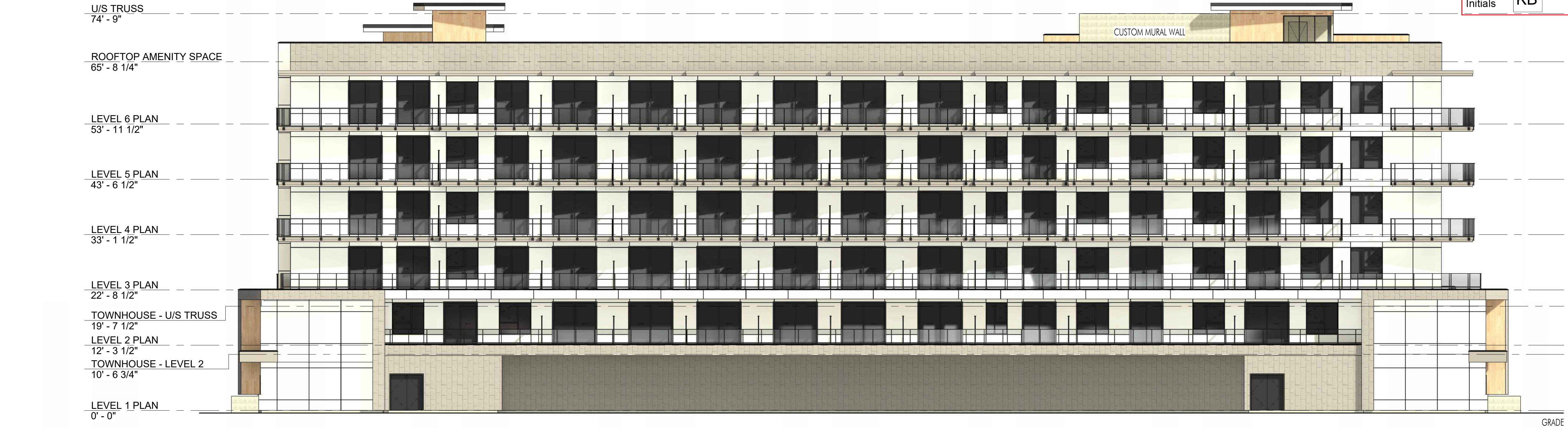
EAST ELEVATION

Drawing No.










A-202

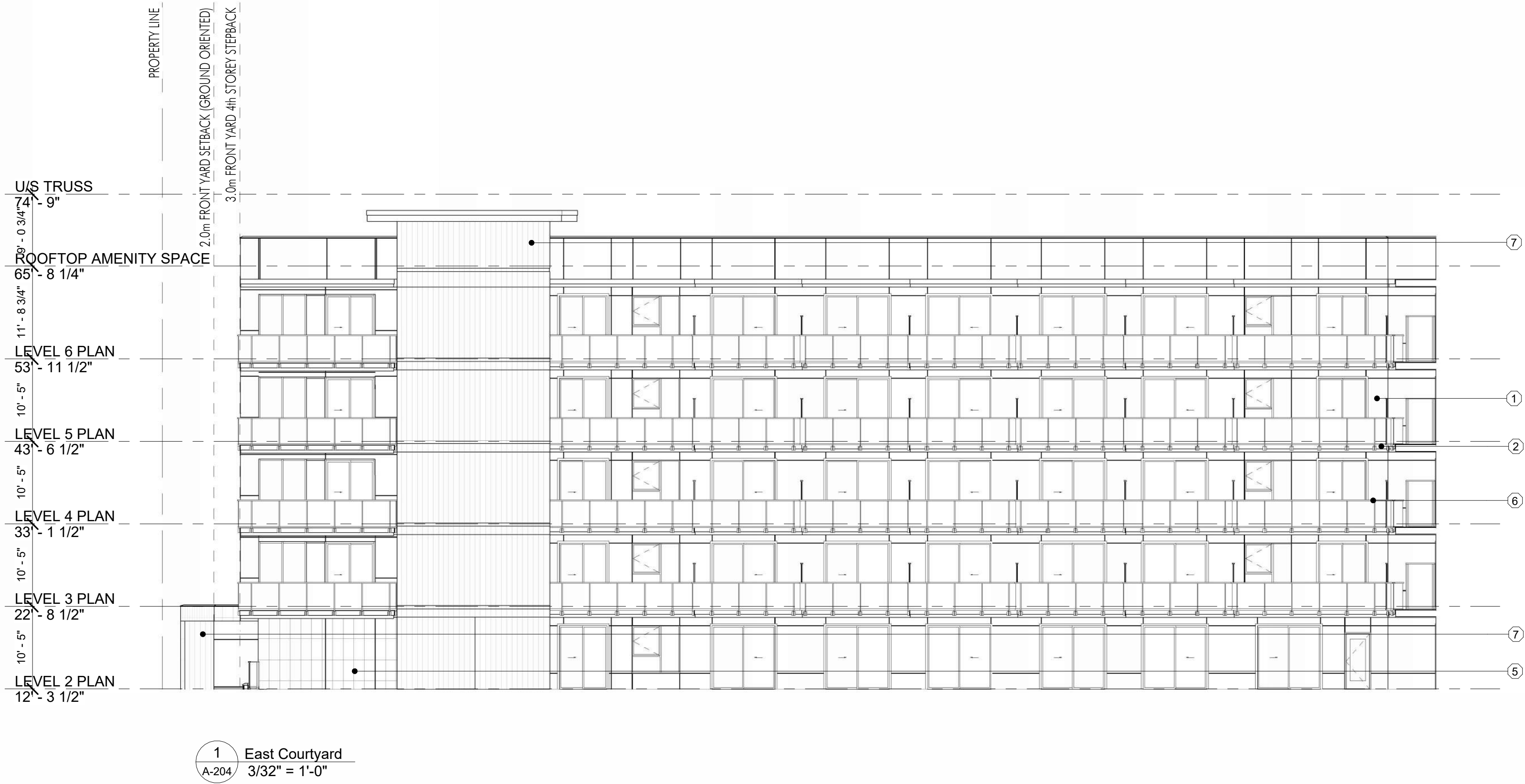











1 East
A-202/ 3/32" = 1'-0"



2 East Colour
A-202 3/32" = 1'-0"

EXTERIOR FINISHES AND COLOURS LEGEND																										
#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL			
1		HARIDE PANEL: ARCTIC WHITE	2		HARDIE PANEL: AGED PEWTER	3		HARDIE TRIM FACIA: AGED PEWTER	4		MAC METAL BLOCK: BRUSHED ZINC	5		MAC METAL BLOCK: TITANIUM BLACK (MATTE)	6		WINDOWS, DOORS, RAILINGS & TRIM (U.N.O.): BLACK	7		MAC HARRYWOOD: CORK	8		MAC HARRYWOOD VENTED SOFFIT: CORK	9		TOWNHOUSE DOORS: MACTH MAC IN CORK



○ EXTERIOR FINISHES AND COLOURS LEGEND																										
#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL			
1		HARIDE PANEL: ARCTIC WHITE	2		HARDIE PANEL: AGED PEWTER	3		HARDIE TRIM FACIA: AGED PEWTER	4		MAC METAL BLOCK: BRUSHED ZINC	5		MAC METAL BLOCK: TITANIUM BLACK (MATTE)	6		WINDOWS, DOORS, RAILINGS & TRIM (U.N.O.): BLACK	7		MAC HARRYWOOD: CORK	8		MAC HARRYWOOD VENTED SOFFIT: CORK	9		TOWNHOUSE DOORS: MACTH MAC IN CORK

SCHEDULE

B

This forms part of application

DP23-0084

Planner Initials

KB

City of Kelowna

DEVELOPMENT PLANNING

PHONE:250-448-7801

205-1626 Richter Street,
Kelowna, BC V1Y 2M3

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Revision No., Date and Description

02.25.23 FOR DP

03.06.23 FOR DP

03.17.21 FOR DP

05.03.23 25% BP REVIEW

05.31.23 50% BP REVIEW

07.07.23 75% BP REVIEW

07.14.23 ADDENDUM NO.4

Plot Date

07.14.23

PROJECT

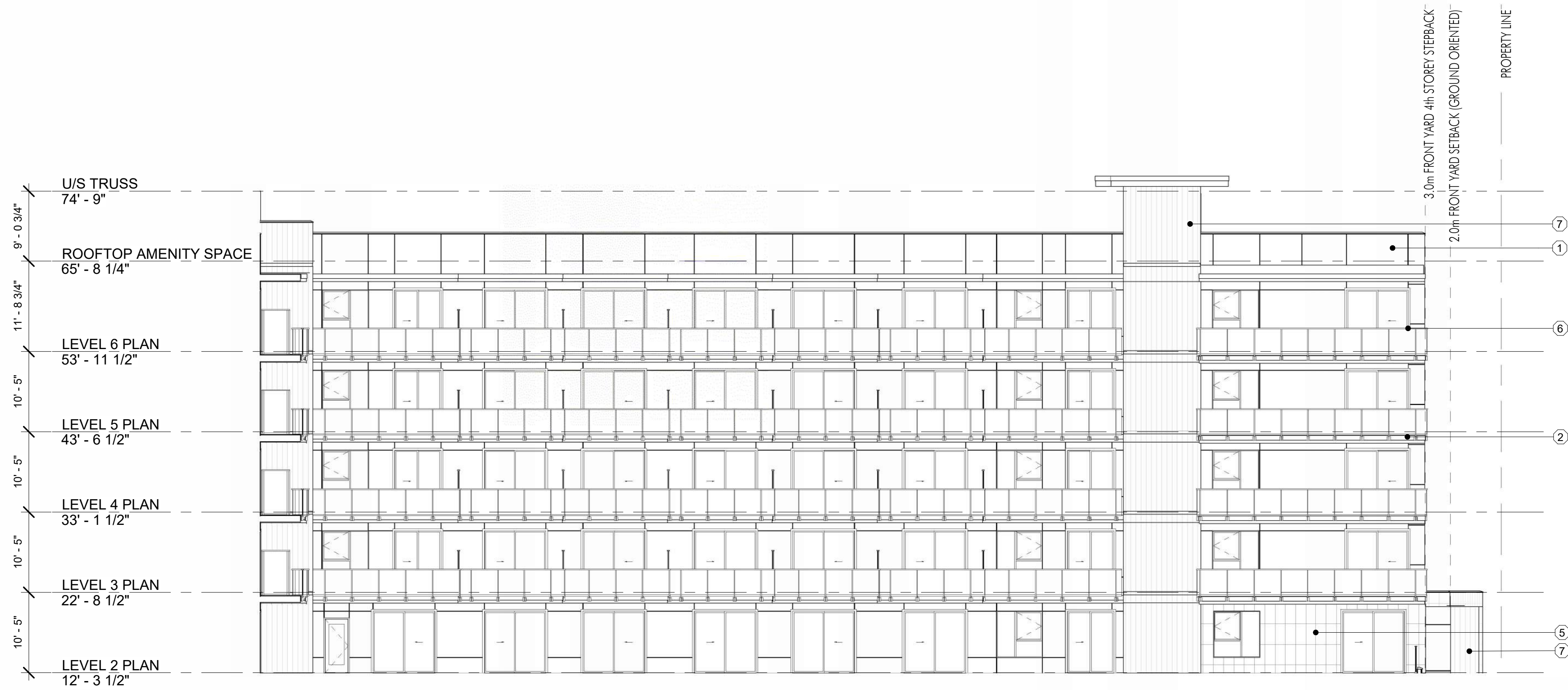
Revo (Collinson Rise)

DRAWING TITLE

COURTYARD ELEVATION

Drawing No.

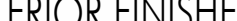








A-204



1 West Courtyard
A-205 3/32" = 1'-0"



2 West Courtyard Colour
A-205 3/32" = 1'-0"

○ EXTERIOR FINISHES AND COLOURS LEGEND																										
#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL			
1		HARIDE PANEL: ARCTIC WHITE	2		HARDIE PANEL: AGED PEWTER	3		HARDIE TRIM FACIA: AGED PEWTER	4		MAC METAL BLOCK: BRUSHED ZINC	5		MAC METAL BLOCK: TITANIUM BLACK (MATTE)	6		WINDOWS, DOORS, RAILINGS & TRIM (U.N.O.): BLACK	7		MAC HARRYWOOD: CORK	8		MAC HARRYWOOD VENTED SOFFIT: CORK	9		TOWNHOUSE DOORS: MACTH MAC IN CORK

SCHEDULE

B

This forms part of application
DP23-0084

Planner
Initials

KB

City of
Kelowna
DEVELOPMENT PLANNING

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205-1626 Richter Street,
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Revision No., Date and Description

02.25.23 FOR DP
03.06.23 FOR DP
03.17.21 FOR DP
05.03.23 25% BP REVIEW
05.31.23 50% BP REVIEW
07.07.23 75% BP REVIEW
07.14.23 ADDENDUM NO.4

Plot Date
07.14.23

PROJECT
Revo (Collinson Rise)

DRAWING TITLE
COURTYARD
ELEVATION

Drawing No.
A-205



DOG RUN



COMMUNITY GARDEN PLOT

NOTES

- 1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANADIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 12375 STANDARDS.
- 2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.
- 3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.
- 4. SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT. TREE BEDS TO RECEIVE A MINIMUM 1000mm DEPTH TOPSOIL PLACEMENT. SMALL TREE BEDS TO RECEIVE 1.500mm DEPTH TOPSOIL PLACEMENT TO ACHIEVE SOIL VOLUME PER TREE REQUIREMENTS.
- 5. TURF AREA FROM SOD SHALL BE NO 1 GRADE GROWN FROM CERTIFIED SEED OF IMPROVED CULTIVARS REGISTERED FOR SALE IN B.C. AND SHALL BE TOLERANT OF DROUGHT CONDITIONS. A MINIMUM OF 150mm DEPTH OF GROWING MEDIUM IS REQUIRED BENEATH TURF AREAS. TURF AREAS SHALL MEET EXISTING GRADES AND HARD SURFACES FLUSH.
- 6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.
- 7. SOIL CELLS WITH FULL DEPTH GROWING MEDIUM UNDER ALL HARDSCAPE AND CRUSHER FINES PAVING IN SETBACK.

PLANT LIST

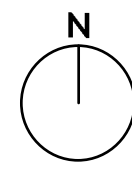
BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
TREES			
ACER RUBRUM 'ARMSTRONG'	ARMSTRONG MAPLE	4	5cm CAL.
AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'	AUTUMN BRILLIANCE SERVICEBERRY	4	3cm CAL.
BETULA OCCIDENTALIS	RIVER BIRCH	10	4cm CAL.
CARPINUS CAROLINIANA	AMERICAN HORNBEAM	4	4cm CAL.
CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	3	5cm CAL.
SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	10	3cm CAL.
SHRUBS			
ARCTOSTAPHYLOS UVA-URSI	KINNIKINICK	196	#02 CONT. /0.6M O.C. SPACING
BUXUS 'GREEN VELVET'	GREEN VELVET BOXWOOD	149	#02 CONT. /1.2M O.C. SPACING
MAHONIA AQUIFOLIUM	OREGON GRAPE HOLLY	43	#02 CONT. /1.3M O.C. SPACING
ROSA 'RADCON'	RAINBOW KNOCKOUT ROSE	71	#02 CONT. /1.0M O.C. SPACING
TAXUS MEDIA 'TAUTONII'	TAUTON YEW	279	#02 CONT. /1.0M O.C. SPACING
VIBURNUM TRILOBUM 'COMPACTUM'	COMPACT CRANBERRY	31	#02 CONT. /1.5M O.C. SPACING
PERENNIALS, GRASSES & GROUNDCOVERS			
ACHILLEA MILLEFOLIUM 'TERRACOTTA'	TERRACOTTA YARROW	114	#01 CONT. /0.6M O.C. SPACING
ATHYRIUM FILIX-FEMINA 'LADY IN RED'	LADY IN RED FERN	51	#01 CONT. /0.9M O.C. SPACING
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	41	#01 CONT. /1.0M O.C. SPACING
ECHINACEA PURPUREA 'SOLAR FLARE'	SOLAR FLARE CONEFLOWER	114	#01 CONT. /0.6M O.C. SPACING
RUDBECKIA FULGIDA 'GOLDSTURM'	GOLDSTURM CONEFLOWER	114	#01 CONT. /0.6M O.C. SPACING
SEDUM SPECTABILE 'AUTUMN JOY'	AUTUMN JOY STONECROP	114	#01 CONT. /0.6M O.C. SPACING
SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	41	#01 CONT. /1.0M O.C. SPACING
TIARELLA CORDIFOLIA	FOAMFLOWER	114	#01 CONT. /0.6M O.C. SPACING



SCHEDULE C

This forms part of application
DP23-0084

Planner Initials KB



PROJECT TITLE

COLLINSON RISE

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE
PLAN - AT GRADE

ISSUED FOR / REVISION		
1	23.02.24	Review
2	23.03.02	Review
3	23.03.17	Review
4	23.04.13	Review
5	23.07.17	Review

PROJECT NO.	22-1201
DESIGN BY	AM
DRAWN BY	TR
CHECKED BY	AM
DATE	JULY 17, 2023
SCALE	1:150
PAGE SIZE	24"x36"

SEAL



DRAWING NUMBER

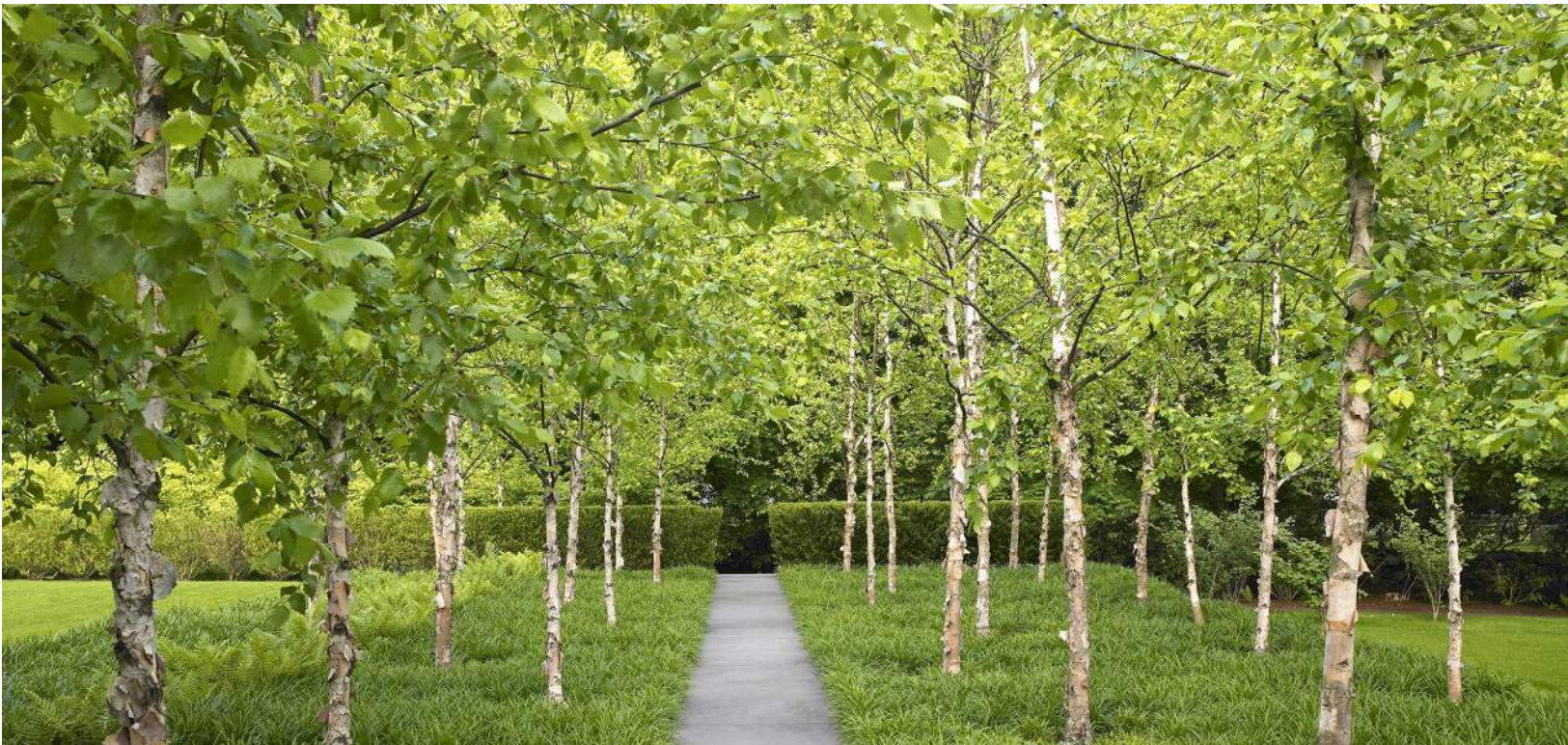
LS-101

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ROOFTOP SEATING AREAS



RIVER BIRCH BOSQUE

- NOTES
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6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.

7. SOIL CELLS WITH FULL DEPTH GROWING MEDIUM UNDER ALL HARDSCAPE AND CRUSHER FINES PAVING IN SETBACK.

PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
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BETULA OCCIDENTALIS	RIVER BIRCH	10	4cm CAL.
CARPINUS CAROLINIANA	AMERICAN HORNBEAM	4	4cm CAL.
CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	3	5cm CAL.
SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	10	3cm CAL.
SHRUBS			
ARCTOSTAPHYLOS UVA-URSI	KINKINICK	196	#02 CONT. /0.6M O.C. SPACING
BUXUS 'GREEN VELVET'	GREEN VELVET BOXWOOD	149	#02 CONT. /1.2M O.C. SPACING
MAHONIA AQUIFOLIUM	OREGON GRAPE HOLLY	43	#02 CONT. /1.3M O.C. SPACING
ROSA 'RADCON'	RAINBOW KNOCKOUT ROSE	71	#02 CONT. /1.0M O.C. SPACING
TAXUS MEDIA 'TAUTONII'	TAUTON YEW	279	#02 CONT. /1.0M O.C. SPACING
VIBURNUM TRILOBUM 'COMPACTUM'	COMPACT CRANBERRY	31	#02 CONT. /1.5M O.C. SPACING
PERENNIALS, GRASSES & GROUNDCOVERS			
ACHILLEA MILLEFOLIUM 'TERRACOTTA'	TERRACOTTA YARROW	114	#01 CONT. /0.6M O.C. SPACING
ATHYRIUM FILIX-FEMINA 'LADY IN RED'	LADY IN RED FERN	51	#01 CONT. /0.9M O.C. SPACING
CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	KARL FOESTER FEATHER REED GRASS	41	#01 CONT. /1.0M O.C. SPACING
ECHINACEA PURPUREA 'SOLAR FLARE'	SOLAR FLARE CONEFLOWER	114	#01 CONT. /0.6M O.C. SPACING
RUDBECKIA FULGIDA 'GOLDSTURM'	GOLDSTURM CONEFLOWER	114	#01 CONT. /0.6M O.C. SPACING
SEDUM SPECTABILE 'AUTUMN JOY'	AUTUMN JOY STONECROP	114	#01 CONT. /0.6M O.C. SPACING
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TIARELLA CORDIFOLIA	FOAMFLOWER	114	#01 CONT. /0.6M O.C. SPACING



ecora

200-2045 Enterprise Way
Kelowna, BC V1Y 9T5
T (250) 469-9757
www.ecora.ca

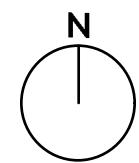
SCHEDULE

C

This forms part of application
DP23-0084

Planner Initials KB

City of Kelowna
DEVELOPMENT PLANNING



PROJECT TITLE

COLLINSON RISE

Kelowna, BC

DRAWING TITLE

CONCEPTUAL
LANDSCAPE PLAN - ROOF

ISSUED FOR / REVISION

1	23.02.24	Review
2	23.03.02	Review
3	23.03.17	Review
4	23.04.13	Review
5	23.07.17	Review

PROJECT NO. 22-1201

DESIGN BY	AM
DRAWN BY	TR
CHECKED BY	AM
DATE	JULY 17, 2023
SCALE	1:150
PAGE SIZE	24"x36"

SEAL



DRAWING NUMBER

LS-102

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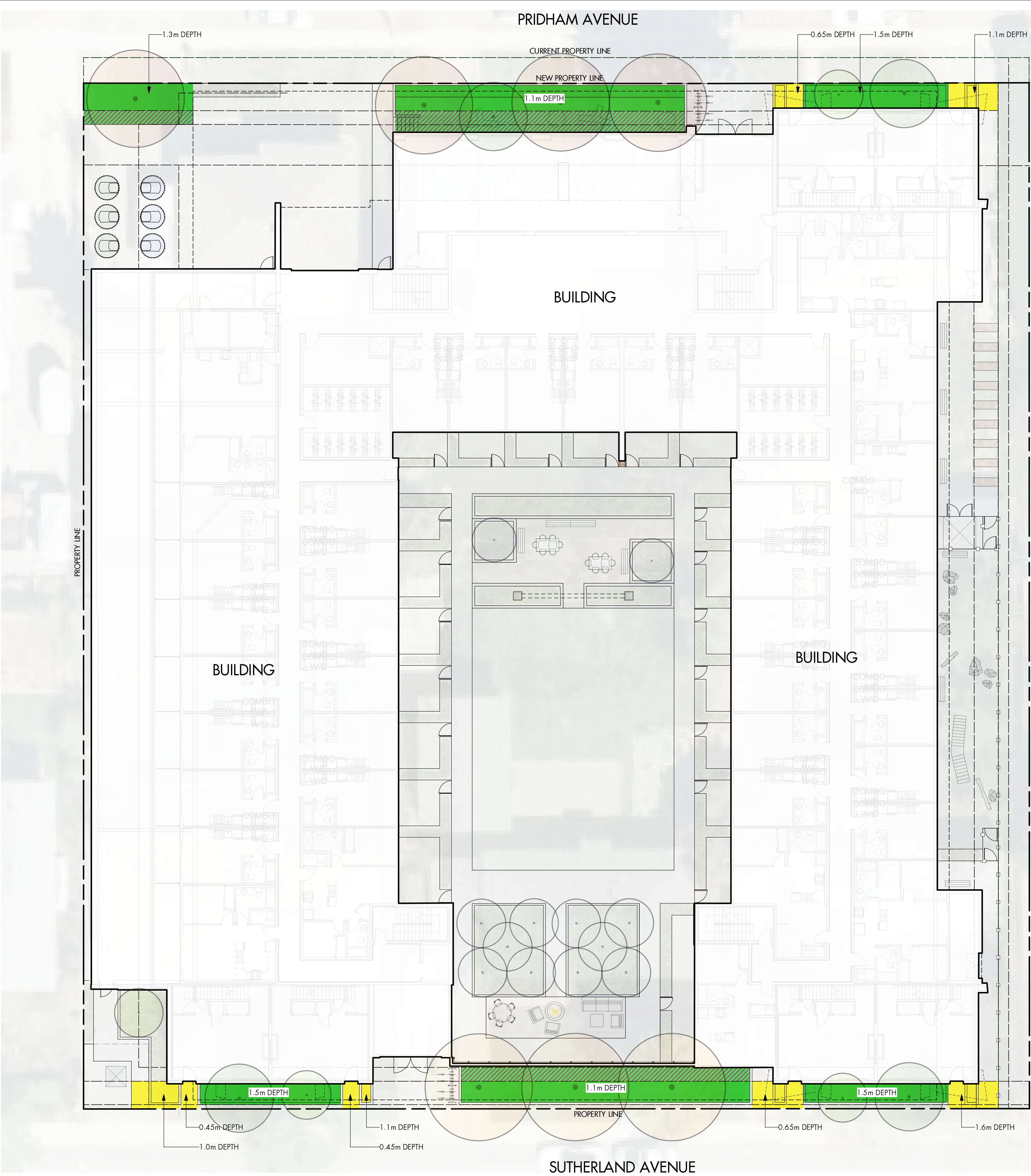


LEGEND

GROWING MEDIUM COLUMN, EXPRESSED AT FINISH GRADE, WITH SHRUBS, PERENNIALS AND TREE PLANTINGS AT SURFACE

GROWING MEDIUM COLUMN CONTAINED IN SOIL CELLS AND HORIZONTALLY IN CONTACT WITH ADJACENT MEDIUM WITH PAVED FINISH AT SURFACE

GROWING MEDIUM BEYOND 2M SETBACK/LANDSCAPE ZONE



200-2045 Enterprise Way
Kelowna, BC V1Y 9T5
T (250) 469-9757
www.ecora.ca

SCHEDULE

C

This forms part of application
DP23-0084

Planner
Initials

KB

City of
Kelowna

DEVELOPMENT PLANNING

PROJECT TITLE

COLLINSON RISE

Kelowna, BC

DRAWING TITLE

**GROWING MEDIUM
DISTRIBUTION PLAN**

ISSUED FOR / REVISION

1	23.02.24	Review
2	23.03.02	Review
3	23.03.17	Review
4	23.04.13	Review
5	23.07.17	Review

PROJECT NO.

22-1201

DESIGN BY

AM

DRAWN BY

TR

CHECKED BY

AM

DATE

JULY 17, 2023

SCALE

1:150

PAGE SIZE

24"x36"

SEAL



DRAWING NUMBER

LS-103

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WATER CONSERVATION CALCULATIONS

LANDSCAPE MAXIMUM WATER BUDGET (WB) = 826 cu.m. / year
ESTIMATED LANDSCAPE WATER USE (WU) = 691 cu.m. / year
WATER BALANCE = 135 cu.m. / year
*REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS

IRRIGATION NOTES

1. IRRIGATION PRODUCTS AND INSTALLATION METHODS SHALL MEET OR EXCEED THE REQUIREMENTS OF THE WATER USE REGULATION BYLAW NO. 10480.
2. THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS, REGULATIONS, AND BYLAWS OF THE WATER PURVEYOR.
3. THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN APPROVED BACKFLOW PREVENTION DEVICE, WATER METER, AND SHUT OFF VALVE LOCATED OUTSIDE THE BUILDING ACCESSIBLE TO THE CITY.
4. AN APPROVED SMART CONTROLLER SHALL BE INSTALLED. THE IRRIGATION SCHEDULING TIMES SHALL UTILIZE A MAXIMUM ET VALUE OF 7" / MONTH (KELOWNA JULY ET), TAKING INTO CONSIDERATION SOIL TYPE, SLOPE, AND MICROCLIMATE.
5. DRIP LINE AND EMITTERS SHALL INCORPORATE TECHNOLOGY TO LIMIT ROOT INTRUSION.
6. IRRIGATION SLEEVES SHALL BE INSTALLED TO ROUTE IRRIGATION LINES UNDER HARD SURFACES AND FEATURES.
7. IRRIGATION PIPE SHALL BE SIZED TO ALLOW FOR A MAXIMUM FLOW OF 1.5m /SEC.
8. A FLOW SENSOR AND MASTER VALVE SHALL BE CONNECTED TO THE CONTROLLER AND PROGRAMMED TO STOP FLOW TO THE SYSTEM IN CASE OF AN IRRIGATION WATER LEAK.

IRRIGATION LEGEND

- ZONE #1:** HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 211 sq.m.
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES & BUILDING
ESTIMATED ANNUAL WATER USE: 70 cu.m.
- ZONE #2:** HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 67 sq.m.
MICROCLIMATE: NORTHEAST EXPOSURE, PARTIALLY SHADED BY TREES & BUILDING
ESTIMATED ANNUAL WATER USE: 22 cu.m.
- ZONE #3:** HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 105 sq.m.
MICROCLIMATE: SOUTHWEST EXPOSURE, PARTIALLY SHADED BY TREES & BUILDING
ESTIMATED ANNUAL WATER USE: 40 cu.m.
- ZONE #4:** HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS
TOTAL AREA: 203 sq.m.
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 68 cu.m.
- ZONE #5:** LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 117 sq.m.
MICROCLIMATE: NORTHEAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 100 cu.m.
- ZONE #6:** LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 56 sq.m.
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 48 cu.m.
- ZONE #7:** LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 122 sq.m.
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 105 cu.m.
- ZONE #8:** LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 139 sq.m.
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 119 cu.m.
- ZONE #9:** LOW VOLUME POP-UP SPRAYHEADS FOR TURF AREAS
TOTAL AREA: 139 sq.m.
MICROCLIMATE: SOUTHEAST EXPOSURE, PARTIALLY SHADED BY TREES
ESTIMATED ANNUAL WATER USE: 119 cu.m.



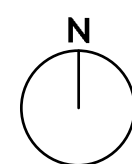
200-2045 Enterprise Way
Kelowna, BC V1Y 9T5
T (250) 469-9757
www.ecora.ca

SCHEDULE

C

This forms part of application
DP23-0084

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PROJECT TITLE

COLLINSON RISE

Kelowna, BC

DRAWING TITLE

WATER CONSERVATION/ IRRIGATION PLAN - AT GRADE

ISSUED FOR / REVISION

1	23.02.24	Review
2	23.07.17	Review
3		
4		
5		

PROJECT NO. 22-1201

DESIGN BY AM

DRAWN BY TR

CHECKED BY AM

DATE JULY 17, 2023

SCALE 1:150

PAGE SIZE 24"x36"

SEAL



DRAWING NUMBER

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Collinson Rise - Zoning Bylaw 12375 Landscape Summary

Landscaping Standards (7.2)	Zone (MF3)		Proposed
Min. tree amount	14		14
Min. deciduous tree caliper	L: 5cm M: 4cm S: 3cm		L: 5cm M: 4 cm S: 3cm
Min. coniferous tree height	250cm		N/A
Min. ratio between tree size	L: 50% minimum (min.) M: no min. or max. S: 25% maximum (max.)		L: 50% M: 29% S: 21%
Min. growing medium area	75% soil based landscaping		80% soil based landscaping
Min. growing medium volumes per tree	L: 30 cu.m or 25 cu.m if connected trench/cluster M: 20 cu.m or 18 cu.m if connected trench/cluster S: 15 cu.m or 12 cu.m if connected trench/cluster		L: 30 cu.m & 25 cu.m where connected trench/cluster and adjacent growing medium on private development site M: 18 cu.m (soil cells creating trench and adjacent growing medium on private development site) S: 12 cu.m (soil cells creating trench and adjacent growing medium on private development site)
Landscape graded area (7.2.7)	Max. 1:3 (33%) lawn areas, Max. 1:2 (50%) planting areas, Min. 1:50 (2%) cross slopes		Max. 1:3 (33%) lawn areas, Max. 1:2 (50%) planting areas, Min. 1:50 (2%) cross slopes
Fence Height	1.2m		1.2m
Riparian management area?	N	y/n	N
Retention of existing trees on site?	N	y/n	N
Surface parking lot (7.2.10)?	N	y/n	N
Refuse & recycle bins screened?	N	y/n	Bins are located within interior room in parkade
Other:			

Friday, July 17, 2023

Collinson Rise

Millennial Developments Corporation
1100-1631 Dickson Avenue
Attn: Ryan Tamblyn
Via email to: rtamblyn@millennialdev.ca

Re: Collinson Rise – Preliminary Cost Estimate for Bonding

Dear Ryan:

Please be advised of the following preliminary cost estimate for bonding of the proposed landscape works shown in the **Collinson Rise** conceptual landscape plan dated 23.07.17;

- Landscape Improvements on site at grade: 462 square metres. Total cost: \$162,860.00.
- Landscape Improvements exterior amenity areas on podiums: 566 square meters as required per City of Kelowna Zoning Bylaw No. 12375 based on the development units count and the balance of square meters of interior common amenity space provided.
Total cost: \$104,220.00
- Landscape Improvements off site: 240 square metres. Total cost: \$14,380.00

Grand Total Landscape Improvements: \$ 281,460.00

This preliminary cost estimate is inclusive of trees, shrubs, turf, artificial turf, hardscape, site furnishings, mulch, growing medium & irrigation.

You will be required to submit a performance bond to the City of Kelowna in the amount of 125% of the preliminary cost estimate. Please do not hesitate to contact me with any questions about the landscape plan.

Best regards,



Fiona Barton, MBCSLA, CSLA
as per Ecora Engineering & Resource Group Ltd.

Estimate of Probable Construction Costs (On-Site)

prepared for

Millennial Developments Corporation

Collinson Rise

Conceptual Landscape Plan Dated July 17, 2023

prepared on: 23.07.14

prepared by: AM/TR

Ground Level Setback Area and Amenity Areas

462 m²

Item #	Description	Qty	Unit	Cost	Item Total	Subtotal
A	Growing Medium & Mulch					
1.	Growing Medium, Trees (0.6 - 1.6m depth)	288	m3	\$75.00	\$21,600.00	
2.	Growing Medium, Planting Areas (0.3m depth)	10	m3	\$75.00	\$750.00	
4.	Wood Mulch, Planting Areas (0.075m depth)	100	m3	\$100.00	\$10,000.00	
						\$32,350.00
B	Site Construction					
1.	Concrete Paving	50	m ²	\$100.00	\$5,000.00	
3.	Crusher Fines Paving	80	m ²	\$25.00	\$2,000.00	
						\$7,000.00
C	Planting					
1.	Trees, 5cm Cal.	14	ea.	\$500.00	\$7,000.00	
2.	Shrubs, Grasses, Perennials, #01 Cont.	20	ea.	\$16.00	\$320.00	
3.	Shrubs, Grasses, Perennials, #02 Cont.	20	ea.	\$22.00	\$440.00	
						\$7,760.00
E	Irrigation					
2.	Irrigation System, planting areas	300	m ²	\$20.00	\$6,000.00	
						\$6,000.00
F	Site Furnishings					
1.	Bench	6	ea.	\$2,000.00	\$12,000.00	
2.	Bike Rack (multi stall)	4	ea.	\$1,500.00	\$6,000.00	
3.	Artificial Turf	125	m ²	\$200.00	\$25,000.00	
4.	Dog Ramp	3	ea.	\$2,500.00	\$7,500.00	
5.	Boulder	8	ea.	\$75.00	\$600.00	
6.	CIP Bench	4	ea.	\$2,000.00	\$8,000.00	
8.	Garden Shed	1	m ²	\$2,500.00	\$2,500.00	
9.	Community Garden Plot	18	ea.	\$800.00	\$14,400.00	
10.	Solid Screen Fencing	150	lm	\$225.00	\$33,750.00	
						\$109,750.00
G	Total Construction Costs					\$162,860.00

The above items, amounts, quantities, and related information are based on Ecora's judgment at this level of document preparation and is offered only as reference data. Ecora has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices.

SCHEDULE C

This forms part of application
DP23-0084

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Estimate of Probable Construction Costs (On-Site)

prepared for

Millennial Developments Corporation

Collinson Rise

Conceptual Landscape Plan Dated July 17, 2023

prepared on: 23.07.14

prepared by: AM/TR

Common Amenity Space Exterior (Required) 566 m²

Item #	Description	Qty	Unit	Cost	Item Total	Subtotal
A	Growing Medium & Mulch					
3.	Growing Medium, Raised Planters (0.3 - 0.45m depth)	30	m ³	\$75.00	\$2,250.00	
4.	Wood Mulch, Planting Areas (0.075m depth)	60	m ³	\$100.00	\$6,000.00	
						\$8,250.00
B	Site Construction					
2.	Pavers(type 1)	150	m ²	\$175.00	\$26,250.00	
						\$26,250.00
C	Planting					
1.	Trees, 5cm Cal.	8	ea.	\$300.00	\$2,400.00	
2.	Shrubs, Grasses, Perennials, #01 Cont.	40	ea.	\$16.00	\$640.00	
3.	Shrubs, Grasses, Perennials, #02 Cont.	40	ea.	\$22.00	\$880.00	
						\$3,920.00
D	Turf					
1.	Turf from Sod	600	m ²	\$8.00	\$4,800.00	
						\$4,800.00
E	Irrigation					
1.	Irrigation System, turf areas	600	m ²	\$15.00	\$9,000.00	
2.	Irrigation System, planting areas	100	m ²	\$20.00	\$2,000.00	
						\$11,000.00
F	Site Furnishings					
7.	Modular Planters	50	ea.	\$1,000.00	\$50,000.00	
						\$50,000.00
G	Total Construction Costs					\$104,220.00

The above items, amounts, quantities, and related information are based on Ecora's judgment at this level of document preparation and is offered only as reference data. Ecora has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices.

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 City of
Kelowna
DEVELOPMENT PLANNING

Landscape Water Conservation Report

APPLICANT INFORMATION

Owner	Millennial Developments Corporation	Contractor co. name	Ecora Engineering & Resource Group Ltd.
Project address	1255, 1267 & 1277 Pridham Avenue, 1254, 1266 & 1276 Sutherland Avenue	Contractor contact name	Fiona Barton
City	Kelowna	Contractor phone #	250-469-9757
Owner phone #	250-212-6743	Contractor email	fiona.barton@ecora.ca
Owner email	rtamblyn@millennialdev.ca		
Province	BC	Postal Code:	V1Y 6B3

Preferred contact Owner ☐ Contractor ☐

NOTE: ALL 3 PAGES OF THE APPLICATION MUST BE COMPLETED AND SUBMITTED

LANDSCAPE AND IRRIGATION CHECKLIST

The Applicant in submitting this application, has adhered to:

- ☒ Applicable electrical standards, plumbing standards, and backflow prevention standards
- ☒ Bylaw 12375
- ☒ Requirements of Water Regulation Bylaw


Where an exemption is required (e.g. golf course or large school field), contact the Water Smart program directly.

Note that checklists for selecting an irrigation contractor are available through the IIABC or the IA. Below is the link to the IIABC checklist.

<https://www.irrigationbc.com/page/selecting-a-contractor>



Applicant notes pertaining to the application:

SCHEDULE	C
This forms part of application # DP23-0084	
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 City of Kelowna DEVELOPMENT PLANNING	

Landscape Water Conservation Report

LANDSCAPE WATER USE AREA

Applicant: Millennial Developments Corporation	Address: 1255, 1267 & 1277 Pridham Avenue, 1254, 1266 & 1276 Sutherland Avenue
---	---

Step 1: Measure Total Landscape Area (LA)

Area of site that will absorb water:

1140

sq.m.

(over 100 square meters)

Note: Include boulevard, and proposed lawn, plants, mulch, pervious decks or paving stones. Do not include areas that are not pervious such as buildings, paved driveways, concrete patios etc.

Step 2: Divide Into Landscape Treatments*		Plant Factor	Irrig Efficiency	Hydrozone	% of Total LA	Estimated Water
Note: each of the areas below are a 'HYDROZONE'		(PF)	(IE)	(HA)		(WU)
Unwatered Pervious Areas (not impervious paving)						
Mulch (Stone, bark or sand)		N/A	N/A	103	9%	N/A
Pervious deck (Spaced wood deck)		N/A	N/A		0%	N/A
Pervious paving (ie: AquaPave, Rima Pave)		N/A	N/A		0%	N/A
Naturalized meadow (wildflowers)		N/A	N/A		0%	N/A
Naturalized area (Existing natural area)		N/A	N/A		0%	N/A
Other: Artificial Turf		N/A	N/A	100	9%	N/A
Swimming or ornamental pool		1	1		0%	0
Watered Planting Beds (shrubs or groundcover)						
<i>Planting Type</i>	<i>Irrig Efficiency</i>					
Low water use plants	High (Drip or Bubbler)	0.3	0.9		0%	0
Low water use plants	Moderate (Spray or Rotor)	0.3	0.7		0%	0
Moderate water use plants	High (Drip or Bubbler)	0.5	0.9	603	53%	201
Moderate water use plants	Moderate (Spray or Rotor)	0.5	0.7		0%	0
High water use plants	High (Drip or Bubbler)	0.7	0.9		0%	0
High water use plants	Moderate (Spray or Rotor)	0.7	0.7		0%	0
Watered Mown Lawn Areas						
Moderate (Spray or Rotor)		1	0.7	334	29%	286
Special Landscape Areas (SLA)						
Vegetable Garden	High (Drip or Bubbler)	1	0.9		0%	0
Vegetable Garden	Moderate (Spray or Rotor)	1	0.7		0%	0
Commercial sportsfield turf	Moderate (Spray or Rotor)	1	0.7		0%	0
Rainwater or Recycled Water Use		0.3	1		0%	0
Totals				1140	100%	487
Special Landscape Area (SLA) Sub total				0		

*If proposed design conditions are not shown on the form please contact Water Smart 250-469-8502

Page 2 of 3


SCHEDULE

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DP23-0084

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City of
Kelowna
DEVELOPMENT PLANNING

Landscape Water Conservation Report

Applicant:

Millennial Developments Corpora

Address:

1255, 1267 & 1277 Pridham Avenue, 1254, 1266 & 1276
Sutherland Avenue

CALCULATE & COMPARE WATER BUDGET TO ESTIMATED WATER USE

Total Landscape Area	1140	sq.m.
Landscape Water Budget (WB)	684	cu.m./yr.
Estimated Landscape Water Use (WU)	487	cu.m./yr.
Under (-OVER) Budget (Must be under Water Budget WB)	197 OK	cu.m./yr.

I confirm by completing the attached Landscape Water Conservation Report, that the project will conform to industry best practices for landscape and irrigation installation in Kelowna. I also acknowledge that the landscape treatments of the project will conform to the Hydrozone areas as identified in the Landscape Area Water Use Area table.

Name of Applicant (person submitting the form)


Date: _____

FOR CITY OF KELOWNA OFFICE USE ONLY

The calculations above satisfy the requirements of the Water Regulation Bylaw 10480 Section 4.4.2 and 4.4.3. and the application is hereby APPROVED with the signature of the Water Manager or designate.

Name of Kelowna Water Smart designate
For Water Manager

Date: _____

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# DP23-0084		
Planner Initials	KB	 City of Kelowna DEVELOPMENT PLANNING

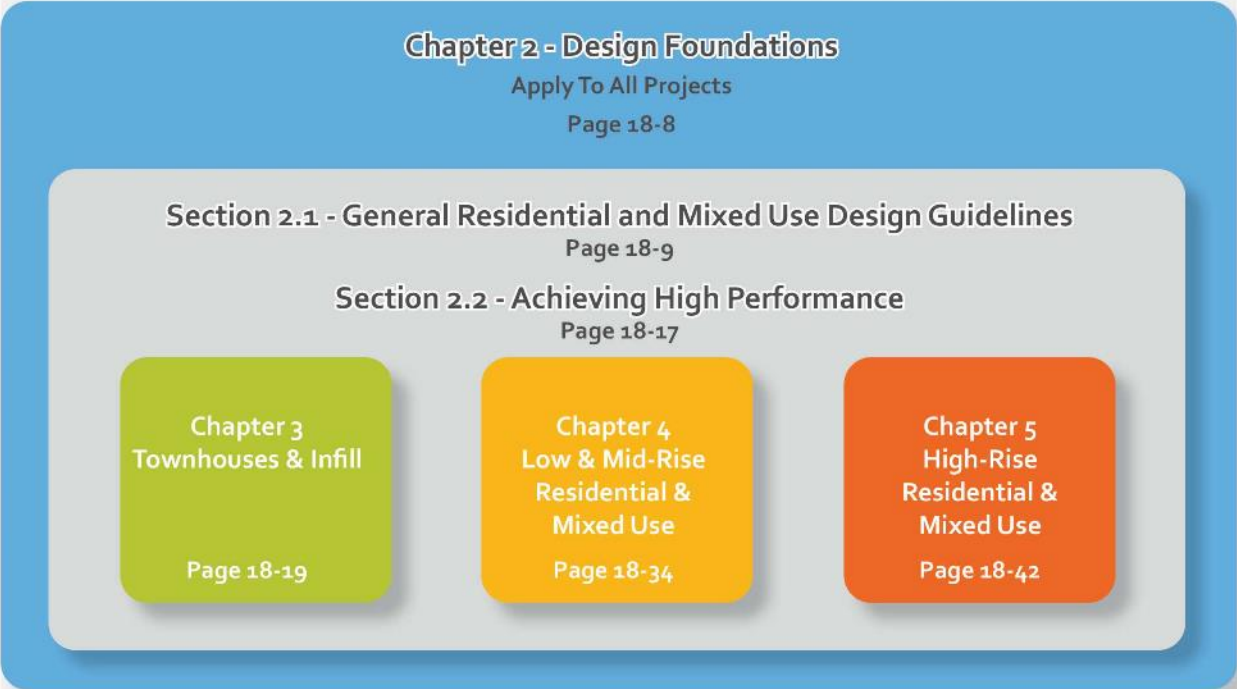
FORM & CHARACTER – DEVELOPMENT PERMIT GUIDELINES

Chapter 2 - The Design Foundations: apply to all projects and provide the overarching principles for supporting creativity, innovation and design excellence in Kelowna.

- Facilitate Active Mobility
- Use Placemaking to Strengthen Neighbourhood Identity
- Create Lively and Attractive Streets & Public Spaces
- Design Buildings to the Human Scale
- Strive for Design Excellence

The General Residential and Mixed Use Guidelines : provide the key guidelines that all residential and mixed use projects should strive to achieve to support the Design Foundations.

- The General Guidelines are supplement by typology-specific guidelines (e.g., Townhouses & Infill on page 18-19, High-Rise Residential and Mixed-Use on page 18-42), which provide additional guidance about form and character.



Consideration has been given to the following guidelines as identified in Chapter 18 of the City of Kelowna 2040 Official Community Plan:

SECTION 2.0: GENERAL RESIDENTIAL AND MIXED USE						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE (1 is least complying & 5 is highly complying)	N/A	1	2	3	4	5
2.1 General residential & mixed use guidelines						
2.1.1 Relationship to the Street	N/A	1	2	3	4	5
a. Orient primary building facades and entries to the fronting street or open space to create street edge definition and activity.						✓
b. On corner sites, orient building facades and entries to both fronting streets.	✓					
c. Minimize the distance between the building and the sidewalk to create street definition and a sense of enclosure.						✓
d. Locate and design windows, balconies, and street-level uses to create active frontages and 'eyes on the street', with additional glazing and articulation on primary building facades.						✓
e. Ensure main building entries are clearly visible with direct sight lines from the fronting street.						✓
f. Avoid blank, windowless walls along streets or other public open spaces.						✓
g. Avoid the use of roll down panels and/or window bars on retail and commercial frontages that face streets or other public open spaces.	✓					
h. In general, establish a street wall along public street frontages to create a building height to street width ration of 1:2, with a minimum ration of 11:3 and a maximum ration of 1:1.75. <ul style="list-style-type: none"> Wider streets (e.g. transit corridors) can support greater streetwall heights compared to narrower streets (e.g. local streets); The street wall does not include upper storeys that are setback from the primary frontage; and A 1:1 building height to street width ration is appropriate for a lane of mid-block connection condition provided the street wall height is no greater than 3 storeys. 						✓
2.1.2 Scale and Massing	N/A	1	2	3	4	5
a. Provide a transition in building height from taller to shorter buildings both within and adjacent to the site with consideration for future land use direction.						✓
b. Break up the perceived mass of large buildings by incorporating visual breaks in facades.						✓
c. Step back the upper storeys of buildings and arrange the massing and siting of buildings to: <ul style="list-style-type: none"> Minimize the shadowing on adjacent buildings as well as public and open spaces such as sidewalks, plazas, and courtyards; and Allow for sunlight onto outdoor spaces of the majority of ground floor units during the winter solstice. 			✓			

2.1.3 Site Planning	N/A	1	2	3	4	5
a. Site and design buildings to respond to unique site conditions and opportunities, such as oddly shaped lots, location at prominent intersections, framing of important open spaces, corner lots, sites with buildings that terminate a street end view, and views of natural features.						✓
b. Use Crime Prevention through Environmental Design (CPTED) principles to better ensure public safety through the use of appropriate lighting, visible entrances, opportunities for natural surveillance, and clear sight lines for pedestrians.						✓
c. Limit the maximum grades on development sites to 30% (3:1)						✓
d. Design buildings for 'up-slope' and 'down-slope' conditions relative to the street by using strategies such as: <ul style="list-style-type: none"> Stepping buildings along the slope, and locating building entrances at each step and away from parking access where possible; Incorporating terracing to create usable open spaces around the building Using the slope for under-building parking and to screen service and utility areas; Design buildings to access key views; and Minimizing large retaining walls (retaining walls higher than 1 m should be stepped and landscaped). 	✓					
e. Design internal circulation patterns (street, sidewalks, pathways) to be integrated with and connected to the existing and planned future public street, bicycle, and/or pedestrian network.						✓
f. Incorporate easy-to-maintain traffic calming features, such as on-street parking bays and curb extensions, textured materials, and crosswalks.	✓					
g. Apply universal accessibility principles to primary building entries, sidewalks, plazas, mid-block connections, lanes, and courtyards through appropriate selection of materials, stairs, and ramps as necessary, and the provision of wayfinding and lighting elements.						✓
2.1.4 Site Servicing, Access, and Parking	N/A	1	2	3	4	5
a. Locate off-street parking and other 'back-of-house' uses (such as loading, garbage collection, utilities, and parking access) away from public view.				✓		
b. Ensure utility areas are clearly identified at the development permit stage and are located to not unnecessarily impact public or common open spaces.					✓	
c. Avoid locating off-street parking between the front façade of a building and the fronting public street.						✓
d. In general, accommodate off-street parking in one of the following ways, in order of preference: <ul style="list-style-type: none"> Underground (where the high water table allows) Parking in a half-storey (where it is able to be accommodated to not negatively impact the street frontage); 					✓	

<ul style="list-style-type: none"> Garages or at-grade parking integrated into the building (located at the rear of the building); and Surface parking at the rear, with access from the lane or secondary street wherever possible. 						
e. Design parking areas to maximize rainwater infiltration through the use of permeable materials such as paving blocks, permeable concrete, or driveway planting strips.		✓				
f. In cases where publicly visible parking is unavoidable, screen using strategies such as: <ul style="list-style-type: none"> Landscaping; Trellises; Grillwork with climbing vines; or Other attractive screening with some visual permeability. 					✓	
g. Provide bicycle parking at accessible locations on site, including: <ul style="list-style-type: none"> Covered short-term parking in highly visible locations, such as near primary building entrances; and Secure long-term parking within the building or vehicular parking area. 					✓	
h. Provide clear lines of site at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.					✓	
i. Consolidate driveway and laneway access points to minimize curb cuts and impacts on the pedestrian realm or common open spaces.						✓
j. Minimize negative impacts of parking ramps and entrances through treatments such as enclosure, screening, high quality finishes, sensitive lighting and landscaping.					✓	
2.1.5 Streetscapes, Landscapes, and Public Realm Design	N/A	1	2	3	4	5
a. Site buildings to protect mature trees, significant vegetation, and ecological features.				✓		
b. Locate underground parkades, infrastructure, and other services to maximize soil volumes for in-ground plantings.					✓	
c. Site trees, shrubs, and other landscaping appropriately to maintain sight lines and circulation.					✓	
d. Design attractive, engaging, and functional on-site open spaces with high quality, durable, and contemporary materials, colors, lighting, furniture, and signage.						✓
e. Ensure site planning and design achieves favourable microclimate outcomes through strategies such as: <ul style="list-style-type: none"> Locating outdoor spaces where they will receive ample sunlight throughout the year; Using materials and colors that minimize heat absorption; Planting both evergreen and deciduous trees to provide a balance of shading in the summer and solar access in the winter; and Using building mass, trees and planting to buffer wind. 					✓	
f. Use landscaping materials that soften development and enhance the public realm.					✓	

g. Plant native and/or drought tolerant trees and plants suitable for the local climate.						✓
h. Select trees for long-term durability, climate and soil suitability, and compatibility with the site's specific urban conditions.						✓
i. Design sites and landscapes to maintain the pre-development flows through capture, infiltration, and filtration strategies, such as the use of rain gardens and permeable surfacing.	✓					
j. Design sites to minimize water use for irrigation by using strategies such as: <ul style="list-style-type: none"> Designing planting areas and tree pits to passively capture rainwater and stormwater run-off; and Using recycled water irrigation systems. 	✓					
k. Create multi-functional landscape elements wherever possible, such as planting areas that also capture and filter stormwater or landscape features that users can interact with.	✓					
l. Select materials and furnishings that reduce maintenance requirements and use materials and site furnishings that are sustainably sourced, re-purposed or 100% recycled.	✓					
m. Use exterior lighting to complement the building and landscape design, while: <ul style="list-style-type: none"> Minimizing light trespass onto adjacent properties; Using full cut-off lighting fixtures to minimize light pollution; and Maintaining lighting levels necessary for safety and visibility. 	✓					
n. Employ on-site wayfinding strategies that create attractive and appropriate signage for pedestrians, cyclists, and motorists using a 'family' of similar elements.	✓					
2.1.6 Building Articulation, Features and Materials	N/A	1	2	3	4	5
a. Express a unified architectural concept that incorporates variation in façade treatments. Strategies for achieving this include: <ul style="list-style-type: none"> Articulating facades by stepping back or extending forward a portion of the façade to create a series of intervals or breaks; Repeating window patterns on each step-back and extension interval; Providing a porch, patio, or deck, covered entry, balcony and/or bay window for each interval; and Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce each interval. 						✓
b. Incorporate a range of architectural features and details into building facades to create visual interest, especially when approached by pedestrians. Include architectural features such as: bay windows and balconies; corner feature accents, such as turrets or cupolas; variations in roof height, shape and detailing; building entries; and canopies and overhangs. Include architectural details such as: Masonry such as tiles, brick, and stone; siding including score lines and varied materials to distinguish between floors; articulation of columns and pilasters;						✓

ornamental features and art work; architectural lighting; grills and railings; substantial trim details and moldings / cornices; and trellises, pergolas, and arbors.						
c. Design buildings to ensure that adjacent residential properties have sufficient visual privacy (e.g. by locating windows to minimize overlook and direct sight lines into adjacent units), as well as protection from light trespass and noise.		✓				
d. Design buildings such that their form and architectural character reflect the buildings internal function and use.						✓
e. Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades.			✓			
f. Provide weather protection such as awnings and canopies at primary building entries.					✓	
g. Place weather protection to reflect the building's architecture.						✓
h. Limit signage in number, location, and size to reduce visual clutter and make individual signs easier to see.						✓
i. Provide visible signage identifying building addresses at all entrances.						✓

SECTION 4.0: LOW & MID-RISE RESIDENTIAL MIXED USE						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE (1 is least complying & 5 is highly complying)	N/A	1	2	3	4	5
4.1 Low & mid-rise residential & mixed use guidelines						
4.1.1 Relationship to the Street	N/A	1	2	3	4	5
i. Ensure lobbies and main building entries are clearly visible from the fronting street.						✓
j. Avoid blank walls at grade wherever possible by: <ul style="list-style-type: none"> Locating enclosed parking garages away from street frontages or public open spaces; Using ground-oriented units or glazing to avoid creating dead frontages; and When unavoidable, screen blank walls with landscaping or incorporate a patio café or special materials to make them more visually interesting. 					✓	
Residential & Mixed Use Buildings						
k. Set back residential buildings on the ground floor between 3-5 m from the property line to create a semi-private entry or transition zone to individual units and to allow for an elevated front entryway or raised patio. <ul style="list-style-type: none"> A maximum 1.2 m height (e.g. 5-6 steps) is desired for front entryways. Exceptions can be made in cases where the water table requires this to be higher. In these cases, provide a larger patio and screen parking with ramps, stairs and landscaping. 			✓			

l. Incorporate individual entrances to ground floor units accessible from the fronting street or public open spaces.						✓
m. Site and orient buildings so that windows and balconies overlook public streets, parks, walkways, and shared amenity spaces while minimizing views into private residences.					✓	
4.1.2 Scale and Massing	N/A	1	2	3	4	5
a. Residential building facades should have a maximum length of 60 m. A length of 40 m is preferred.			✓			
b. Residential buildings should have a maximum width of 24 m.				✓		
c. Buildings over 40 m in length should incorporate a significant horizontal and vertical break in the façade.					✓	
d. For commercial facades, incorporate a significant break at intervals of approximately 35 m.	✓					
4.1.3 Site Servicing, Access, and Parking	N/A	1	2	3	4	5
a. On sloping sites, floor levels should step to follow natural grade and avoid the creation of blank walls.	✓					
b. Site buildings to be parallel to the street and to have a distinct front-to-back orientation to public street and open spaces and to rear yards, parking, and/or interior court yards: <ul style="list-style-type: none"> • Building sides that interface with streets, mid-block connections and other open spaces and should positively frame and activate streets and open spaces and support pedestrian activity; and • Building sides that are located away from open spaces (building backs) should be designed for private/shared outdoor spaces and vehicle access. 						✓
c. Break up large buildings with mid-block connections which should be publicly-accessible wherever possible.						✓
d. Ground floors adjacent to mid-block connections should have entrances and windows facing the mid-block connection.		✓				
4.1.4 Site Servicing, Access and Parking	N/A	1	2	3	4	5
a. Vehicular access should be from the lane. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided: <ul style="list-style-type: none"> • Access is from a secondary street, where possible, or from the long face of the block; • Impacts on pedestrians and the streetscape is minimised; and • There is no more than one curb cut per property. 						✓
b. Above grade structure parking should only be provided in instances where the site or high water table does not allow for other parking forms and should be screened from public view with active retail uses, active residential uses, architectural or landscaped screening elements.						✓
c. Buildings with ground floor residential may integrate half-storey underground parking to a maximum of 1.2 m above grade, with the following considerations:	✓					

<ul style="list-style-type: none"> Semi-private spaces should be located above to soften the edge and be at a comfortable distance from street activity; and Where conditions such as the high water table do not allow for this condition, up to 2 m is permitted, provided that entryways, stairs, landscaped terraces, and patios are integrated and that blank walls and barriers to accessibility are minimized. 						
4.1.5 Publicly-Accessible and Private Open Spaces	N/A	1	2	3	4	5
a. Integrate publicly accessible private spaces (e.g. private courtyards accessible and available to the public) with public open areas to create seamless, contiguous spaces.	✓					
b. Locate semi-private open spaces to maximize sunlight penetration, minimize noise disruptions, and minimize 'overlook' from adjacent units.						✓
Outdoor amenity areas						
c. Design plazas and urban parks to: <ul style="list-style-type: none"> Contain 'three edges' (e.g. building frontage on three sides) where possible and be sized to accommodate a variety of activities; Be animated with active uses at the ground level; and Be located in sunny, south facing areas. 						✓
d. Design internal courtyards to: <ul style="list-style-type: none"> Provide amenities such as play areas, barbecues, and outdoor seating where appropriate. Provide a balance of hardscape and softscape areas to meet the specific needs of surrounding residents and/or users. 						✓
e. Design mid-block connections to include active frontages, seating and landscaping.			✓			
Rooftop Amenity Spaces						
f. Design shared rooftop amenity spaces (such as outdoor recreation space and rooftop gardens on the top of a parkade) to be accessible to residents and to ensure a balance of amenity and privacy by: <ul style="list-style-type: none"> Limiting sight lines from overlooking residential units to outdoor amenity space areas through the use of pergolas or covered areas where privacy is desired; and Controlling sight lines from the outdoor amenity space into adjacent or nearby residential units by using fencing, landscaping, or architectural screening. 					✓	
g. Reduce the heat island affect by including plants or designing a green roof, with the following considerations: <ul style="list-style-type: none"> Secure trees and tall shrubs to the roof deck; and Ensure soil depths and types are appropriate for proposed plants and ensure drainage is accommodated. 				✓		
4.1.6 Building Articulation, Features, and Materials	N/A	1	2	3	4	5
a. Articulate building facades into intervals that are a maximum of 15 m wide for mixed-use buildings and 20 m wide for residential buildings. Strategies for articulating buildings should consider the potential impacts on energy performance and include:						✓

<ul style="list-style-type: none"> • Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; • Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; • Providing a porch, patio, deck, or covered entry for each interval; • Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance; • Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval; • Changing the materials with the change in building plane; and • Provide a lighting fixture, trellis, tree or other landscape feature within each interval. 						
b. Break up the building mass by incorporating elements that define a building's base, middle and top.					✓	
c. Use an integrated, consistent range of materials and colors and provide variety, by for example, using accent colors.						✓
d. Articulate the façade using design elements that are inherent to the buildings as opposed to being decorative. For example, create depth in building facades by recessing window frames or partially recessing balconies to allow shadows to add detail and variety as a byproduct of massing.					✓	
e. Incorporate distinct architectural treatments for corner sites and highly visible buildings such as varying the roofline, articulating the façade, adding pedestrian space, increasing the number and size of windows, and adding awnings or canopies.						✓
f. Provide weather protection (e.g. awnings, canopies, overhangs, etc.) along all commercial streets and plazas with particular attention to the following locations: <ul style="list-style-type: none"> • Primary building entrances; • Adjacent to bus zones and street corners where people wait for traffic lights; • Over store fronts and display windows; and • Any other areas where significant waiting or browsing by people occurs. 	✓					
g. Architecturally-integrate awnings, canopies, and overhangs to the building and incorporate architectural design features of buildings from which they are supported.						✓
h. Place and locate awnings and canopies to reflect the building's architecture and fenestration pattern.						✓
i. Place awnings and canopies to balance weather protection with daylight penetration. Avoid continuous opaque canopies that run the full length of facades.						✓
j. Provide attractive signage on commercial buildings that identifies uses and shops clearly but which is scaled to the pedestrian rather than the motorist. Some exceptions can be made for buildings	✓					



located on highways and/or major arterials in alignment with the City's Sign Bylaw.						
k. Avoid the following types of signage: <ul style="list-style-type: none"> Internally lit plastic box signs; Pylon (stand alone) signs; and Rooftop signs. 	✓					
l. Uniquely branded or colored signs are encouraged to help establish a special character to different neighbourhoods.	✓					



REVO

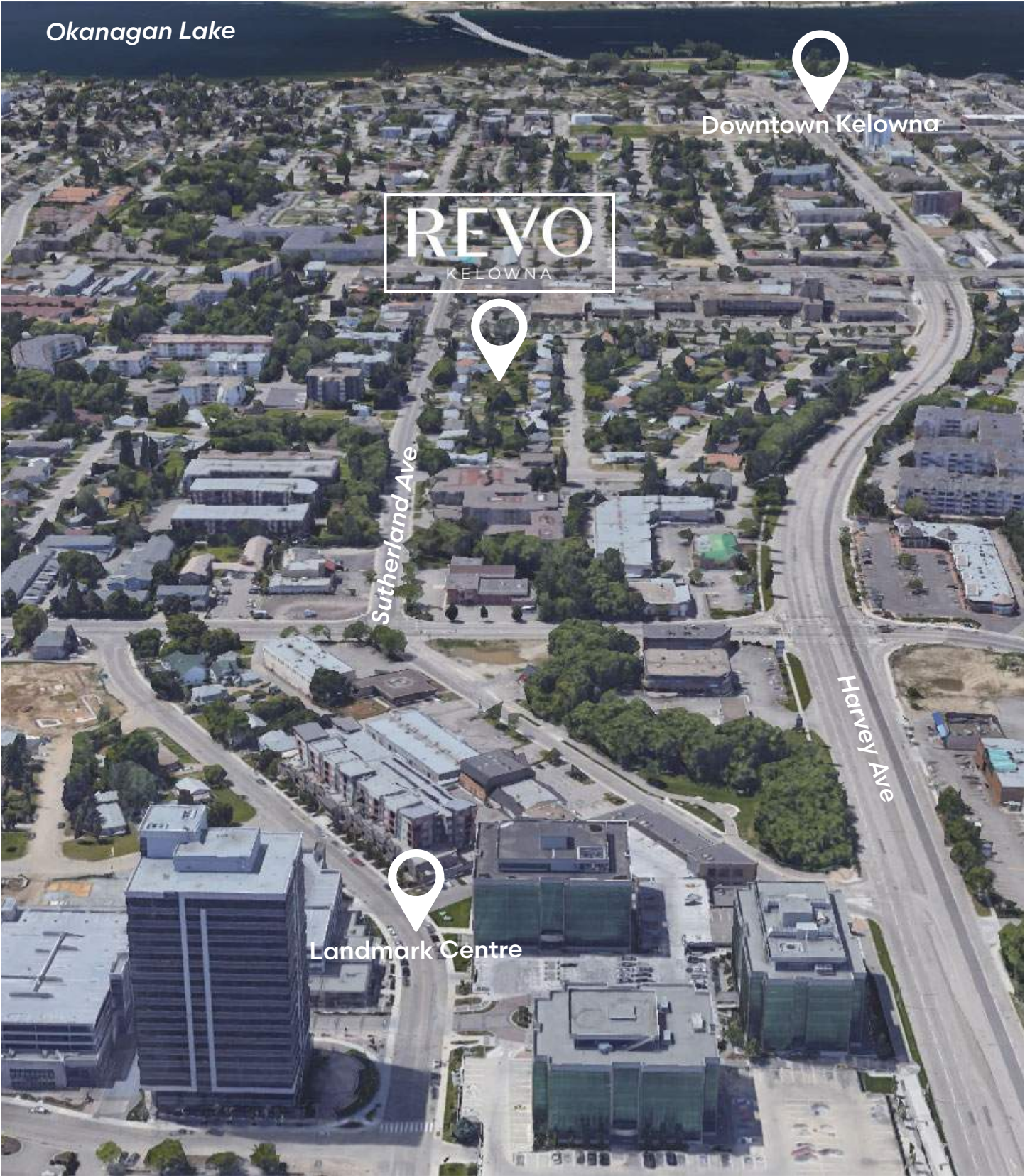
KELOWNA

REVOLUTIONIZING LIVING SPACES

MILLENNIAL
DEVELOPMENTS

“What sets **Millennial Developments** apart from other developers is our reliance on market data to inform our decisions

-Ryan Tamblyn, CEO, Millennial Developments Corp
179



REVO KELOWNA



View Looking North from Sutherland



View Looking South from Pridham Ave

REVO AMENITIES - INTERIOR



Lobby View



Fitness Centre with Dedicated Yoga Space (1,351 SF) View 1



Fitness Centre with Dedicated Yoga Space (1,351 SF) View 2



Lounge (1,738 SF) View 1



Lounge (1,738 SF) View 2



Lounge (1,738 SF) View 3



Shared Workspace (1,297 SF) View 1



Shared Workspace (1,297 SF) View 2

REVO AMENITIES - EXTERIOR



Courtyard View from Sutherland



Second Level Courtyard (8,106 SF) View 1



Second Level Courtyard (8,106 SF) View 2



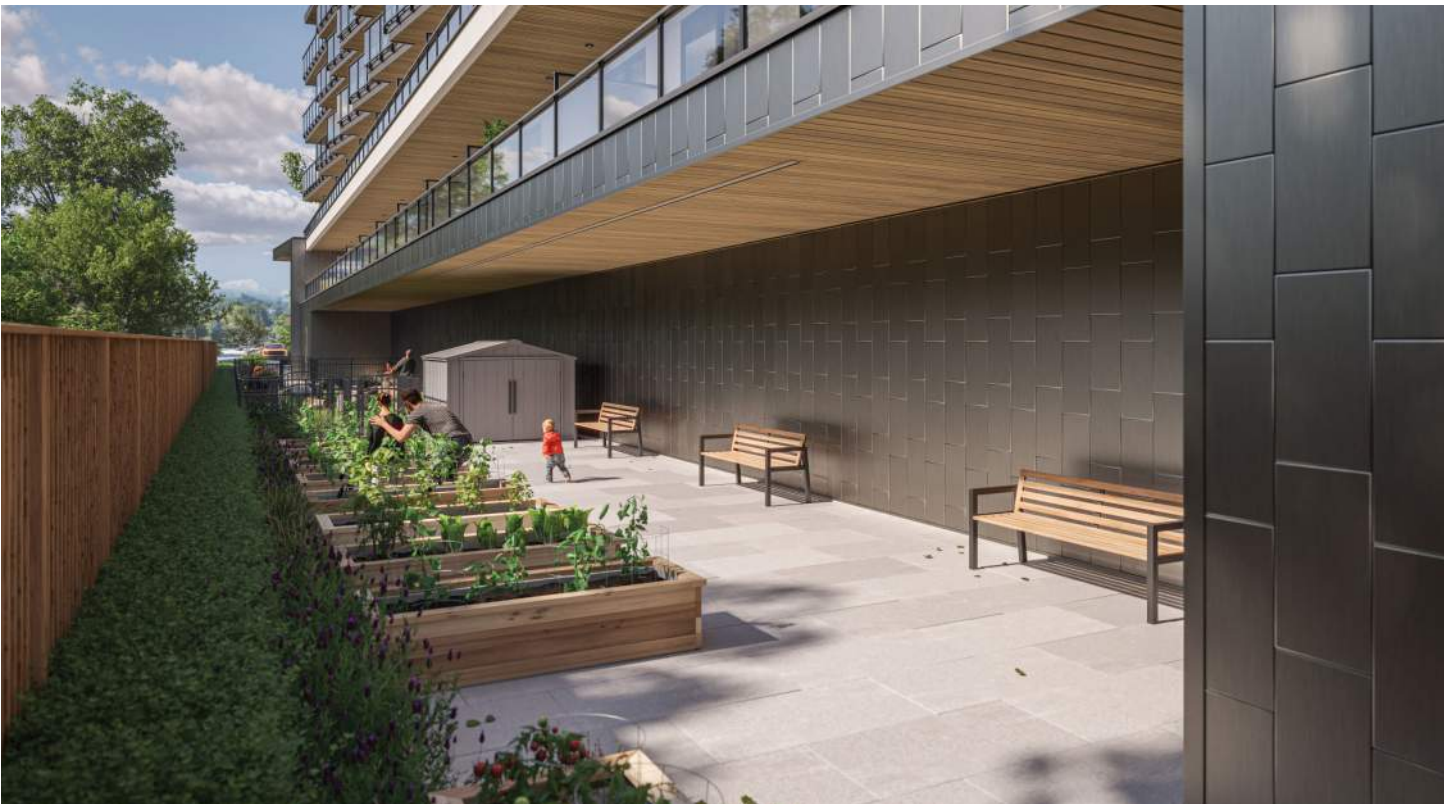
Second Level Courtyard with Outdoor Projector (8,106 SF) View 3



Second Level Courtyard (8,106 SF) View 4



Pet Park (1,401 SF)



Organic Garden Space (974 SF)

REVO AMENITIES - ROOFTOP



REVO Rooftop Terrace (10,669 SF)



Sauna & Cold Plunge Zone



Meditation & Yoga Platform



Alfresco Dining Area



Ping Pong Courts

REVO

KELOWNA

REVOLUTIONIZING LIVING SPACES

MILLENNIAL
DEVELOPMENTS



CO-OPERATIVE CARSHARING AGREEMENT

THIS AGREEMENT made the 9th day of September, 2023,

BETWEEN:

MODO CO-OPERATIVE

200 - 470 Granville Street
Vancouver, BC
V6C 1V5

("Modo")

AND:

COLLINSON RISE LP

1100 – 1631 Dickson Avenue
Kelowna, BC
V1Y 0B5

("Developer")

WHEREAS:

- A. Developer is the registered owner of those certain lands located at 1266, 1276, 1288 Sutherland Avenue & 1267, 1277, 1289 Pridham Avenue, Kelowna and legally described as follows:

**PID: 009-696-300, legal lot description Lot 13, Block 3, Plan KAP9625,
PID: 009-696-318, legal lot description Lot 14, Block 3, Plan KAP9625,
PID: 009-696-326, legal lot description Lot 15, Block 3, Plan KAP9625,
PID: 009-696-229, legal lot description Lot 5, Block 3, Plan KAP9625,
PID: 009-696-237, legal lot description Lot 6, Block 3, Plan KAP9625,
PID: 008-037-523, legal lot description Lot 7, Block 3, Plan KAP9625,**

(the "**Lands**"); and

- B. Developer intends to construct or to cause to be constructed a strata residential development (the "**Development**") on the Lands;
- C. Upon the completion of construction of the Development, Developer intends to subdivide the Lands by way of a strata plan (the "**Strata Plan**") pursuant to the Strata Property Act (British Columbia) to create 240 residential strata lots (collectively, the "**Strata Lots**", and each a "**Strata Lot**");
- D. Modo is a member-owned co-operative that facilitates carsharing for individuals and businesses as an alternative to privately-owned automobiles;

- E. As a condition of approving the Development, the City of Kelowna in British Columbia (the "**Municipality**") requires Developer to provide one (1) co-operative vehicle (the "**Shared Vehicle**") in connection with the Development and to be available as part of a service to share the use of the Shared Vehicle (the "**Carsharing Program**");
- F. In addition, the Municipality requires Developer to designate one (1) parking space at the Development for the exclusive use of the Shared Vehicle (the "**Shared Vehicle Parking Space**" as set out in Schedule A hereto) and free-of-charge to Modo;
- G. Modo will deliver the Shared Vehicle to the Shared Vehicle Parking Space and will make the Shared Vehicle available for use in accordance with the terms of this Agreement;
- H. Modo will, at its cost, operate, maintain, repair and insure the Shared Vehicle and administer the service to share the Shared Vehicle (collectively, the "**Services**");
- I. Developer and Modo intend that the Shared Vehicle will be available for use by all members of Modo (collectively, the "**Modo Members**" and each a "**Modo Member**"), including the Residents who become Modo Members; and
- J. Developer and Modo wish to set out in this Agreement the terms and conditions of the Carsharing Program as it pertains to the Development.

NOW THEREFORE in consideration of the sum of Ten (\$10.00) Dollars now paid by each party to the other (the receipt and sufficiency of which is hereby acknowledged) and in consideration of the mutual promises and covenants contained herein, the parties agree as follows:

ARTICLE 1 - DEFINITIONS

- 1.1 Definitions. In this Agreement, the following terms have the following meanings:
- (a) "**Agreement**" means this agreement, any schedules attached hereto which are referred to in this agreement, and every properly executed instrument which by its terms amends, modifies, supplements, or extends this agreement;
 - (b) "**Arbitrator**" has the meaning set out in section 13.1(d);
 - (c) "**Carsharing Program**" has the meaning set out in Recital E;
 - (d) "**Commencement Date**" means the date on which the Occupancy Permit is issued by the Municipality;
 - (e) "**Developer**" means the party defined as Developer on the first page of this Agreement and any of its heirs, executors, administrators,

successors, assigns, subsidiaries or nominees who may assume Developer's right, title or interest in the Development and/or this Agreement from Developer named herein, and expressly includes any person which may manage or operate the Development for Developer from time to time;

- (f) **"Development"** has the meaning set out in Recital B;
- (g) **"Driving Credits"** has the meaning set out in section 7.2;
- (h) **"Estimated Occupancy Date"** has the meaning set out in section 3.5;
- (i) **"EV Station"** means one (1) electric vehicle charging station (which specifications are defined in Schedule B) to be provided, installed, maintained and replaced by Developer, at Developers sole cost, to be used for the sole purpose of charging the Shared Vehicle, and to be located adjacent to the Shared Vehicle Parking Space;
- (j) **"Lands"** has the meaning set out in Recital A;
- (k) **"Marketing Program"** has the meaning set out in section 7.2;
- (l) **"Mediator"** means a member in good standing of the Arbitrators Association of British Columbia or Mediate BC;
- (m) **"Membership Holder"** means the Strata Corporation;
- (n) **"Membership Shares"** means membership shares in Modo;
- (o) **"Modo Members"** has the meaning set out in Recital I;
- (p) **"Municipality"** has the meaning set out in Recital E;
- (q) **"Occupancy Permit"** means the first occupancy permit issued by the Municipality in respect of the Development;
- (r) **"Partner User"** means a Resident (as defined below) who benefits from Modo membership privileges by way of the Partnership Membership;
- (s) **"Partnership Membership"** means the Membership Holder membership in Modo by way of ownership of the Subject Shares (as defined in section 2.1);
- (t) **"Project Fee"** has the meaning set out in section 2.1;
- (u) **"Residents"** means, collectively, the residents of the Development and **"Resident"** means any one of them and, for greater certainty,

"Residents" includes any of the following persons who are residents of the Development: owners of Strata Lots and tenants of Strata Lots;

- (v) **"Rules"** has the meaning set out in section 5.4(a);
- (w) **"Services"** has the meaning set out in Recital H;
- (x) **"Shared Vehicle Deployment Sequence"** has the meaning set out in section **Error! Reference source not found.**;
- (y) **"Shared Vehicle Minimum Term"** means the term of three (3) years for the Shared Vehicle, commencing from the later of the Commencement Date or the first date that the Shared Vehicle is made available for use by Modo Members at the Shared Vehicle Parking Space;
- (z) **"Shared Vehicle"** has the meaning set out in Recital E;
- (aa) **"Shared Vehicle Parking Space"** has the meaning set out in Recital F
- (bb) **"Strata Corporation"** means the strata corporation to be formed pursuant to the *Strata Property Act* upon deposit of the Strata Plan at the New Kamloops Land Title Office;
- (cc) **"Development"** has the meaning set out in Recital B;
- (dd) **"Lands"** has the meaning set out in Recital A;
- (ee) **"Strata Lots"** has the meaning set out in Recital C, and **"Strata Lot"** means any one of them;
- (ff) **"Strata Plan"** has the meaning set out in Recital C;
- (gg) **"Strata Property Act"** means S.B.C. 1998, c. 43, as amended, restated or replaced from time to time;
- (hh) **"Subject Shares"** has the meaning set out in section 2.1;
- (ii) **"Sustainable Usage Levels"** means the level of use of the Modo vehicles by Modo Members that remains cost-effective to meet Modo's usage goals; and,
- (jj) **"Term"** means the term of this Agreement as described in section 9.1.

ARTICLE 2 - PROJECT FEE

- 2.1 At least sixty (60) days prior to Estimated Occupancy Date, Developer will pay to Modo the aggregate sum of \$32,000.00 plus GST (the **"Project Fee"**), representing the following:

- (a) \$1,000.00 for the purchase of one hundred (100) Membership Shares (the "**Subject Shares**"); and
 - (b) the Project Fee minus \$1,000.00 to be used by Modo toward the ownership costs of the Shared Vehicle.
- 2.2 Upon payment of the Project Fee, Modo will issue the Subject Shares to Developer and will issue a receipt to Developer confirming payment of the Project Fee to Modo.
 - 2.3 Developer agrees that Modo will not be under any obligation whatsoever to provide the Services or issue the Subject Shares if Modo has not received full payment of the Project Fee from Developer by the required deadline set out in section 2.1 of this Agreement.
 - 2.4 If the Occupancy Permit is issued later than in the year 2026, the Project Fee will increase by 4% for each year thereafter, on January 1st of such year and until the Occupancy Permit is issued, including the year the Occupancy Permit is issued.

ARTICLE 3 - BENEFITS AND OBLIGATIONS OF DEVELOPER

- 3.1 Developer agrees to designate the Shared Vehicle Parking Space for the exclusive use of Modo as set out in Schedule A hereto, in compliance with the standards set out in Schedule B and free-of-charge to Modo from the Commencement Date and throughout the Term.
- 3.2 Developer agrees that throughout the Term, subject to section 11.5, the Shared Vehicle Parking Space will be accessible to Modo Members on a 24 hours a day, 7 days a week basis.
- 3.3 Developer permits Modo to directly authorize removal of unauthorized vehicles parked in the Shared Vehicle Parking Space through the towing company contracted by Developer, or a towing company of Modo's choice in the event there is not a designated contractor or if that contractor is unavailable. Any unauthorized vehicle parked in the Shared Vehicle Parking Space may be removed by Modo at the vehicle owner's risk and expense.
- 3.4 Developer agrees that from the Commencement Date and throughout the Term, the EV Station will be operational and designated for the exclusive use of Modo.
- 3.5 At least sixty (60) days prior to the date Developer anticipates that the Occupancy Permit will be issued, Developer will provide written notice to Modo of such estimated date (the "**Estimated Occupancy Date**").
- 3.6 Promptly upon issuance of the Occupancy Permit, Developer will further provide Modo with written notice of the Commencement Date.

- 3.7 Upon completion of Developer's obligations under section 2.1 and assumption of this Agreement by the Membership Holder pursuant to section 4.1, Developer will cause the Subject Shares, which together form the Partnership Membership, to be transferred to and registered in the name of the Membership Holder and the Membership Holder will hold the Subject Shares on behalf of and for the benefit of the Residents, subject to section 5.4.
- 3.8 Developer warrants that it will cause its subsidiaries and any party which may manage or operate the Development from time to time to comply with the terms of this Agreement and will cause any of its successors or permitted assigns to enter into an assumption agreement, provided that, upon such assumption, Developer will be released of its obligations hereunder to the extent its obligations are so assumed.

ARTICLE 4 - ASSUMPTION BY MEMBERSHIP HOLDER

- 4.1 Upon the filing of the Strata Plan, Developer will:
- (a) assign the Developer's interest in and to this Agreement to the Strata Corporation;
 - (b) cause the Strata Corporation to assume: (i) Developer's covenants and obligations under this Agreement as it relates to the Development; and (ii) any other covenants and obligations under this Agreement as it relates to the Development which are expressly identified as covenants or obligations of the Strata Corporation or the Membership Holder; and
 - (c) transfer an undivided interest in and to the Subject Shares to the Strata Corporation concurrently with such assumption, and Modo hereby consents to such transfer.
- 4.2 Effective upon the assumption of this Agreement by the Membership Holder pursuant to section 4.1, Developer and its nominees, subsidiaries and other affiliates will have no further obligations or liabilities whatsoever hereunder.

ARTICLE 5 - BENEFITS AND OBLIGATIONS OF THE MEMBERSHIP HOLDER

- 5.1 The parties agree that, following the transfer described in section 4.1, Subject Shares will be registered in the name of the Membership Holder. The Membership Holder will be the legal owner of all the Subject Shares, and their beneficial interest will vest in the Residents in accordance with this Agreement.
- 5.2 The Subject Shares, and the benefit of the Partnership Membership, will not be allocated or divided in any manner as between the Residents, and there will be no limit on the number of Residents of any Strata Lot that may apply to be Partner Users at any given time (subject to the overall limit on the number of Partner Users set out in section 6.1).

- 5.3 The parties agree that the Residents will not automatically become Modo Members and must apply to join Modo and meet Modo's membership requirements in order to be eligible to use the Shared Vehicle and participate in the Carsharing Program.
- 5.4 The Membership Holder agrees that, upon assuming this Agreement, it will:
- (a) administer the Partnership Membership in accordance with the rules set out in Schedule D hereto (the "**Rules**");
 - (b) use reasonable commercial efforts to make available to the Residents the Rules; and
 - (c) at all times retain ownership of the Subject Shares.
- 5.5 Every six (6) months during the Term (commencing within six (6) months after the Commencement Date), Modo will provide the Strata Corporation in writing with the name of each Partner User.
- 5.6 Within thirty (30) days after receipt of the information, referred to in section 5.5, the Membership Holder will confirm to Modo in writing which Partner Users have, to the best of the applicable Membership Holder's knowledge, ceased to be Residents, and Modo will cancel such Partner Users' benefits of the Partnership Membership and such former Residents will cease to be Partner Users.
- 5.7 The Strata Corporation agrees to pay for the electricity withdrawn from the EV Station when due and Modo will reimburse the Strata Corporation in accordance with section 6.15.

ARTICLE 6 - BENEFITS AND OBLIGATIONS OF MODO

- 6.1 Modo agrees that the Partnership Membership will allow up to a maximum number of Residents to be Partner Users at any given time, such maximum number to be equal to the Project Fee paid hereunder at such given time divided by \$500, rounded down to the closest whole number. For greater certainty, once the foregoing number of Partner Users has been reached, no other Resident may become a Partner User unless an existing Partner User ceases to be a Partner User.
- 6.2 Any number of Residents of any given Strata Lot may apply to Modo to become Partner Users, and each such Resident who becomes a Partner User will count as a separate Partner User for the purposes of the limit set out in section 6.1.
- 6.3 Modo covenants and agrees that the Partnership Membership will grant Partner Users the benefit of usage of Modo vehicles at the same usage rates as shareholders of Modo but without voting rights.
- 6.4 Modo will use the Project Fee, less the amount required to purchase the Subject Shares, toward the ownership costs of one (1) new four-wheeled automobile with

electric motorization, provided that Modo may temporarily use new four-wheeled automobile with internal combustion engine as the Shared Vehicle if Modo is unable to procure and deliver a new four-wheeled automobile with electric motorization within the time period set out in the Shared Vehicle Deployment Sequence. In the event that Modo is temporarily using a four-wheeled automobile with internal combustion engine as the Shared Vehicle, Modo will use reasonable commercial efforts to replace such automobile with a new four-wheeled automobile with electric motorization as soon as possible after the Commencement Date at no additional cost to Developer or the Membership Holder.

- 6.5 Forthwith upon the purchase of the Shared Vehicle, Modo will provide Developer with a copy of the Shared Vehicle's registration evidencing that the Shared Vehicle is registered in the name of Modo together with proof of insurance.
- 6.6 Modo will deliver the Shared Vehicle to the Shared Vehicle Parking Space and will make the Shared Vehicle available for use by Modo Members in accordance with the terms of this Agreement and pursuant to the Shared Vehicle Deployment Sequence.
- 6.7 In the event that the Occupancy Permit is not issued within thirty (30) days after the Estimated Occupancy Date, Modo reserves the right to park the Shared Vehicle at another location suitable for its use within the Carsharing Program and make them available for use by Modo Members, provided always that Modo will deliver the Shared Vehicle to the Shared Vehicle Parking Space by no later than the date(s) set out in the Shared Vehicle Deployment Sequence.
- 6.8 Modo agrees to provide the Shared Vehicle for the use of Modo Members and to cause the Shared Vehicle to be parked in the Shared Vehicle Parking Space at all times when not in use by a Modo Member and when not being repaired or serviced.
- 6.9 Modo will be the sole provider of the Carsharing Program in respect of the Shared Vehicle during the Term.
- 6.10 The parties agree that Modo will not be responsible for any costs related to the use of and access to the Shared Vehicle Parking Space during the Term, including, without limitation, the maintenance of the Shared Vehicle Parking Space.
- 6.11 Notwithstanding the foregoing, Modo must promptly and at its own expense clean up any oil or other substance which spills or leaks from the Shared Vehicle into or onto any part of the Development, failing which Developer may clean up such spill or leak, and Modo will, forthwith on demand reimburse Developer for the cost thereof.

- 6.12 Modo will at its sole expense provide Developer with appropriate signage for the Shared Vehicle Parking Space.
- 6.13 Modo will be solely responsible for providing and paying for the Services, including but not limited to the operation, administration, maintenance, repair, replacement and insurance costs in respect of the Shared Vehicle and the Carsharing Program in a prudent manner. If the Shared Vehicle is damaged beyond repair during the Shared Vehicle Minimum Term, then Modo will promptly replace the Shared Vehicle with a vehicle of at least equivalent value and function and such replacement vehicle will constitute the Shared Vehicle for all purposes hereunder.
- 6.14 The parties agree that Developer and the Membership Holder will not be responsible for any costs associated with the Shared Vehicle, the Carsharing Program or the Services, including, without limitation, any applicable taxes or delivery fees in respect of the purchase of the Shared Vehicle or any user or membership fees of any of the Residents, other than the payment of the Project Fee and the maintenance, use of and access to the Shared Vehicle Parking Space and EV Station.
- 6.15 Modo will reimburse the Strata Corporation the amount paid by the Strata Corporation for the electricity withdrawn from the EV Station, based on data logs and reports from the EV Station. The reimbursement will be made in arrears on a yearly basis, starting on the Commencement Date or such other date as may be agreed upon by the Strata Corporation and Modo.
- 6.16 Modo reserves the right to temporarily relocate the Shared Vehicle parked from the Shared Vehicle Parking Space if the Shared Vehicle Parking Space cannot be used as contemplated in section 3.1 or 3.2 and for a duration greater than twenty-four (24) consecutive hours, provided that once the Shared Vehicle Parking Space is available for use as contemplated in sections 3.1 and 3.2, Modo will promptly return the Shared Vehicle back to the Shared Vehicle Parking Space.
- 6.17 Modo reserves the right to temporarily relocate the Shared Vehicle parked in the Shared Vehicle Parking Space if the EV Station cannot be used as contemplated in section 3.4 for a duration greater than twenty-four (24) consecutive hours, provided that once the EV Station is available for use as contemplated in section 3.4, Modo will promptly return the Shared Vehicle back to the Shared Vehicle Parking Space.
- 6.18 Modo will provide orientation to all Residents wishing to participate in the Carsharing Program.
- 6.19 Modo will provide Developer with marketing materials to promote participation in the Services to Residents and prospective residents of the Development.

- 6.20 Modo confirms and agrees that, in accordance with Modo's membership documentation, each Resident will be individually responsible for any and all actions, causes of action, costs or claims of whatsoever type or nature levied or made by Modo or by any other person as a result of or in connection with such Resident's participation in the Services or otherwise arising from the Subject Shares of, or membership in, Modo held by the Membership Holder or its affiliates, subsidiaries, successors or assigns.
- 6.21 Modo represents and warrants that there are no other obligations associated with the holding of the Subject Shares by the Membership Holder beyond those which are contemplated in this Agreement, in the Rules, or at law.

ARTICLE 7 - MARKETING AND ASSESSMENT

- 7.1 Modo acknowledges that the Strata Lots will be occupied by Residents that will change over time.
- 7.2 Modo will establish a marketing program (the "**Marketing Program**") where Modo will, within fifteen (15) days following the Commencement Date, credit \$100 of driving credits ("**Driving Credits**") to the Modo account of each Resident who becomes a Modo Member for the first time, which Driving Credits will only be applied to fees for usage of Modo vehicles, for the duration of the Term.
- 7.3 Throughout the duration of the sale and closing stages of the Development, Developer agrees to communicate the benefits of the Carsharing Program to prospective residents and Residents. This will be done through Developer's existing communications channels such as email, website, collateral, sales agents and property managers, with the intent to raise awareness and usage of the Services, and with the information and materials in support provided by Modo, including:
- (a) a short description of Modo, the Services, the Driving Credits and the Partnership Membership on the Development's website (if applicable);
 - (b) to the extent permitted by law, a direct email or mail to the Residents shortly after such Residents have moved into the Development, with a link to a dedicated "welcome" page on Modo's website;
 - (c) to the extent permitted by law, a follow up direct email or mail to the Residents six (6) months after first occupation of the Development, with a link to a dedicated "welcome" page on Modo's website; and
 - (d) a small notice (sticker or poster) in a prominent location (i.e. elevator, community room), providing a short description of the Services, the Driving Credits and the Partnership Membership,

and the Membership Holder consents and agrees to the foregoing and will take such steps as reasonably required to assist Developer in carrying out the foregoing obligations.

- 7.4 From the date of this Agreement until the termination of this Agreement, Developer and Modo will allow use of each other's graphics in advertising and promotional activities conducted by either party. Such use of graphics must be in a manner whereby the graphics remain in their original form and each party will use the most recent version of the other party's graphics (as approved by each party in writing).
- 7.5 Developer and Modo will only use each other's wordmarks, logos or trade names pursuant to section 7.4 solely in connection with activities relating to the Development. Any other use must receive the prior written approval of each party (by mail or electronic mail).
- 7.6 The Membership Holder will permit Modo to assess, not more than once a year, the impacts of its Services by facilitating the administration of assessment measures including, but not limited to (and to the extent permitted by law), the distribution of emails, surveys and questionnaires for the relative to the Services, provided that the Residents, in their sole discretion, may elect not to participate in any such assessment measures.

ARTICLE 8 - SECURITY INTEREST

- 8.1 Subject to receipt of the Project Fee, Modo agrees to grant to Developer a security interest in the Shared Vehicle and to execute and deliver to Developer a security agreement in substantially the form attached as Schedule E hereto.
- 8.2 Modo acknowledges and agrees that Developer may register a security interest in the Shared Vehicle for a term equal to the Shared Vehicle Minimum Term in the British Columbia Personal Property Registry.

ARTICLE 9 - NO FIXED TERM

- 9.1 The term (the "**Term**") will commence on the date this Agreement is executed by the parties. This Agreement will not have a fixed term and will continue in full force and effect until terminated in accordance with the terms hereof provided that Modo agrees to provide the Services in respect of each Shared Vehicle for a minimum term equal to the Shared Vehicle Minimum Term.

ARTICLE 10 - MUTUAL REPRESENTATIONS

- 10.1 Each party represents and warrants to the other that:
 - (a) it is an entity duly organized and validly existing under the laws of its jurisdiction of organization or incorporation;

- (b) it has the requisite power and authority to enter into this Agreement and to carry out its obligations under this Agreement; and
- (c) such party's obligations under this Agreement constitute legal, valid and binding obligations, enforceable against such party in accordance with the terms herein.

ARTICLE 11 - TERMINATION AND AMENDMENT

- 11.1 Developer and Modo agree that, if after execution of this Agreement, Developer does not receive approval for a development permit, a building permit or any other permit necessary to construct and complete the Development from the Municipality then Developer will give notice of same and thereafter this Agreement will terminate and both parties will be relieved of their obligations herein, except as expressly set out herein.
- 11.2 No amendment, addition, deletion or other modification to this Agreement will be effective unless in writing and signed by each party.
- 11.3 During the Shared Vehicle Minimum Term, this Agreement may not be amended or terminated without the prior written consent of the General Manager of Engineering Services of the Municipality.
- 11.4 Notwithstanding sections 11.2 and 11.3, Modo reserves the right to make reasonable amendments to the rules governing the Membership Shares and ownership of the Subject Shares as set out in Schedule D, so long as such changes apply equally to all Residents. Upon any amendments, Modo will immediately notify the Membership Holder, following which the Membership Holder will notify the Residents of such amendments.
- 11.5 Developer and Modo agree that, if the usage of the Shared Vehicle falls below Sustainable Usage Levels, and only after the Shared Vehicle Minimum Term has expired, Modo may exercise its right, in its sole discretion, to: (i) replace the Shared Vehicle with any vehicle of Modo's choice, or (ii) relocate the Shared Vehicle from the Shared Vehicle Parking Space, in each case so as to ensure that the terms of the Agreement are not oppressive to Modo or its members.
- 11.6 In the event of relocation of the Shared Vehicle pursuant to section 11.5, then the Shared Vehicle Parking Space will no longer need to be made available to Modo and sections 3.1 to 3.4, 5.7, 6.8, 6.9, 6.12 and 6.15 will cease to apply, and Modo will not be obligated hereunder to provide the Services or make the Shared Vehicle available for use of Residents, but, for greater certainty, the Partnership Membership will continue in effect. For the avoidance of doubt, in the event of a replacement of the Shared Vehicle pursuant to section 11.5, this section 11.6 will not apply.

- 11.7 If the Development is destroyed and not rebuilt in a form substantially similar to the original buildings, either of the parties may terminate this Agreement and in such case Modo will cancel the Subject Shares held by the Membership Holder, and the Membership Holder will not be entitled to a refund of the purchase price paid for the Subject Shares or any part thereof.
- 11.8 Either party will have the right to terminate this Agreement forthwith on the dissolution, winding up or bankruptcy of the other party.

ARTICLE 12 - DEFAULT

- 12.1 A party claiming default under the terms of this Agreement must provide the defaulting party with written notice of the default. If the defaulting party fails to correct the default within thirty (30) days of receipt of such written notice, the party claiming default may deliver notice of dispute in accordance with section 13.1(a) and proceed with the dispute resolution procedures provided for in ARTICLE 13 -.

ARTICLE 13 - DISPUTE RESOLUTION

- 13.1 If a dispute arises between the parties in connection with this Agreement, then Developer and Modo agree to use the following procedure to resolve the dispute:
- (a) the party initiating the dispute will send a notice of dispute in writing to the other party which notice will contain the particulars of the matter in dispute and the relevant provisions of this Agreement and the responding party will send a notice of reply in writing to the other party to the dispute within ten (10) days after receipt of the notice of dispute, setting out particulars of its response and any relevant provisions of the Agreement;
 - (b) if the dispute remains unresolved for thirty (30) days after a notice of dispute has been issued as per section 13.1 (a)., or if a default is not cured within thirty (30) days after either party notifies the other of such default, the parties will agree upon and appoint a Mediator for the purpose of mediating such dispute. The appointment of the Mediator will be carried out in accordance with the terms and conditions of an agreement to be entered into between the parties and the Mediator which will set out the terms of reference for the engagement of the Mediator. The Mediator will conduct a non-binding mediation of the dispute according to the rules and procedures as determined by the Mediator. If the parties fail or neglect to agree upon a Mediator within ten (10) days following the end of the relevant 30-day period referred above, the dispute will be resolved by an Arbitrator (as defined below) in accordance with section 13.1(d). No individual with any direct or indirect interest in the subject matter of this Agreement or any direct or indirect interest in the parties to this Agreement may be appointed as a Mediator;

- (c) if the dispute has not been resolved within ten (10) days after the Mediator has been appointed under section 13.1(b), or within such further period agreed to by the parties, the Mediator will terminate the mediated negotiations by giving notice in writing to both parties;
 - (d) except for claims for injunctive relief, all claims and disputes between the parties to this Agreement arising out of or relating to this Agreement which are not resolved by the Mediator in accordance with section 13.1, will be decided by final and binding arbitration before a single arbitrator (the "**Arbitrator**") in accordance with the *Arbitration Act* (British Columbia). The parties will agree upon the Arbitrator within fifteen (15) days of the Mediator terminating the mediated negotiations. Failing such agreement between the parties, such Arbitrator will be finally chosen by reference to a Judge of the Supreme Court of British Columbia. The Arbitrator will not have any direct or indirect interest in the subject matter of the Development or any direct or indirect interest in either party or subsidiaries of the parties to this Agreement. No arbitration arising out of or relating to this Agreement will include, by consolidation or joinder or in any other manner, an additional person not a party to this Agreement, except by written consent containing specific reference to this Agreement and signed by each party and any other person sought to be joined. This provision will be specifically enforceable in any Court of competent jurisdiction;
 - (e) the parties covenant and agree that the Arbitrator appointed hereunder will have the power to, among other things, specifically declare that a party to this Agreement is in default of the terms of the Agreement and, in appropriate circumstances, declare that the Agreement is terminated and award damages for breach of contract or otherwise;
 - (f) an award or order rendered by the Arbitrator will be final and binding upon the parties, and judgment may be entered upon it in accordance with applicable law in any Court having jurisdiction within the Province of British Columbia;
 - (g) unless otherwise agreed in writing by the parties, the parties will continue to meet their obligations under this Agreement while the mediation and arbitration processes are continuing; and
 - (h) the parties will each bear their own costs in connection with the foregoing and all costs of any mediation or arbitration (including the cost of the Mediator and the Arbitrator) will be shared equally by the parties.
- 13.2 The dispute resolution provisions of section 13.1 will survive termination of this Agreement in respect of any dispute resolution process that is commenced under section 13.1 prior to the date of termination.

ARTICLE 14 - NOTICES

- 14.1 Notices under this Agreement will be given in writing by personal delivery or by email to the following addresses or electronic mail addresses set out below:
- (a) Developer:
- 1100-1631 Dickson Avenue, Kelowna, BC V1Y 0B5
 - Email: RTamblyn@MillennialDev.ca
- (b) Modo
- 200 – 470 Granville Street, Vancouver, BC, V6C 1V5
 - Email: info@Modo.coop
- 14.2 All notices will be deemed to have been delivered on the date of delivery, if delivered, and on the next business day following, if emailed.
- 14.3 Addresses for notices may be amended by written notice from one party to the other.

ARTICLE 15 - ASSIGNMENT

- 15.1 Neither party will transfer or assign this Agreement to any other party without the prior written consent of the parties to this Agreement, which consent will not be unreasonably withheld. Notwithstanding the foregoing, Developer may assign this Agreement to the Strata Corporation without Modo's prior consent but on notice to Modo, which notice will include the contact information of the parties to which the Agreement is being assigned.

ARTICLE 16 - INDEMNITY

- 16.1 Each party agrees to indemnify and save harmless the other party from and against all losses, costs, damages, suits, actions, causes of action, claims or demands in any way resulting from, connected with or arising out of the first party's breach of its obligations under this Agreement. This section 16.1 will survive the termination of the Agreement.

ARTICLE 17 - GENERAL

- 17.1 Nothing in this Agreement nor the acts of the parties will be construed, implied or deemed to create an agency, partnership or joint venture relationship between the parties. Neither party has the right or authority to, and will not, assume or create any obligation of any nature whatsoever on behalf of the other party or bind the other party in any respect whatsoever.

- 17.2 This Agreement constitutes the entire agreement between the parties with respect to the subject-matter hereof and cancels and supersedes any prior understandings and agreements between the parties with respect thereto. There are no representations, warranties, terms, conditions, undertakings or collateral agreements, express, implied or statutory, between the parties other than as expressly set forth in this Agreement. For avoidance of the doubt, this Agreement supersedes and replaces the agreement made between the parties on June 20th, 2023.
- 17.3 Any provision of this Agreement that is or becomes unenforceable will be unenforceable to the extent of such unenforceability without invalidating the remaining provisions hereof.
- 17.4 Any waiver or consent will be effective only in the instance and for the purpose for which it is given. No failure or delay on the part of either party in exercising any right, power or privilege under this Agreement will constitute a waiver thereof nor will any single or partial exercise of any right, power or privilege preclude any other or further exercise thereof or the exercise thereof or the exercise of any other right, power or privilege.
- 17.5 This Agreement will enure to the benefit of and be binding upon the parties and their heirs, executors, administrators, personal representatives, respective successors and permitted assigns.
- 17.6 The parties will at all times do, execute, acknowledge and deliver such acts, deeds, agreements and other instruments as may be reasonably necessary or desirable to give full force and effect to the terms of this Agreement.
- 17.7 This Agreement will be governed by and construed in accordance with the laws of the Province of British Columbia, and the federal laws of Canada applicable therein and each party irrevocably attorns to the exclusive jurisdiction of the courts of the Province of British Columbia.
- 17.8 This Agreement may be executed in any number of counterparts, each of which will be deemed to be an original and all of which taken together will be deemed to constitute one and the same instrument. Delivery of an executed counterpart of this Agreement by facsimile or electronic means will be equally effective as delivery of a manually executed counterpart thereof.

[Remainder of page intentionally left blank; signature page to follow.]

IN WITNESS WHEREOF the parties have executed this Agreement as of the date first written above.


By Modo:

MODO CO-OPERATIVE, by its authorized signatory

By: 
 Name: Sylvain Cellaire
 Title: Director of Business Development

By Developer:

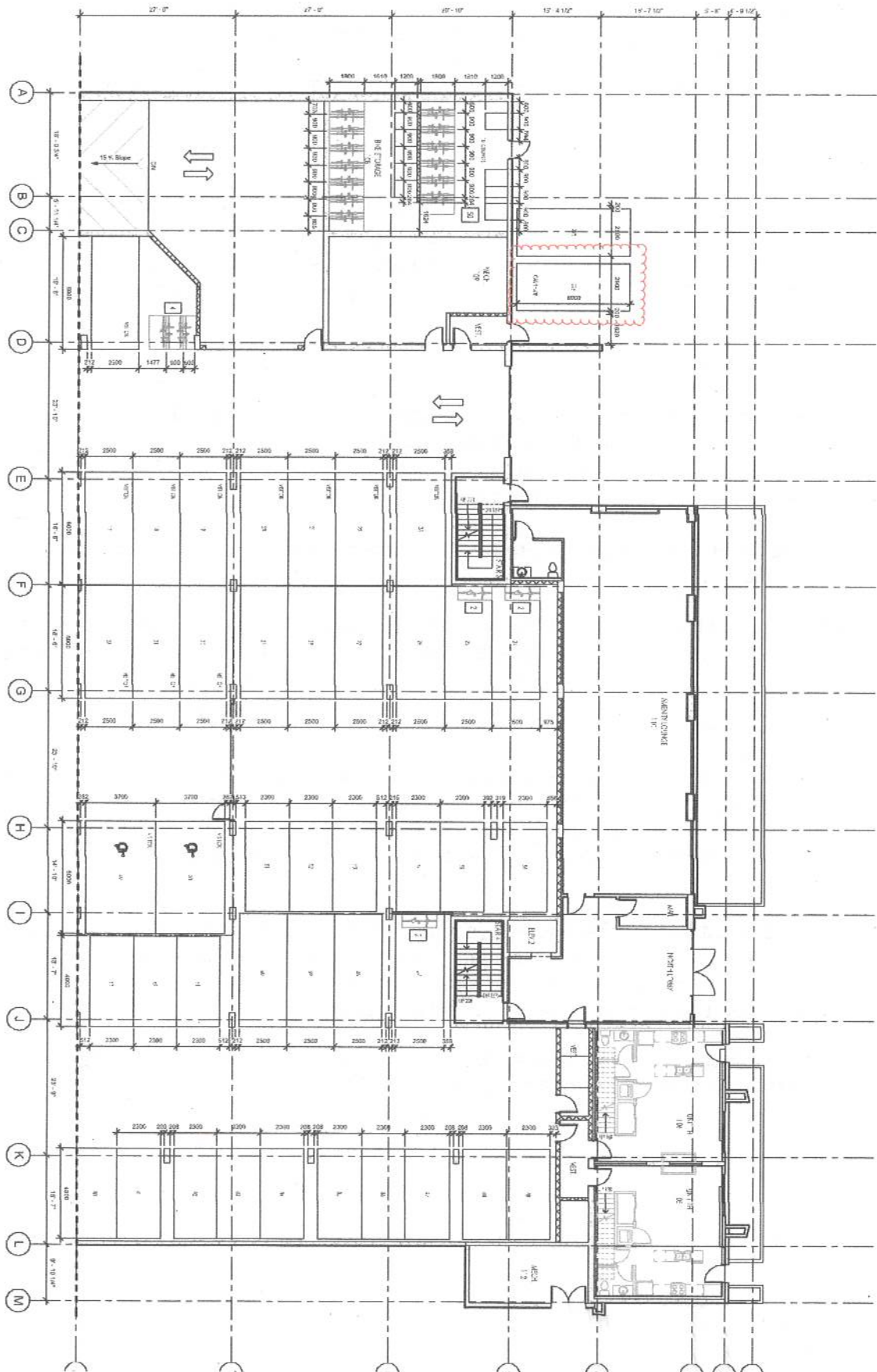
COLLINSON RISE LP, by its authorized signatory

By: 
 Name: DAVIN A. STILLE
 Title: Director, LAND Development.

**SCHEDULE A
SHARED VEHICLE PARKING SPACE**

[NDLR: Insert plan showing location and dimensions of parking space]

1. LEVEL 1 PLAN, NORTH PARKING PLAN
 1/8" = 1'-0"



SCHEDULE B

CONSTRUCTION STANDARDS FOR SHARED VEHICLE PARKING SPACE

The Shared Vehicle Parking Space shall be constructed to the satisfaction of the General Manager of Engineering Services of the municipality where the Shared Vehicle Parking Space is being constructed, and in accordance with the following specifications and requirements:

1. General

The Shared Vehicle Parking Space shall be constructed, finished and designated in accordance with applicable municipal building permits, by-laws, policies and guidelines, including the municipal standards as required by the Parking By-law and Building By-law applying to the property upon which the Shared Vehicle Parking Space is being constructed.

2. Dimensions

The Shared Vehicle Parking Space dimensions shall be standardized:

- The minimum height shall be 2.0 meters.
- The minimum width shall be 2.9 meters.
- The minimum length shall be 5.5 meters.

Tandem parking shall not be permitted. Perpendicular and angle parking shall be preferred.

Where one side of a Shared Vehicle Parking Space abuts any portion of a fence or structure, there shall be a horizontal clearance of at least 30 centimetres between such side of the Shared Vehicle Parking Space and the said fence or structure.

3. Location

It is preferred to locate the Shared Vehicle Parking Space at either street level or lane level. If locating the Shared Vehicle Parking Space at street level or lane level is not feasible, the Shared Vehicle Parking Space shall be located at the parking level of the parkade closest to the street level, second only in selection to the siting of disability parking spaces.

If the Shared Vehicle Parking Space is located underground or above ground, the location of the Shared Vehicle Parking Space will be chosen to ensure the greatest possible visibility of the space and most convenient access to the building, second only in selection to the siting of disability parking spaces.

When several Shared Vehicle Parking Space are provided, the spaces shall be located next to each other or in close proximity.

4. Access

Permitted users of the Shared Vehicle to be parked on the Shared Vehicle Parking Space must have the ability to access the Shared Vehicle Parking Space 24 hours a day, 7 days a week.

The procedure for permitted users to self-access the Shared Vehicle Parking Space by foot when the Shared Vehicle Parking Space is located in a gated parkade shall consist in typing a code on a keypad or swiping a key fob on a fob reader. The procedure shall be simple and consistent to prevent access disruption.

In the event that a keypad is being used to provide access to the Shared Vehicle Parking Space, it should be possible to change the code of the keypad over time.

The procedure for permitted users to depart from and return to the parkade with a Shared Vehicle when the Shared Vehicle Parking Space for the Shared Vehicle is located in a gated parkade shall consist in typing a code on a keypad or swiping a key fob on a fob reader or using a remote control. The procedure shall not require for the permitted users to step out of the Shared Vehicle to perform the procedure.

In the event that remote controls are being used for permitted users to depart from and return to the parkade with a Shared Vehicle, Modo shall be provided with one more remote control than the number of Shared Vehicle to be parked in the parkade.

The location of the Shared Vehicle Parking Space and procedure to access the Shared Vehicle Parking Space in a gated parkade shall be designed to mitigate potential security concerns from users of the parkade.

5. Maneuverability

The location of the Shared Vehicle Parking Space will be chosen to ensure the Shared Vehicle can be parked in the Shared Vehicle Parking Space driving forward with an angle of approach between 0° and 90°.

An angle of approach to park the Shared Vehicle in the Shared Vehicle Parking Space between 90° and 180° or the need to park the Shared Vehicle in reverse shall not be permitted.

The location of the Shared Vehicle Parking Space shall not require a maneuver more complex than a three-point turn to drive the Shared Vehicle out of the Shared Vehicle Parking Space.

If the Shared Vehicle Parking Space is located in a parkade with an entry/exit ramp, the location of the Shared Vehicle Parking Space shall not require for the Shared Vehicle to be driven in reverse to exit the parkade.

6. Signage

The Shared Vehicle Parking Space shall be clearly designated with signage and pavement markings.

Clear, visible and legible signs shall be placed directing users of the Shared Vehicle to the location of the Shared Vehicle Parking Space, indicating which parking space is the Shared Vehicle Parking Space and marking it as being reserved for the exclusive purpose of parking a Shared Vehicle.

A symbol (similar to that approved for a disability space) shall be stamped/painted on the Shared Vehicle Parking Space.

7. Lighting

The Shared Vehicle Parking Stall shall be illuminated to the satisfaction of the General Manager of Engineering Services of the municipality where the Shared Vehicle Parking Space is being constructed with:

- average illumination levels of 11 Lux with a uniformity ratio (average level to minimum level) of 3:1;
- luminaires situated in such a way so as not to directly throw light onto streets, lanes, or adjacent properties; and
- a photocell or equivalent switch that will activate the lighting system when ambient light levels are 11 Lux or less.

8. Connectivity

Sufficient 3G and/or 4G LTE cellular network reception signal of the cellular network used for the operation of the Shared Vehicle shall be supplied at the Shared Vehicle Parking Space to ensure the reliable operation of the Shared Vehicle service, with:

- a Received Signal Strength Indicator (RSSI) for 3G cellular network superior to -86 dBm; and
- a Reference Signal Received Power (RSRP) for 4G LTE cellular network superior to -106 dBm.

9. Electric Vehicle charging infrastructure

The Vehicle Parking Space shall be provided with an EV Station (as defined below) featuring:

- a. an RFID card reader to enable/disable power distribution, which card reader must be programmable to authorize a defined set of RFID cards; and

- b. networking/telematic capabilities for which the adequate administration credentials/rights have been granted to Modo, allowing Modo to remotely monitor equipment status and collect utilization data.

EV Station means a 40 amp (minimum), 208-volt, single phase Level 2 electric vehicle charging level (as defined by SAE International's J1772 standard) charging outlet capable of charging an electric vehicle and includes all wiring, electrical transformer and other electrical equipment necessary to supply the required electricity for such outlet, and mechanical ventilation modifications, all of which is to be provided, installed, maintained and replaced by Developer, at Developer's sole cost and to be used for the sole purpose of supplying electricity to the Shared Vehicle Parking Space.

SCHEDULE C
SHARED VEHICLE DEPLOYMENT SEQUENCE

Commencement of Shared Vehicle deployment	Conditions for deployment of the Shared Vehicle
Within seven (7) days after the Commencement Date.	<ul style="list-style-type: none"> The Project Fee has been paid to Modo at least 60 days prior to the Estimated Occupancy Date as per section 2.1 of this Agreement; The Shared Vehicle Parking Space are available for use by Modo as contemplated in sections 3.1 and 3.2.of this Agreement; and The EV Station is available for use by Modo as contemplated in section 3.4 this Agreement.

SCHEDULE D PARTNERSHIP MEMBERSHIP RULES

1. The following terms have the following meanings:
 - (a) **“Development”** means the residential development known as _____ located at _____, British Columbia.
 - (b) **“Membership Holder”** means the Strata Corporation (as defined below);
 - (c) **“Modo”** means Modo Co-operative;
 - (d) **“Residents”** means, collectively, residents of the Development, and each such resident is referred to herein as a **“Resident”**;
 - (e) **“Strata Corporation”** means the strata corporation for the Development; and
2. The Membership Holder has entered into, or has assumed an agreement (the **“Co-operative Carsharing Agreement”**) with Modo pursuant to which Modo granted to the Membership Holder a Modo partnership membership (the “Membership”) by issuing to the Membership Holder a certain number of membership shares in Modo (the **“Modo Shares”**) for the benefit of Residents, as set out in the Co-operative Carsharing Agreement, so Residents can benefit from Modo membership privileges without the need to themselves pay Modo membership fees.
3. The Membership Holder will be the legal owner of the Modo Shares, and a certain number of Residents, as further set out in the Co-operative Carsharing Agreement, may, on a continuing basis, enjoy the benefits of the Membership subject to meeting Modo’s eligibility requirements as set out on Modo’s website from time to time and as set out herein (the **“Membership Eligibility Criteria”**).
4. Residents who are granted the rights and benefits of the Membership from time to time (the **“Partner Users”** and, each a **“Partner User”**) will benefit from the same price plan for usage of Modo vehicles as other member shareholders of Modo but, for clarity, will not have any voting rights in respect of the Membership or Modo.
5. Any Resident may apply to become a Partner User, provided that membership privileges will be granted to applying and eligible Residents on a first-come, first-served basis.
6. In order for a Resident to become a Partner User, the Resident must submit to Modo, an application including (but not limited) to the following:
 - (a) the applicant Resident, if the holder of a driver’s licence issued in British Columbia, Canada, must prove current residency at the Development by providing Modo with a copy of its current driver’s records indicating their address within the Development;
 - (b) the applicant Resident, if the holder of a driver’s licence issued outside of British Columbia, Canada, must prove current residency at the Development

by providing Modo with a copy of a bill indicating the name of the Resident and the Resident's address within the Development; and

- (c) the applicant Resident, must provide contact information and such other information regarding the Resident as may be reasonably required by Modo for the purposes of determining if the Resident qualifies for the Membership Eligibility Criteria.
7. Each Partner User will be responsible for and will save the Membership Holder harmless from any and all liabilities incurred by the Membership Holder and any and all actions, causes of action, costs or claims of whatsoever type or nature levied or made against the Membership Holder by Modo or by any other person, to the extent resulting from such Partner User's participation in the Membership and except to the extent resulting from the negligence or willful misconduct of the Membership Holder.
 8. A Resident may only be a Partner User and may only exercise the rights and benefits of the Membership while such Resident meets the Membership Eligibility Criteria.
 9. If at any time Resident who is a Partner User ceases to meet the Membership Eligibility Criteria, then the Resident will cease to be a Partner User and may only reapply to be a Partner User when the Resident again meets the Membership Eligibility Criteria.
 10. Except as otherwise provided in these rules, a Partner User may only enjoy and exercise the benefits of the Membership while the Partner User is a Resident, and the benefits that a Partner User enjoys under the Membership may not under any circumstances be assigned, transferred or sold by the Partner User to any person.
 11. If a Partner User does not book a Modo vehicle at least once during a period of twelve (12) consecutive months, Modo may cancel such Partner User's participation in the Membership.
 12. The Modo Shares remain at all times in the name of the Membership Holder.
 13. Partner Users may only make use of Modo vehicles in accordance with the policies and rules of Modo.
 14. These rules will have no further force or effect upon termination of the Co-operative Carsharing Agreement.

SCHEDULE E SECURITY AGREEMENT

BY:
MODO CO-OPERATIVE
200 - 470 Granville Street,
Vancouver, BC
V6C 1V5

(the "**Grantor**")

IN FAVOUR OF:

(the "**Secured Party**")

WHEREAS:

A. The Secured Party has financed the acquisition by the Grantor of the following vehicle:

Make/Model: _____
Vehicle Identification Number: _____

(the "**Shared Vehicle**"); and

B. The Grantor has agreed to deliver this Agreement to create security over the interest it has in the Shared Vehicle for the benefit of the Secured Party.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the premises and the covenants and agreements herein contained the Grantor and the Secured Party hereby agree as follows:

1. **Security Interest in the Shared Vehicle.** As security for the performance by the Grantor of its obligations set forth in the Co-operative Carsharing Agreement attached hereto (the "**Co-op Car Agreement**"), the Grantor grants to the Secured Party a security interest (the "**Security Interest**") in all of its present and future right, title and interest in and to the Shared Vehicle.
2. **Grant of Security Interest in Proceeds of Collateral.** The Grantor also grants the Secured Party a security interest in the proceeds derived directly or indirectly from any dealing with the Shared Vehicle, including but not limited to, accounts receivable, bills of exchange, insurance proceeds, chattel paper, intangibles, motor vehicles, and all other after acquired property constituting proceeds. The Grantor acknowledges that the Security Interest hereby created attaches upon the execution of this Security Agreement, that the value has been given and that the Grantor has rights in the Shared Vehicle.
3. **Use and Location of the Shared Vehicle.** The Grantor will not sell, lease or otherwise dispose of the Shared Vehicle without the prior written consent of the Secured Party and

the Grantor will keep the Shared Vehicle in good condition, reasonable wear and tear excepted.

4. **No Liens on Shared Vehicle.** The Grantor will not permit any lien, charge, encumbrance or security interest (each, a "Lien") to attach to the Shared Vehicle which ranks prior to or equal with or could in any event rank prior to the equal with the rank of the Security Interest. The Grantor will not enter into any agreement with any person which would obtain prior or equal rank for any Lien over the rank of the 'Security Interest'.
5. **Name of Grantor.** The Grantor covenants not to change its name without giving fifteen (15) days' prior written notice to the Secured Party (so as to enable the Secured Party to amend its registration in respect of this Agreement and protect its rights hereunder).
6. **Default.** It will be a "Default" under this Agreement if:
 - (a) the Grantor breaches or fails to perform any of the terms, conditions, obligations or covenants to be observed and performed by the Grantor under the Co-op Car Agreement, and persists in such failure or breach after thirty (30) days' notice by the Secured Party requiring that the Grantor remedy such failure or breach,
 - (b) the Grantor commits an act of bankruptcy or becomes insolvent or files a proposal or a notice of intention to file a proposal,
 - (c) an assignment for the benefit of creditors under applicable bankruptcy or similar legislation is made or a petition is filed,
 - (d) an order is made, a resolution is passed, or any other step is taken for the bankruptcy, liquidation, dissolution or winding-up of the Grantor or for any arrangement or composition of its debts, or
 - (e) a receiver, receiver and manager or receiver-manager of the Grantor is appointed.
7. **Remedies.** The Security Interest is immediately enforceable, upon the occurrence of a Default, and the Secured Party, at its option, may exercise at any time following such Default any or all of the rights, remedies, privileges and powers available to it under this Agreement, the Personal Property Security Act (British Columbia) or any other applicable legislation. All rights, remedies, privileges and powers of the Secured Party hereunder are cumulative and no such right, remedy, privilege or power is exhaustive but is in addition to each other right, remedy, privilege and power of the Secured Party hereunder or under any other agreement, instrument or document now or hereafter existing at law or in equity or by statute.
8. **Costs of Enforcement.** The Grantor will be responsible for payment of all costs, charges and expenses (including legal costs on a solicitor and own client basis) of the Secured Party of and incidental to any proceeding taken to enforce the remedies of this Agreement.
9. **Loss, Injury or Destruction.** The loss, injury or destruction of the Shared Vehicle will not operate in any manner to release the Grantor from its obligations to the Secured Party under the Co-op Car Agreement.

10. **Term.** The Security Interest granted hereunder will terminate and be of no further force and effect as of the expiry of the Shared Vehicle Minimum Term (as defined in the Co-Op Car Agreement) for the Shared Vehicle.
11. **Amendment.** This Agreement may be altered or amended only by an agreement in writing signed by the parties hereto.
12. **Binding Effect.** This Agreement will enure to the benefit of and be binding upon the heirs, executors, administrators, legal and personal representatives, successors and permitted assigns of the parties, as applicable.
13. **Governing Law.** This Agreement is governed by and will be construed in accordance with the laws of the Province of British Columbia and the laws of Canada applicable therein.
14. **Counterparts.** This Agreement may be executed in any number of counterparts, each of which will be deemed to be an original and all of which taken together will be deemed to constitute one and the same instrument.
15. **Execution by Electronic Means.** This Agreement may be executed by the Grantors and transmitted by facsimile or other electronic means, and when it is executed and transmitted this Agreement will be for all purposes as effective as if the Grantor had delivered an executed original Agreement.

IN WITNESS WHEREOF the Grantor has executed this Agreement on the ____ day of _____, ____.

MODO CO-OPERATIVE, by its authorized signatory

By: _____
 Name:
 Title:

DP23-0084 1280 Sutherland Ave

Development Permit

Purpose

- ▶ To issue a Development Permit for the form and character of apartment housing.

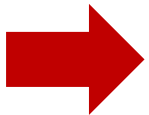
Development Process

Apr 26, 2023

Development Application Accepted



Staff Review & Circulation



Sep 25, 2023

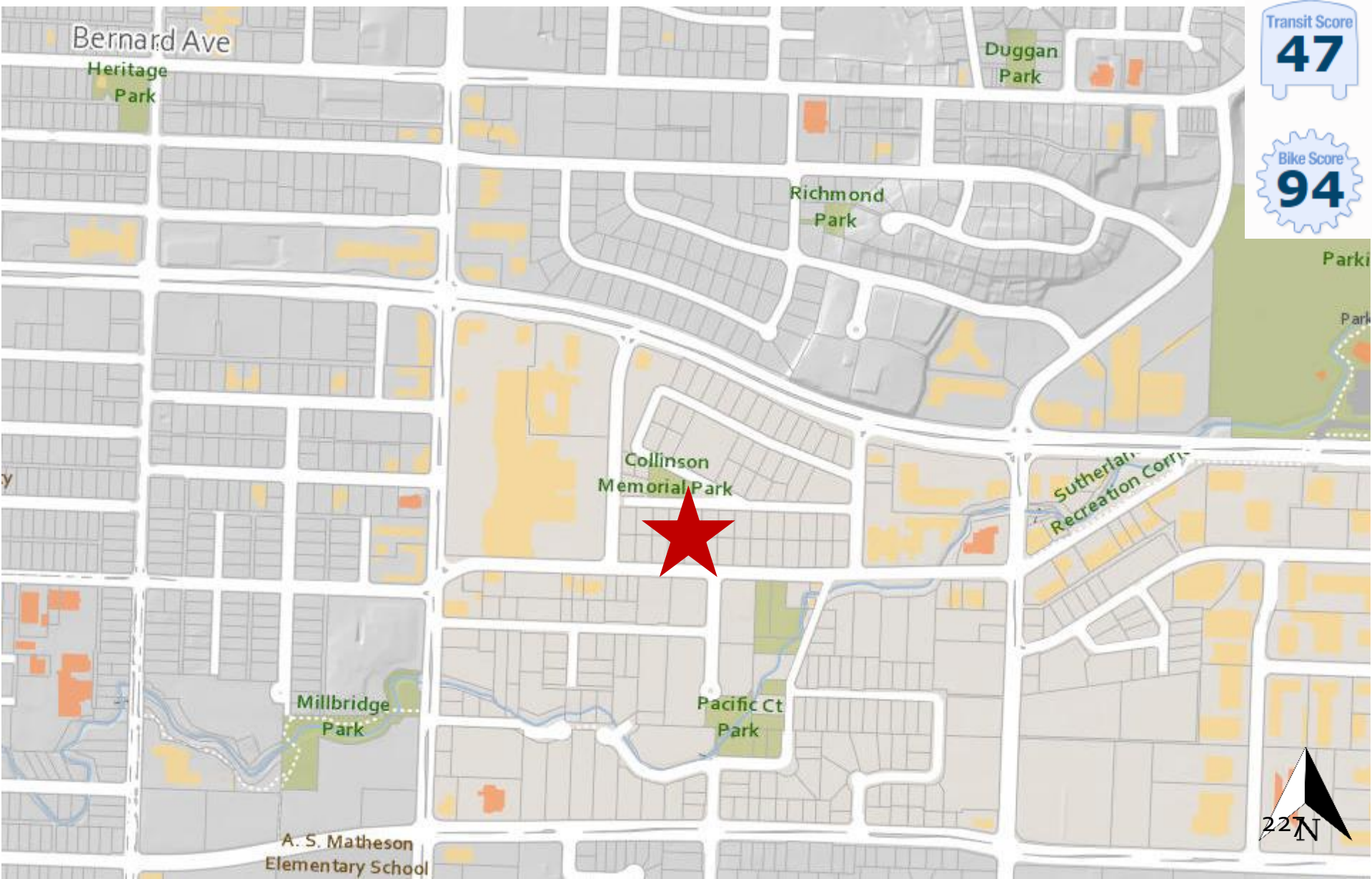
Development Permit



Building Permit

Council
Approvals

Context Map



Walk Score
76

Transit Score
47

Bike Score
94



Subject Property Map



Technical Details

- ▶ UC2 – Capri-Landmark Urban Centre
 - ▶ 240 units
 - ▶ 153 Bachelor (147 microsuitses)
 - ▶ 40 One-Bedroom
 - ▶ 36 Two Bedroom + 6 Two-Bedroom Townhouse Units
 - ▶ 5 Three-Bedroom
 - ▶ 6 storeys in height
 - ▶ 226 Parking Stalls
 - ▶ 3 Stalls Payment in Lieu
 - ▶ 322 Bicycle Stalls (306 long-term, 16 short-term)
 - ▶ 7 Large Trees

A 3D diagram of a tetrahedron. The front face is shaded black. The other two visible faces are white. The letter 'N' is centered below the tetrahedron.







Elevation – Sutherland Ave




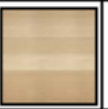



Elevation – Pridham Ave

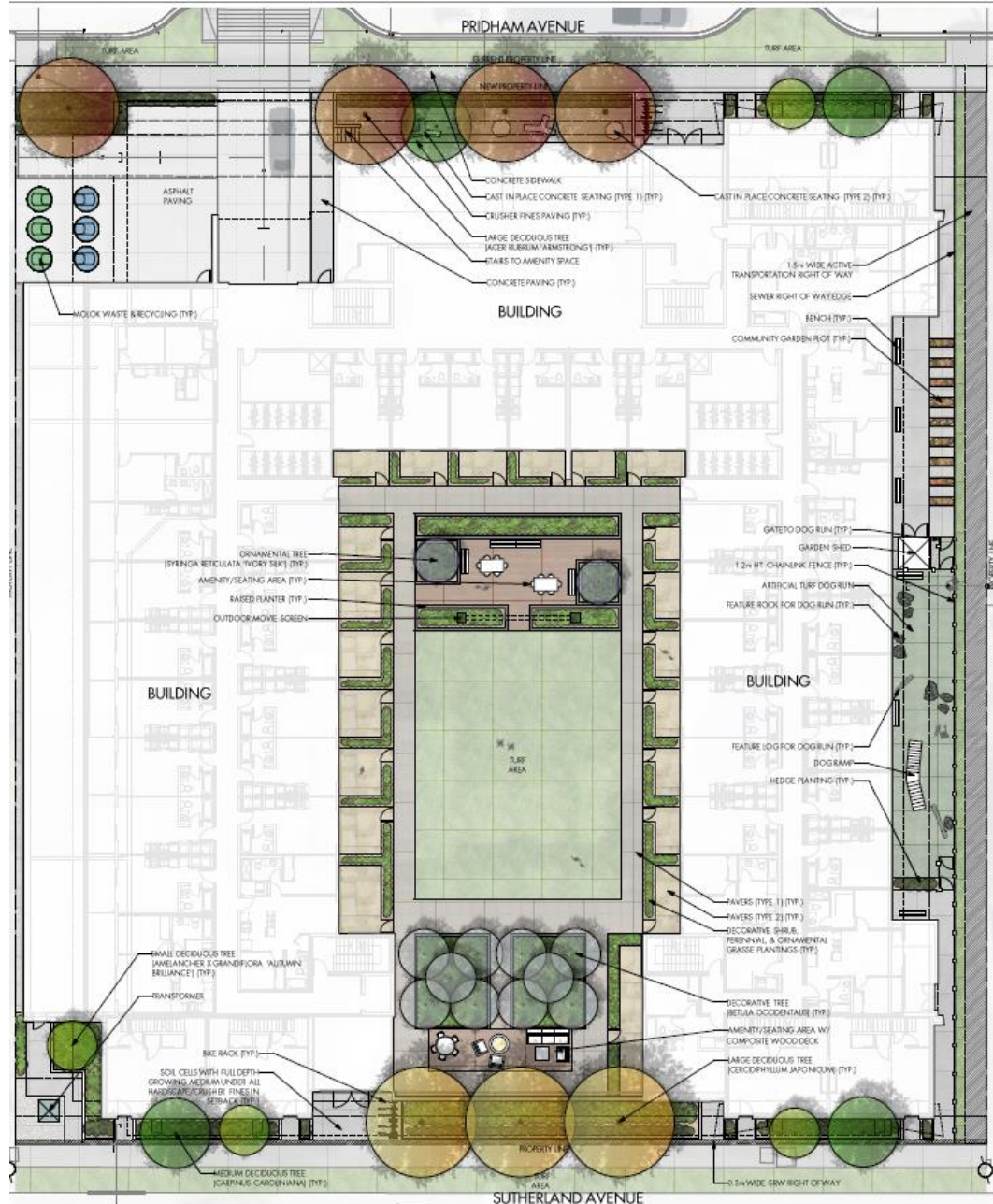


Materials Board

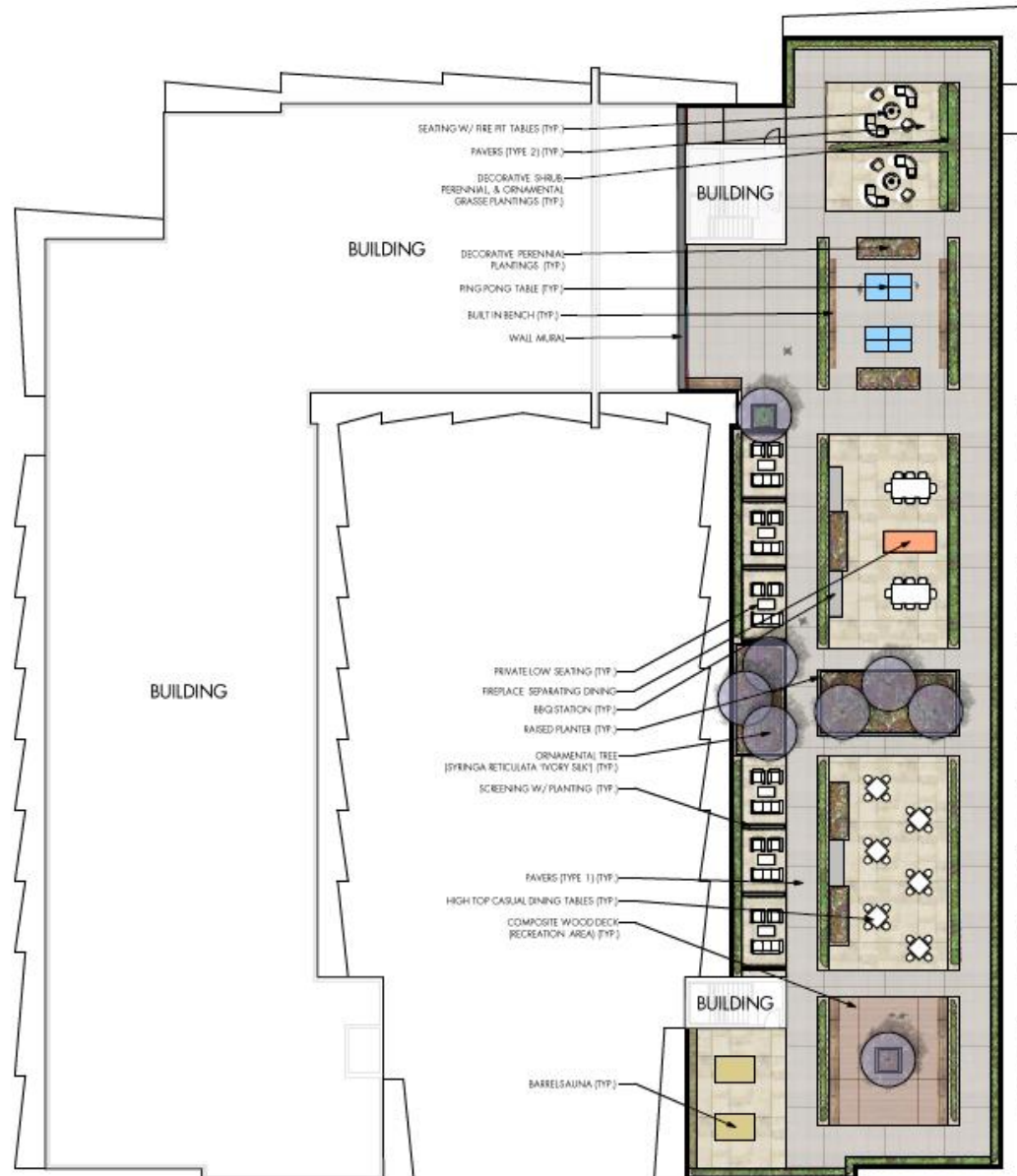
<div> <div></div> <div>EXTERIOR FINISHES AND COLOURS LEGEND</div> </div>											
#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL
1		HARDIE PANEL: ARCTIC WHITE	2		HARDIE PANEL: AGED PEWTER	3		HARDIE TRIM FACIA: AGED PEWTER	4		MAC METAL BLOCK: BRUSHED ZINC

#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL	#	IMAGE	MATERIAL
5		MAC METAL BLOCK: TITANIUM BLACK (MATTE)	6		WINDOWS, DOORS, RAILINGS & TRIM (U.N.O.): BLACK	7		MAC HARRYWOOD: CORK	8		MAC HARRYWOOD VENTED SOFFIT: CORK	9		TOWNHOUSE DOORS: MACTH MAC IN CORK

Landscape Plan



Landscape Plan - Rooftop



Rendering – Pridham Ave



Rendering – Sutherland Ave



Rendering – Amenity Level



OCP Design Guidelines

- ▶ Ground oriented units with individual entrances on both frontages
- ▶ Orienting building facades to both fronting streets
- ▶ A range of architectural features and details
- ▶ Integrated, consistent range of materials
- ▶ Ground oriented units with individual entrances

Staff Recommendation

- ▶ Staff recommend **support** for the proposed development permit as it:
 - ▶ Meets majority of OCP Design Guidelines
 - ▶ No variances

CITY OF KELOWNA

BYLAW NO. 12554

Z23-0006

3010 Holland Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 14 District Lot 131 ODYD Plan 10710 located on Holland Road Kelowna, BC from the RU₄ – Duplex Housing zone to the MF₁ – Infill 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, second and third time by the Municipal Council this 14th day of August, 2023.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA
BYLAW NO. 12569
Z23-0032
870-872 Mayfair Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 7 District Lot 143 ODYD Plan 24833 located on Mayfair Road, Kelowna, BC from the RU₄ – Duplex Housing zone to the MF₁ – Infill 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, second and third time by the Municipal Council this 11th day of September, 2023.

Approved under the Transportation Act this 12th day of September, 2023.

Audrie Henry

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 12570

Z23-0030

4519 Horak Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 District Lot 358 ODYD Plan 17432 located on Horak Road, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU4 – Duplex 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, second and third time by the Municipal Council this 11th day of September, 2023.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA
BYLAW NO. 12576
Z23-0028
350 Holbrook Road E

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 12375".

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

1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 5 Section 23 Township 26 ODYD Plan 17975 located on Holbrook Rd, Kelowna, BC from the RU1 – Large Lot Housing zone to the RU1cc – Large Lot Housing with Child Care Centre, Major 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, second and third time by the Municipal Council this 11th day of September, 2023.

Approved under the Transportation Act this 14th day of September, 2023.

Audrie Henry

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: September 25, 2023
To: Council
From: City Manager
Subject: Mill Site Area Redevelopment Plan – Concept Plans
Department: Policy & Planning

Recommendation:

That Council receives, for information, the report from the Policy & Planning Department dated September 25, 2023, with respect to concept plans for the Mill Site Area Redevelopment Plan.

Purpose:

To inform Council of the concept plans for the Mill Site Area Redevelopment Plan, upcoming public engagement, and next steps in the planning process.

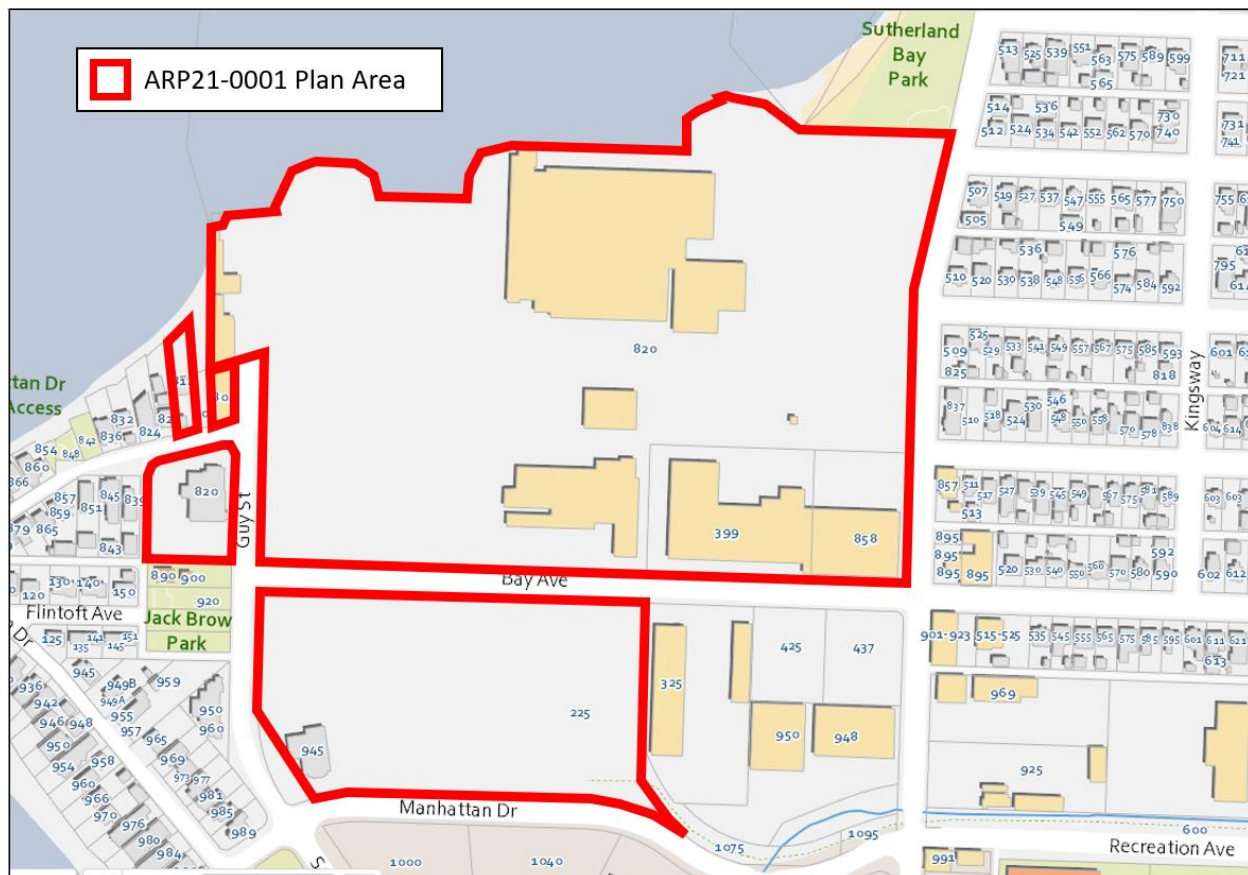
Background:

In early 2020, the Tolko lumber mill in the North End permanently closed its operation, ending nearly 100 years of lumber processing on the site. While this represented the end of one era, it also presents an exciting opportunity to reshape a very prominent site in an important part of our community. An opportunity of this scale is rare and holds the potential to make a significant impact on the fabric of our community moving forward.

The opportunity advanced the development of a North End Plan (NEP) to provide guidance for the growth and evolution of the North End neighbourhood, as well as high-level guidance for the Mill Site, which is a part of that neighbourhood. This process was initiated on July 12, 2021, and the NEP, which is being led by City Staff, is ongoing. To date, the NEP has provided high-level direction to the Mill Site through both the Vision & Objectives for the Plan (see Attachment A), as well as the Concept Plans that were introduced to Council recently, on July 24th, 2023.

On December 6, 2021 Council gave authorization to the owner of the Mill Site to proceed with an Area Redevelopment Plan (ARP) for the site (ARP21-0001), including the properties of 820 and 945 Guy Street and 804 and 814 Manhattan Drive. Two additional properties were later added to the Plan Area—including 399 Bay Avenue and 858 Ellis Street (see Figure 1). The purpose of an ARP is to establish a clear, long-term plan for the redevelopment of a large and/or complex site so that it develops in a manner consistent with established policy, industry best practices and community input. Protocols for developing an ARP in the City of Kelowna are governed by Council Policy No. 247 - Hierarchy of Plans.

Figure 1. Mill Site ARP Plan Area



Under the direction of Council Policy No. 247, Staff developed a Terms of Reference (TOR) to guide the planning process for the Mill Site ARP. The TOR stipulates that concept plans for the Plan Area are to be developed as part of the planning process.

Discussion:

The Mill Site team has now submitted the above-mentioned concept plans for the Plan Area (see Attachment B) and is coming forward to introduce these concept plans to Council. Staff are in the process of reviewing the concept plans and will be providing formal feedback directly to the Mill Site team. The Mill Site team will also be launching public engagement in the community to gather public input on the concepts (more on this below). Public input, formal Staff review, and technical considerations are to be used to inform the development of a final concept plan for the Mill Site that will be returned to Council for review.

Public Engagement

The Mill Site team will be conducting public engagement on the Mill Site concepts over the coming weeks. Since the public engagement for the NEP has been delayed due to the unfolding wildfire situation, an opportunity has been identified to coordinate the two engagement campaigns. Specifically, Staff is working with the Mill Site team to hold joint, open-house engagement events in the community in October. This will give residents the opportunity to see the concept plans for both the North End neighbourhood and the Mill Site together and to have their questions answered about each. The Mill Site team is also planning additional stand-alone sessions for the ARP.

Conclusion:

Concept plans for the Mill Site ARP have now been submitted (see Attachment B) and the Mill Site team is prepared to present the concepts for review. The next step is for the Mill Site team to conduct public engagement on the Mill Site concept plans. Some of this engagement is to occur jointly with public engagement for the North End Plan concept plans. Public input, formal Staff review, and technical considerations are to be used to inform the development of a final concept plan for the Mill Site that will be returned to Council for review.

Considerations applicable to this report:**Legal/Statutory Procedural Requirements:**

Council Policy No. 247 – Hierarchy of Plans

Existing Policy:

Official Community Plan Bylaw No. 12300 – Policy 5.8.3. North End Industrial Lands.

Considerations not applicable to this report:

Legal/Statutory Authority:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by:

J. Moore, Infill & Housing Policy Manager

Approved for inclusion:



D. Noble-Brandt, Policy & Planning Department Manager

Attachments:

Attachment A – North End Plan Vision & Objectives

Attachment B – Mill Site ARP Concepts

NORTH END PLAN

VISION & OBJECTIVES

POLICY & PLANNING DEPARTMENT

APRIL 2022



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We acknowledge that our community is located on the traditional, ancestral, unceded territory of the syilx/Okanagan people.



NORTH END NEIGHBOURHOOD VISION

Set at the intersection of mountain, lake and city, the North End is an inclusive urban neighbourhood with an eclectic mix of uses and a distinct sense of identity. Residents of all life stages and incomes choose from a variety of housing options that have expanded and diversified over time. Daily needs are met with a quick walk or roll to a wide range of local shops, restaurants, and community services, while destinations outside the North End are easily accessible by transit. Industrial businesses have continued to adapt to the neighbourhood's changing dynamics and support growing employment and services, while craft industries continue to thrive. A comprehensive parks and public space network—anchored by a continuous waterfront pathway—gives people an opportunity to connect with one another and with nature. Expanding the green space and restoring natural habitat has not only added to the enjoyment of the neighbourhood but has also made it more resilient to climate change. Arts and culture thrive—inspired by rich layers of local history—strengthening the neighbourhood's unique sense of place and identity.

NORTH END NEIGHBOURHOOD OBJECTIVES

Housing

- Expand the supply and variety of housing types in the North End to help address housing availability, and to ensure residents in the neighbourhood can meet their housing needs at all life stages and circumstances
- Increase housing options across the Housing Wheelhouse to provide opportunities for residents of all income levels
- Provide appropriate supports to people experiencing homelessness and housing instability through all housing transitions
- Concentrate new housing where residents will have convenient access to transit, shops, services, and amenities

Employment & Commercial Uses

- Support the growth of neighbourhood-scale, local retail and commercial uses that serve the everyday needs of North End residents
- Identify a high street or hub(s) where commercial uses are to be concentrated to facilitate access and help ensure viability
- Support office uses in commercial areas to diversify the range of employment opportunities in the neighbourhood
- Explore opportunities for year-round and seasonal public markets and food sales
- Retain a core of industrial lands to preserve employment opportunities and much-needed services that support businesses and households
- Support the evolution of industrial businesses to meet changing market demands and to capitalize on the North End's proximity to Downtown
- Minimize conflicts and nuisance effects between industrial and residential uses

Parks & Recreation

- Provide more parks and green space to serve growing neighbourhood, core area, and city-wide populations
- Increase access to the waterfront through expanded parks and public spaces and connect them with a continuous waterfront pathway
- Expand park and recreation amenities and facilities that serve all life stages, abilities and household types (including those with dogs)
- Design and program parks and public spaces to be inclusive and to increase activity year-round
- Connect parks and green spaces through green corridors to increase access
- Explore opportunities for local food production and sales in public spaces
- Prioritize active recreation in the lake, including swimming and non-motorized boats

Arts, Culture & Heritage

- Honour the importance and share the history and culture of indigenous people with a focus on the local syilx/Okanagan People
- Support and advance arts, culture and community gathering
- Design civic facilities and spaces to be flexible and allow diverse uses
- Identify, conserve and protect historic places and assets
- Encourage preservation and adaptive re-use of buildings



Transportation

- Reduce the need for daily travel outside the North End by creating more opportunities for residents to work, shop and play within the neighbourhood
- Increase the overall connectivity in the street grid network in the North End to facilitate travel for all modes
- Improve the quality of the active transportation network within the North End, to Downtown, and to other Urban Centres
- Strengthen transit connections between the North End and other Urban Centres and employment nodes
- Support shared mobility and e-mobility devices to accommodate medium and longer trips—including trips to and from transit stops
- Manage vehicle travel demand to reduce congestion, improve air quality, reduce GHG emissions, and improve resident health
- Design streets that are safe and enjoyable for pedestrians, cyclists, and people with diverse abilities, while accommodating emerging mobility options
- Facilitate goods movement to, from and within industrial lands, while limiting impacts on adjacent residential areas

Environmental Protection & Climate Resiliency

- Maintain and enhance critical ecological features to preserve ecosystems and ecosystem connectivity, wildlife habitat, and to build resilience to climate change impacts
- Expand the urban tree canopy and prioritize the inclusion of green and permeable spaces on both public and private lands to improve air quality, mitigate the urban heat island effect, provide wildlife habitat, and contribute to the sustainable management of stormwater
- Encourage and incentivize green buildings, landscape design, neighbourhood design and emerging technologies to minimize pollution and climate change
- Incorporate green infrastructure to improve the environmental, economic and social performance of the neighbourhood and to mitigate extreme climate events and other natural hazards

Equity & Inclusion

- Incorporate calls to action from the Truth and Reconciliation Commission (TRC) at the local government scale
- Provide neighbourhood-scale community services that meet the needs of all North End residents today and into the future—including housing, health and wellness services, childcare, education, community gathering space, food, retail, financial services
- Address and mitigate gentrification and resident displacement through the promotion and inclusion of affordable housing and accommodation

A vertical photograph on the left side of the page shows a person from behind, wearing a yellow kayak suit and a white cap, paddling a red and black kayak on a calm lake. In the background, there are mountains and a small town. The image is partially covered by a large, light blue geometric pattern of triangles.

Servicing & Public Utilities

- Provide a sufficient, safe and reliable water supply in a way that is efficient, cost-effective and that emphasizes water conservation
- Manage stormwater in a way that is resilient to potential flooding events, and that prioritizes the water quality and ecological health of Okanagan Lake and Brandt's Creek
- Manage wastewater in a way that is safe, efficient, cost-effective and sustainable
- Adopt best practices in sustainable infrastructure to maximize environmental stewardship

Mill Site Design & Integration

- Work with the ownership groups included in the Mill Site Area Redevelopment Plan to ensure the site is planned and designed in a way that meets both neighbourhood and city-wide objectives including:
 - Integrate the site into the existing neighbourhood to create a complete and well-connected neighbourhood
 - Incorporate a range of public amenities and community needs to support a high quality of life for a diverse array of residents
 - Design for human scale and pedestrian comfort, safety, and enjoyment in buildings and uses as well as within the public realm
 - Foster health, wellness and livability
 - Ensure the site reflects leading research and best practices in brownfield redevelopment and sustainable neighbourhood design
 - Consider the preservation of views to mountains, lake and downtown skyline
 - Incorporate elements that highlight and commemorate the site's multiple layers of history
 - Encourage innovative and iconic features and design



THE MILL SITE

AREA REDEVELOPMENT PLAN

Terms of Reference Submission 4

AUGUST, 2023

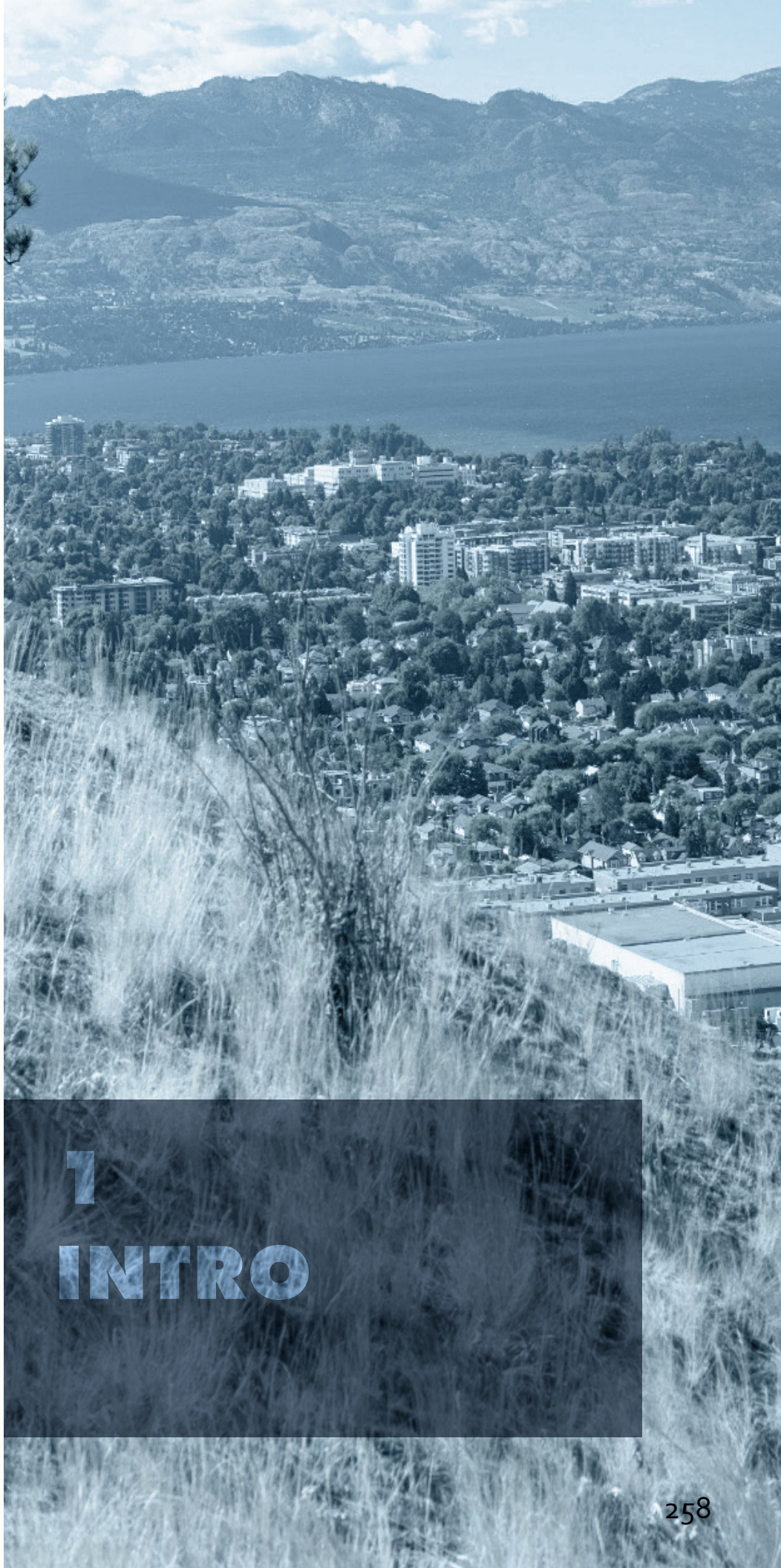
DIALOG® | HOLAR DEVELOPMENTS

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An aerial photograph of the Okanagan Valley, showing a mix of urban development, green spaces, and water bodies under a blue sky with scattered clouds. A semi-transparent white rectangular box is centered over the image, containing the main title text.

The Mill Site: A Sustainable, Walkable, and Year Round Community Connected to the Natural Heritage of the Okanagan



1 INTRO

1.1 EXECUTIVE SUMMARY

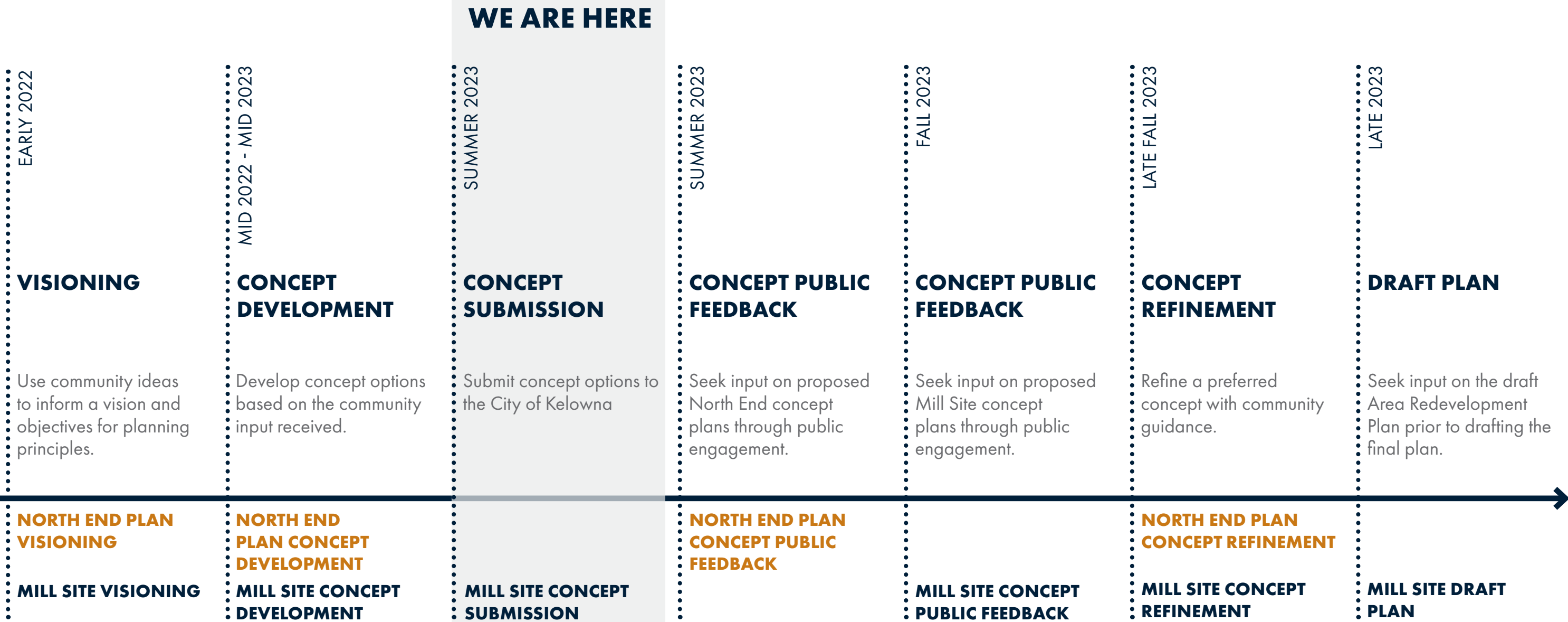
Holar Developments is delighted to present this package as Submission #4 in the Mill Site Area Redevelopment Plan (ARP) process. This submission outlines three distinct concepts for the Mill Site, each of which strongly upholds the Vision and Objectives developed through comprehensive discussions with the City, alignment with the Official Community Plan, and the public engagement to date. ***From the outset, this project has been centered around the community—a remarkable opportunity to connect, serve, and include residents.***

The Mill Site comprises the old Tolko Lumber Mill and the adjacent BC Tree Fruits Site, presenting a rare chance to establish an iconic, mixed-use neighborhood while fulfilling a range of community objectives for housing, transportation, waterfront amenity, employment, and sustainability. Each of these concepts includes a diverse array of housing options, such as market condominiums, market rentals, below-market housing, senior living, and specialty residential.

The concepts for the site are thoughtfully designed to prioritize cycling and walking, ensuring that these activities are safe, convenient, and enjoyable. The community will have effortless access to parks, waterfront walking trails, Knox Mountain, the Rail Trail, and various civic amenities, catering to their recreational needs within the immediate neighborhood. Moreover, these amenities will also benefit the entire North End by providing convenient access to services and amenities while reducing traffic congestion outside the community.

The Mill Site aims to be a self-sustaining community, minimizing the necessity for residents to venture outside for their daily needs. Strategically located retail outlets, medical offices, and essential services will be integrated into the community. This presents a unique opportunity for Kelowna to create a world-class, sustainable community that aligns with the city's growth trajectory and caters to the demands of future generations. The project promises to foster a vibrant and connected city that embraces innovation and adapts to the changing needs of its residents and visitors. ***In essence, the Mill Site planning process embraces all of the opportunities that this strategic site offers to the community while embodying the spirit of the Okanagan.***

1.2 PROCESS



1.3 HOW DID WE GET HERE?

Policy Alignment

The Mill Site Area Redevelopment Plan has evolved over a number of years as the City of Kelowna has undergone a parallel process of establishing a North End Neighborhood Plan and Parks Master Plan. These works realize the vision of Kelowna’s 2040 Official Community Plan for a Connected, Responsible, Smarter, Collaborative city.

North End Neighborhood Plan

The North End Neighbourhood Plan provides the framework and process for development of the Mill Site Area Redevelopment Plan which is being developed in parallel and in support of the NEP with respect to:

- Integration into Bike/Pathway network
- Generous Public Waterfront and Pathway
- Community Amenities
- Mixed Housing
- Vibrant hub

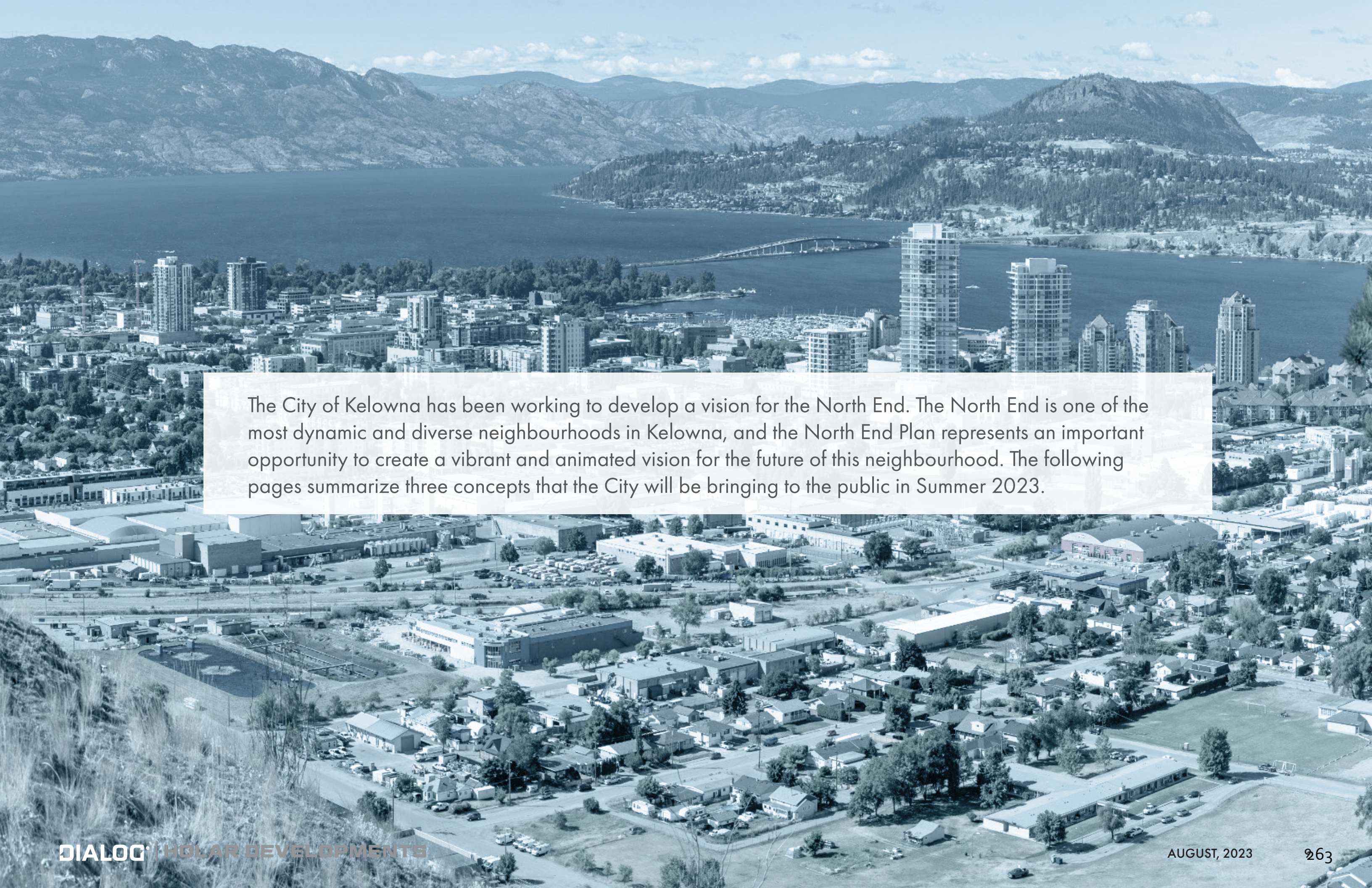
City of Kelowna Parks Master Plan

The City of Kelowna is working on a Parks Master Plan that realizes a vision for parks and open space in Kelowna. Part of this document is a vision for amenity allocation in the parks of the North End including the soon-to-be acquired Walrod Park; the baseball-focused Recreation Park; Sutherland Bay; and the Mill Site.

The North End is bounded by over 900 acres Knox Mountain Park and Clement Avenue from the North/South, and the bluffs of Mt. Royal and Okanagan Lake from the East/West. This is an area of the City anticipating a large amount of change, and as density and uses increase, providing new and existing residents with access to park space will be crucial to the community’s success.

An aerial photograph of a city, likely Victoria, British Columbia, showing a dense urban area with numerous buildings and trees. In the background, a large body of water (the Strait of Juan de Fuca) is visible, followed by a range of mountains under a blue sky with scattered clouds. The foreground shows tall, dry grass on a hillside.

2 **NORTH END** **PLAN**



The City of Kelowna has been working to develop a vision for the North End. The North End is one of the most dynamic and diverse neighbourhoods in Kelowna, and the North End Plan represents an important opportunity to create a vibrant and animated vision for the future of this neighbourhood. The following pages summarize three concepts that the City will be bringing to the public in Summer 2023.

2.1 NORTH END CONCEPT PLAN 1

2.1.1 SITE PLAN - LAND USE PLAN



Figure 1. North End Plan Concept 1 Land Use

LEGEND

- North End Plan Boundary
- Mill Site Boundary
- Houseplex
- Townhouse
- Low Rise Apartment
- Commercial
- Urban Mixed Use
- Intensified Industrial
- Industrial Mixed Use
- Craft Industrial
- Utility
- Utility / Parks
- Parks / Naturalized Area

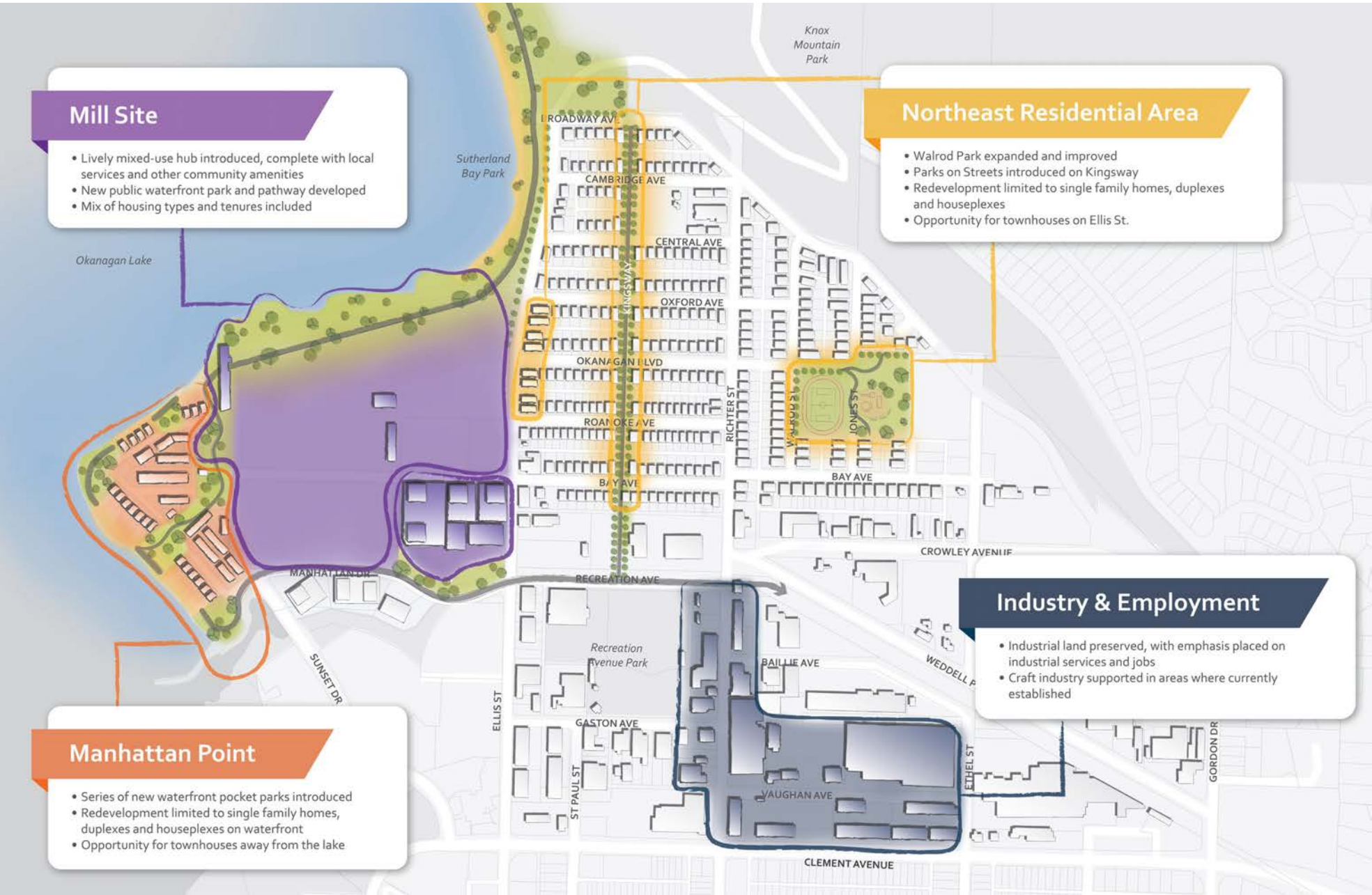


Figure 2. North End Plan Concept 1

2.1.2 PUBLIC SPACE PLAN



Figure 3. North End Plan Concept 1 Public Space

LEGEND

North End Plan Boundary		Waterfront Path (Informal)		Parks on Streets	
Mill Site Boundary		Greenway (Existing)		Utility / Recreation (P4)	
Waterfront Path (Formal)		Greenway (Planned)		Parks / Naturalized Area (P3)	

2.1.3 TRANSPORTATION PLANS

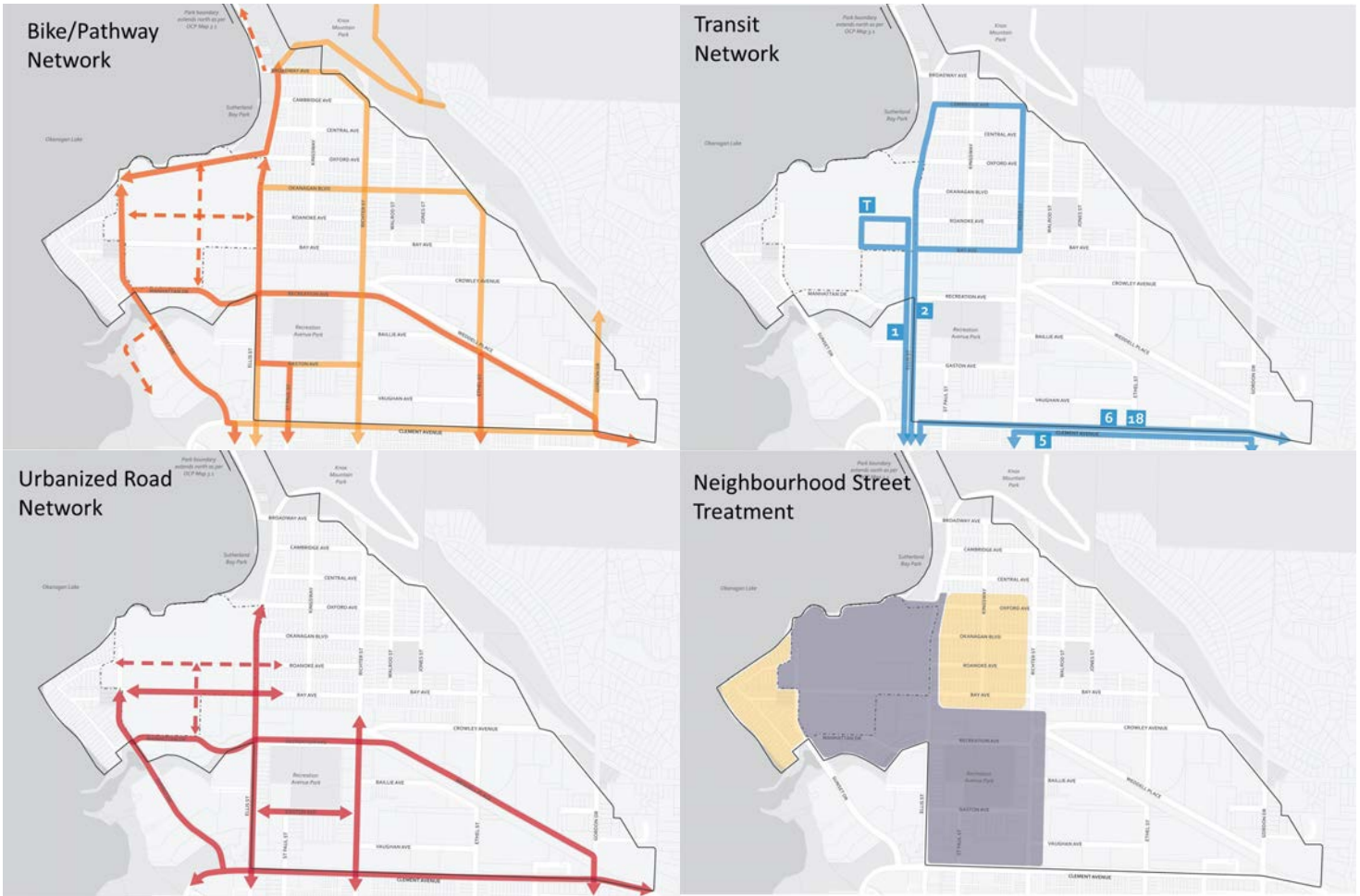


Figure 4. North End Plan Concept 2 Transportation

LEGEND

North End Plan Boundary		Road Network		Transit Enhance. Under Review	
Mill Site Boundary		Urbanized Major Road		Neighbourhood Streets	
Cycling Network		Transit Network		Traffic Calming	
Separated Bike Lane		Transit Connection Areas		Urbanized	
Multi-use Pathway					

2.2 NORTH END CONCEPT PLAN 2

2.2.1 SITE PLAN - LAND USE PLAN



Figure 5. North End Plan Concept 2 Land Use

LEGEND

- North End Plan Boundary
- Mill Site Boundary
- Houseplex
- Townhouse
- Low Rise Apartment
- Commercial
- Urban Mixed Use
- Intensified Industrial
- Industrial Mixed Use
- Craft Industrial
- Utility
- Utility / Parks
- School
- Parks / Naturalized Area

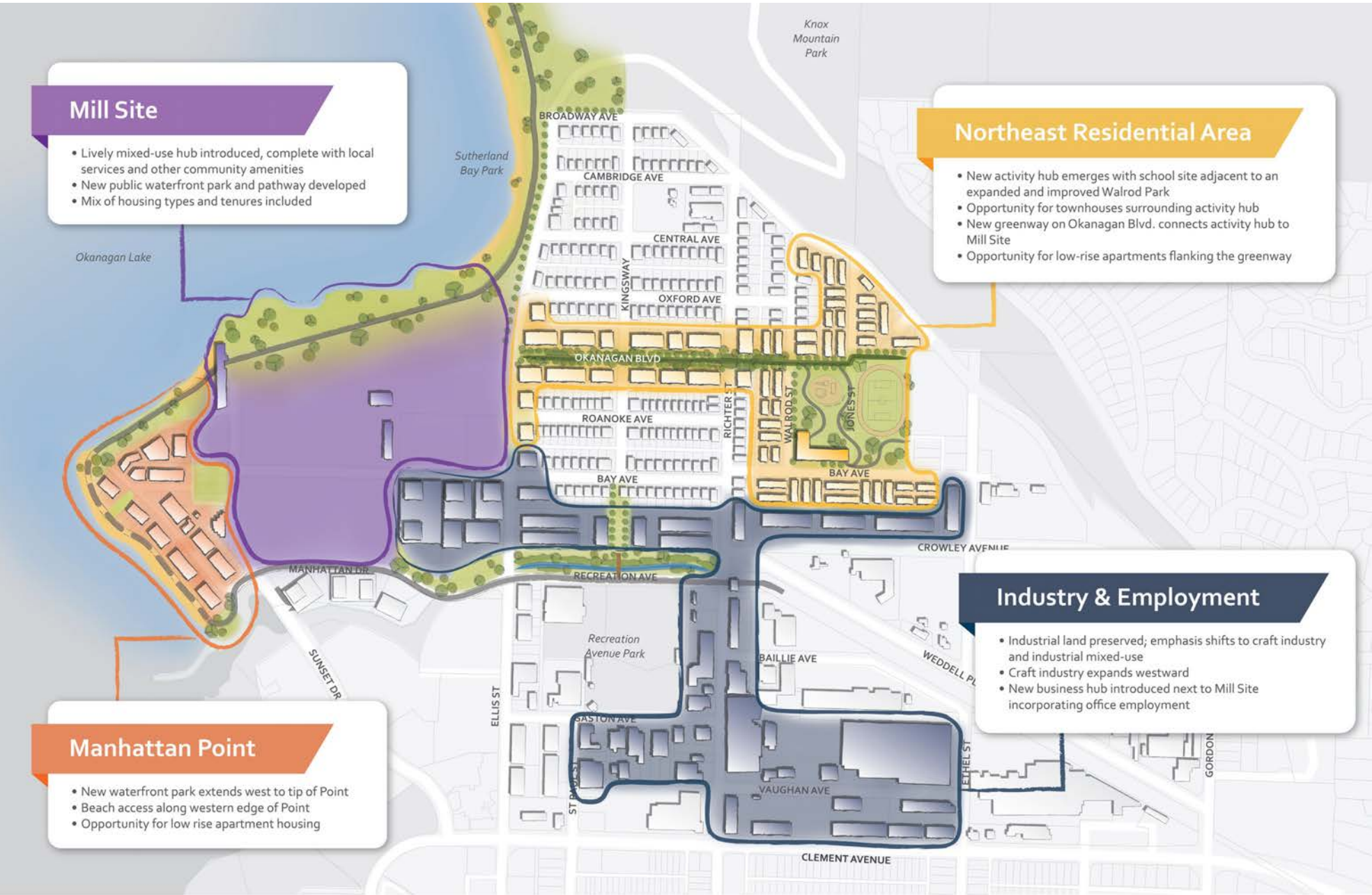


Figure 6. North End Plan Concept 2

2.2.2 PUBLIC SPACE PLAN



Figure 7. North End Plan Concept 2 Public Space

LEGEND

North End Plan Boundary		Waterfront Path (Informal)		Parks on Streets	
Mill Site Boundary		Greenway (Existing)		Utility / Recreation (P4)	
Waterfront Path (Formal)		Greenway (Planned)		Parks / Naturalized Area (P3)	

2.2.3 TRANSPORTATION PLANS

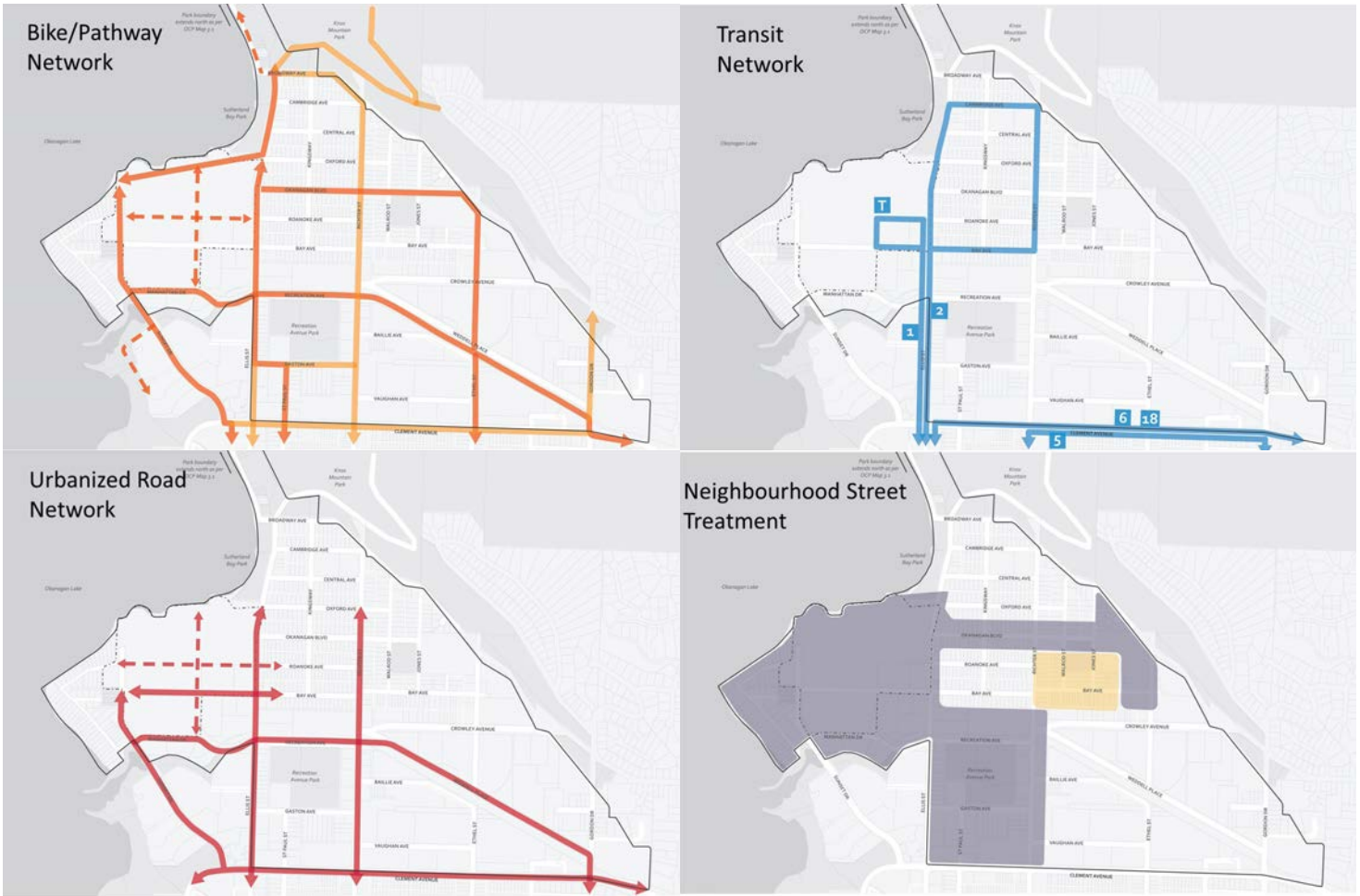


Figure 8. North End Plan Concept 2 Transportation

LEGEND

North End Plan Boundary		Road Network		Transit Enhance. Under Review	
Mill Site Boundary		Urbanized Major Road		Neighbourhood Streets	
Cycling Network		Transit Network		Traffic Calming	
Separated Bike Lane		Transit Connection Areas		Urbanized	
Multi-use Pathway					

2.3 NORTH END CONCEPT PLAN 3

2.3.1 SITE PLAN - LAND USE PLAN



Figure 9. North End Plan Concept 3 Land Use

LEGEND

- North End Plan Boundary
- Mill Site Boundary
- Houseplex
- Townhouse
- Low Rise Apartment
- Commercial
- Urban Mixed Use
- Intensified Industrial
- Industrial Mixed Use
- Craft Industrial
- Utility
- Utility / Parks
- Parks / Naturalized Area

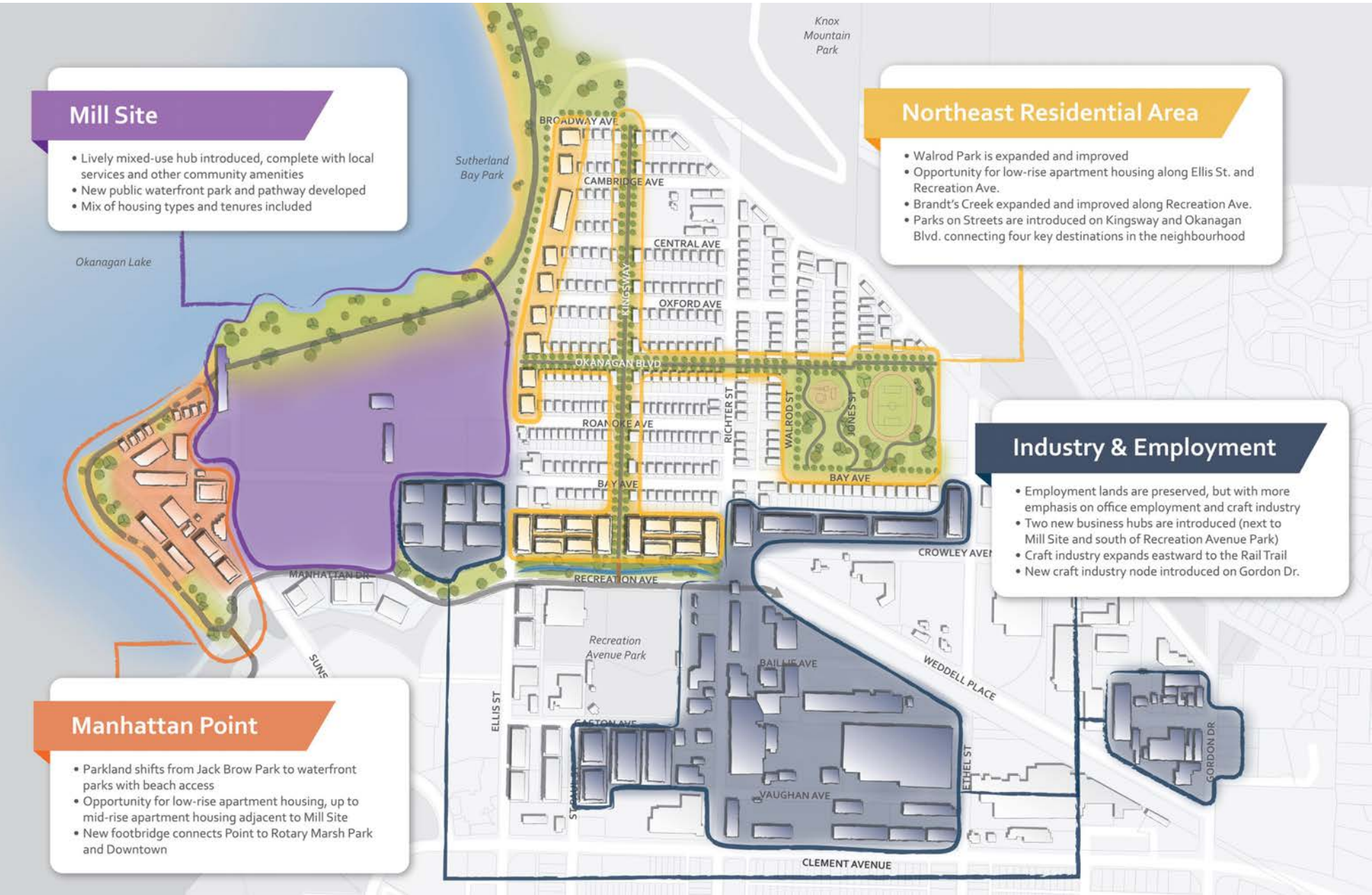


Figure 10. North End Plan Concept 3

2.3.2 PUBLIC SPACE PLAN



Figure 11. North End Plan Concept 3 Public Space

LEGEND

North End Plan Boundary		Waterfront Path (Informal)		Parks on Streets	
Mill Site Boundary		Greenway (Existing)		Utility / Recreation (P4)	
Waterfront Path (Formal)		Greenway (Planned)		Parks / Naturalized Area (P3)	

2.3.3 TRANSPORTATION PLANS

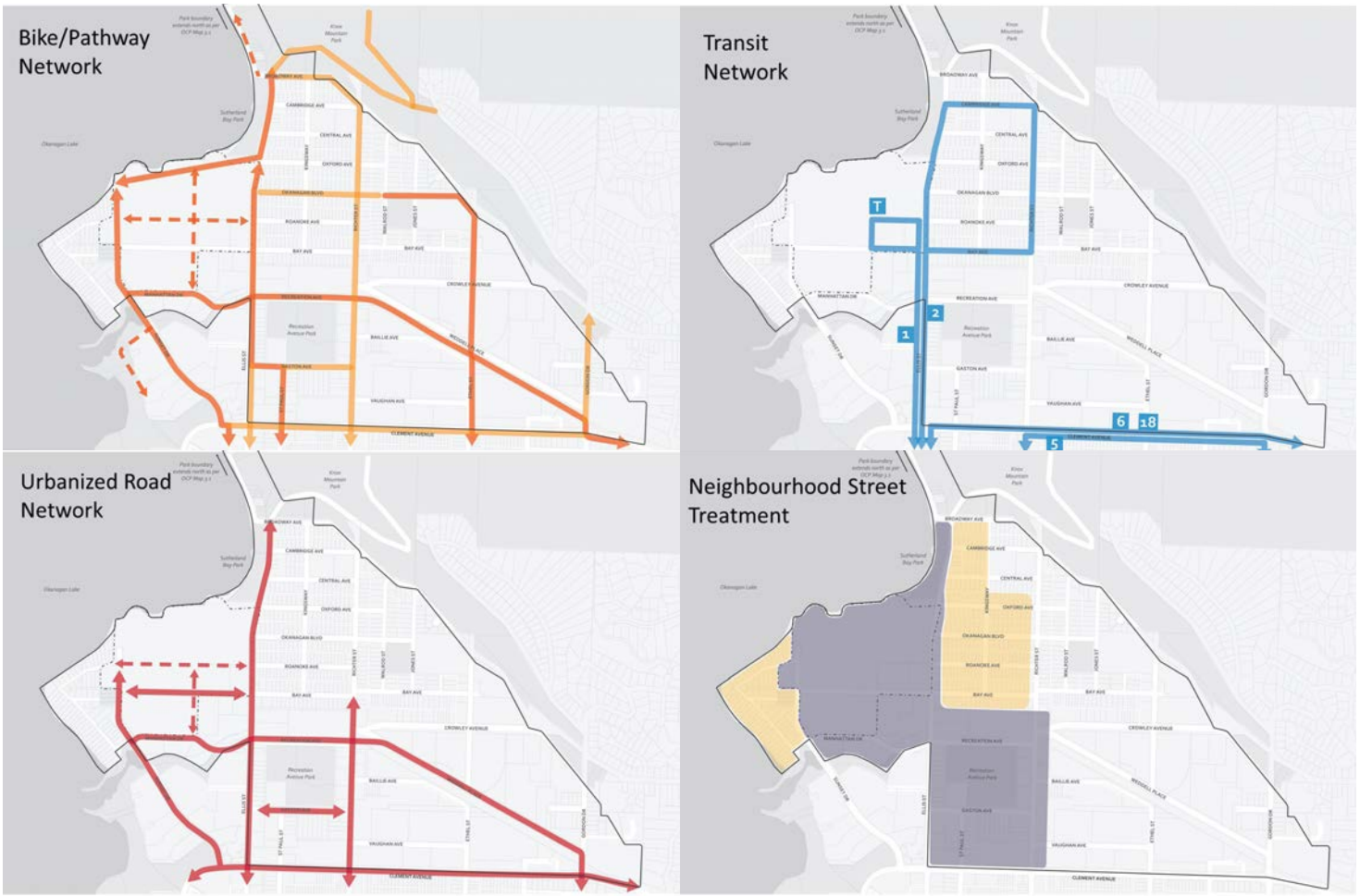
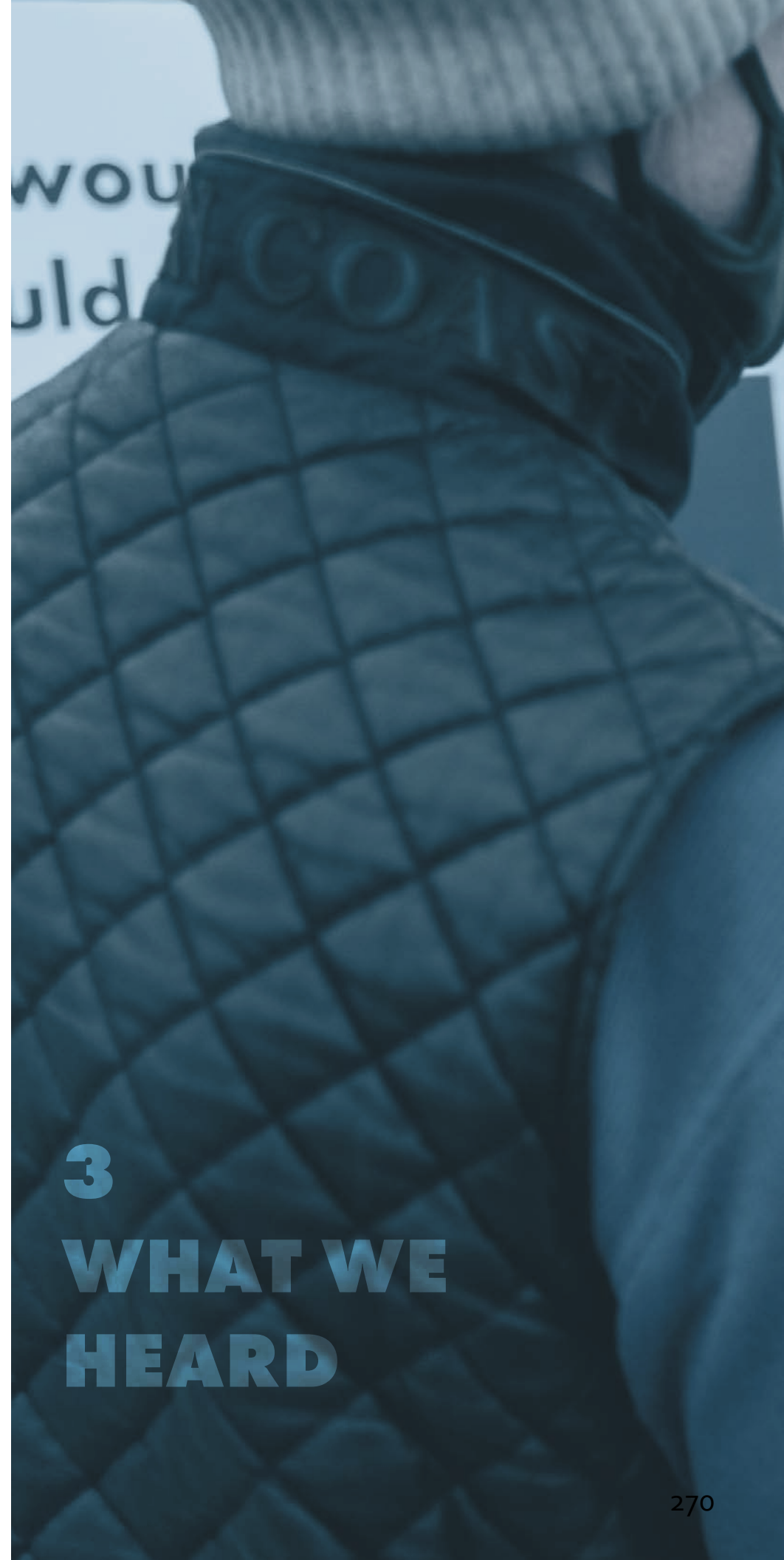


Figure 12. North End Plan Concept 3 Transportation

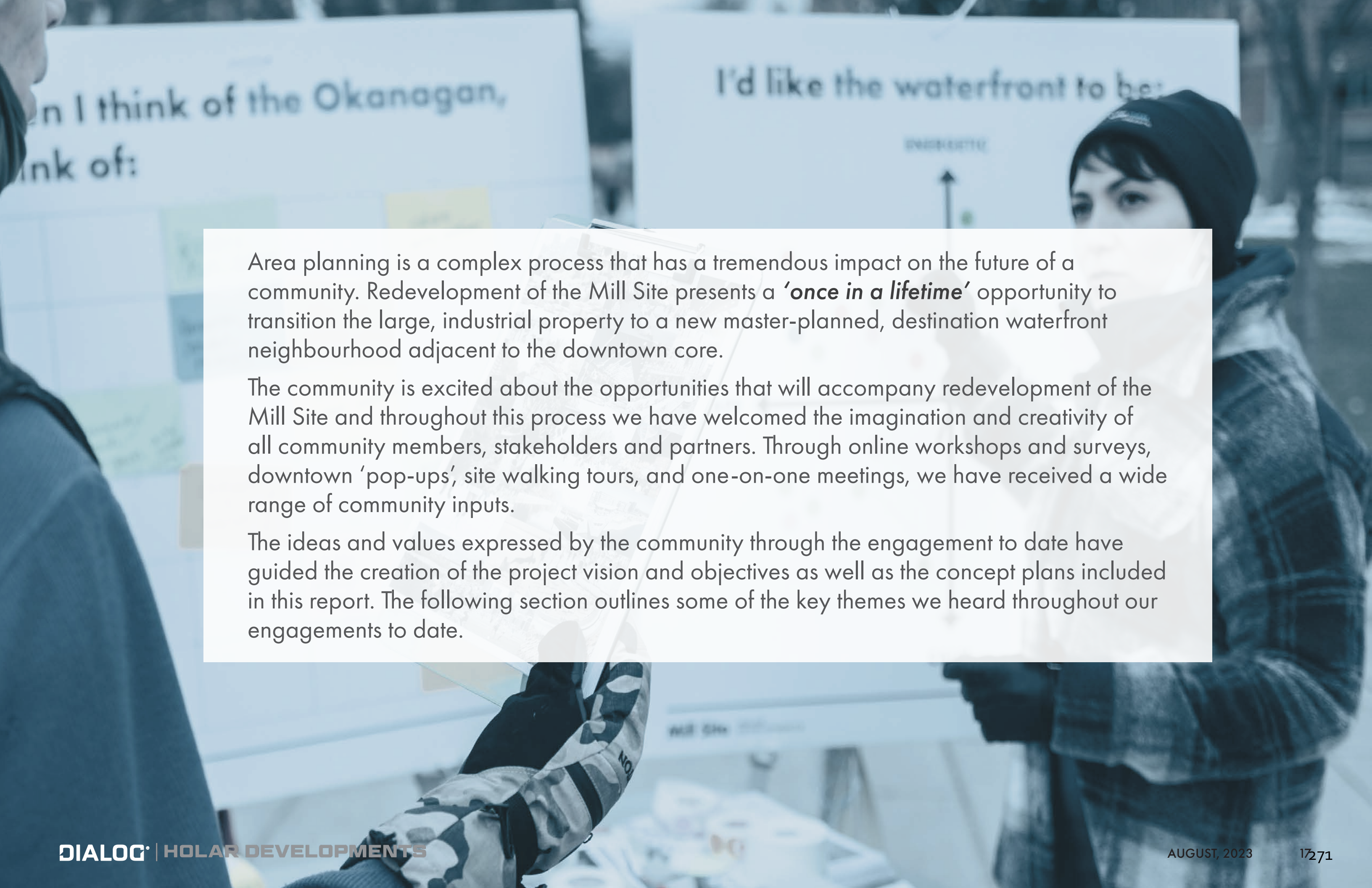
LEGEND

North End Plan Boundary		Road Network		Transit Enhance. Under Review	
Mill Site Boundary		Urbanized Major Road		Neighbourhood Streets	
Cycling Network		Transit Network		Traffic Calming	
Separated Bike Lane		Transit Connection Areas		Urbanized	
Multi-use Pathway					



3

WHAT WE HEARD



Area planning is a complex process that has a tremendous impact on the future of a community. Redevelopment of the Mill Site presents a '**once in a lifetime**' opportunity to transition the large, industrial property to a new master-planned, destination waterfront neighbourhood adjacent to the downtown core.

The community is excited about the opportunities that will accompany redevelopment of the Mill Site and throughout this process we have welcomed the imagination and creativity of all community members, stakeholders and partners. Through online workshops and surveys, downtown 'pop-ups', site walking tours, and one-on-one meetings, we have received a wide range of community inputs.

The ideas and values expressed by the community through the engagement to date have guided the creation of the project vision and objectives as well as the concept plans included in this report. The following section outlines some of the key themes we heard throughout our engagements to date.

3.1 ENGAGEMENT SUMMARY

Throughout the course of this project we have used a variety of methods to reach a broad audience and to learn from them about their aspirations for the future of the site. Our engagement activities have included:

- Project website, direct emails, social media
- Workshops
- 1:1 Stakeholder meetings
- Neighbourhood Pop-Ups
- Walking Tours
- Online Survey
- Virtual Workshops

Concurrent to these events, we have also been engaging with the Westbank First Nation and the Okanagan Indian Band as part of a separate process.

Central themes that arose during these conversations were:

THE MISSING WATERFRONT LINK (100+ comments)

A public interactive waterfront that is connected to the adjacent park and trail system. A waterfront that hosts all sorts of experiences. Places to play, to lounge, to gather and to find respite. Places to take in the view of Knox Mountain. The waterfront is the biggest opportunity.

A MARKET EXPERIENCE (75+ comments)

Local food, local beverages, local shops. Small stores that celebrate the artisans, designers, growers and entrepreneurs of the Okanagan.

ALL AGES, ALL SEASONS, 24/7 (75+ comments)

Public places for children to play, for families to gather, for young people to hang, and seniors to meet. Places that are comfortable in all seasons and are responsive to the changing wind and sun exposure through the year. Parks and plazas that allow for spontaneity and other public spaces that support organized events. Open spaces for dogs and their owners to enjoy.

A PLACE FOR ARTS, CULTURE AND ENTERTAINMENT (65+ comments)

Venues for artists, musicians, performers and entertainers. A destination experience. Places for buskers, outdoor music, and public art.

A COMPLETE COMMUNITY (65+ comments)

Places to live, work, shop, and play. From daytime amenities to casual nightlife, all that you need is in your neighbourhood.

STREETS FOR PEOPLE (45+ comments)

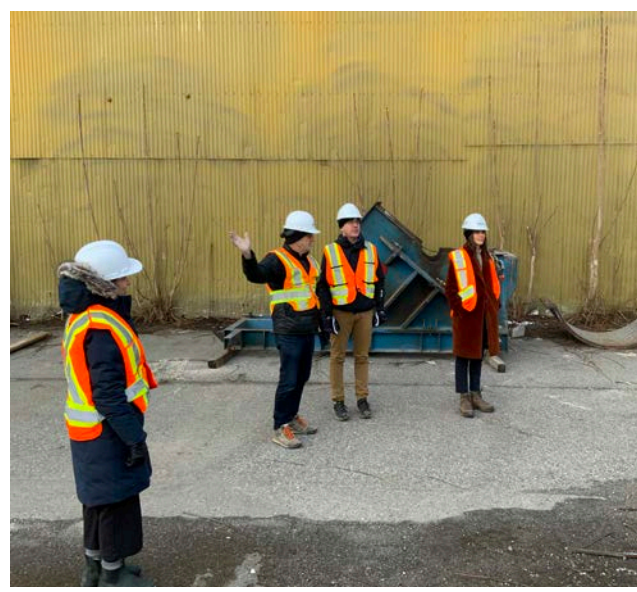
Streets, paths, trails, and walkways that make it delightful to get around as a pedestrian & cyclist. Connections to the Rail Trail. Limit impacts of new vehicular traffic and parking to the Mill Site area as much as possible.

AUTHENTIC TO THE OKANAGAN (Over 40+ comments)

The history of the Okanagan, from the Syilx Peoples to fruit packing and lumber milling, is on display. The Mill Site’s historic buildings are upcycled. The place has a distinct urban design aesthetic that is both authentic to the Okanagan, and something the Okanagan has never seen before.

ENRICHED ECOLOGY (30+ comments)

Riparian areas, bird habitat, water quality and the urban tree canopy can benefit from this project. Consider how building design can contribute to sustainability.





4 VISION AND OBJECTIVES

4.1 PLAN VISION

The Mill Site is the *Okanagan personified in a place*.

The waterfront is the **soul** of the neighbourhood; it is where we come together and find solace apart. The waterfront ties together a diversity of open spaces that offer new ways of experiencing Okanagan Lake in all seasons.

The **destinations** throughout the neighbourhood bring this community to life. They celebrate the creators, artists, designers, growers and entrepreneurs of the Okanagan. Arts and culture are woven into the everyday experience of the neighbourhood: your walk to the store could prompt a new encounter with public art and your afternoon picnic could be enhanced by live music in the park.

The **open spaces** throughout the neighbourhood are the backdrop to the stories of our heritage. They frame mill buildings and host artifacts that echo our recent history and enrich the ecosystem that roots us in time immemorial. They reflect the respect and recognition that we offer to the **Syilx Peoples** on their ancestral lands.

The **movement** network is designed for pedestrians first, reflecting our collective desire to live in a city that moves at a slightly slower pace. The design of streets, paths and trails connect home to destination in a way that encourages an active lifestyle. And when moving at the speed of a pedestrian or cyclist, streetscapes prompt moments of discovery, intrigue, and delight.

This place is home to many and **welcomes** all to contribute to its potential.

4.2 PLAN OBJECTIVES



The Mill Site Area Redevelopment Plan Vision and Objectives have been born of the valuable engagement process undertaken over the last two years. These guiding principles are foundational to each emergent concept at the Mill Site, guiding every step of the concept development process.

Water First

An emphasis on a dynamic, vibrant, and ecologically resilient lakefront will be essential, but a broader strategy of ‘water first’ means considering regional flood management (Brandt Creek) and on-site stormwater as a critical component and placemaking opportunity.

Moorage activities, boat launches, and active trails should work in tandem with regenerative landscapes and ecological zones to create memorable experiences, ecological value and offer stormwater management.

Okanagan-Authentic

The plan is inherently of the Okanagan, yet something the Okanagan has never seen before. This means reflecting a core commitment to both Syilx and subsequent settler heritage as well as local landscapes, outdoor lifestyles, all-season living, food and the vibrant culture that brings all age groups and backgrounds together.

Okanagan-authentic also directs urban design. The redevelopment should set forward a high-quality architectural aesthetic that is distinct and nods to the architectural history of the neighbourhood and the Mill Site. Views to the Lake and Knox Mountain (as well as views from Knox Mountain back to the site and lake) should be framed by new buildings to provide a sense of place.



Streets for People

The Mill Site is already within walking distance to a number of shops, services, parks, services and amenities. Prioritize walking first then consider mobility options including bikes, scooters and transit prior to designing for the private vehicle.

The Mill Site should be designed to stitch together areas of the North End and downtown. This means considering adjacent streets, the Rail Trail, the park network, and waterfront connectivity when defining the mobility network.



Upcycled

Shed No.5, the Loading Dock, the Machine Shop buildings, Railbarge, and other historical artifacts, could be repurposed to convey a sense of recent history, memory and character on the site. By programming creative and vibrant uses in and around these structures, the plan can author the next chapter in the site's history as a vibrant urban village and community hub.



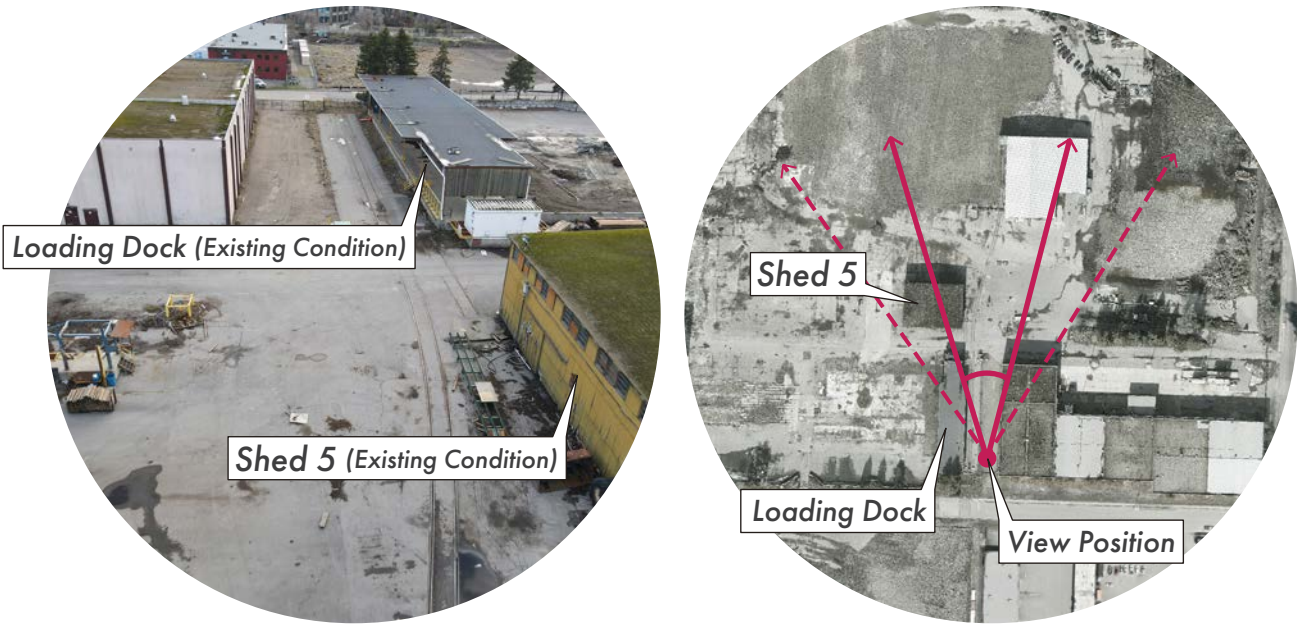
Sustainable and Inclusive

The development must be sustainable while including distinct and resilient public spaces and amenities that create new destinations within Kelowna. This means balancing economic aspects of development with broader community objectives for equity, inclusion, and ecological sustainability. The Mill Site will include a diversity of housing types and leave room for City-owned community spaces. New development of parks, streets, and buildings will address ecological sustainability through leading green design practices.

Stitched into the Community

The Okanagan lifestyle is deeply embedded within the local flora and fauna, rolling mountains, and expansive lake. Connections to nature can be immersive and integrated within an urban context to enhance quality of life and support curious interactions with the local environment. Green spaces can be flexible and open to a variety of programming, well planted and generative for natural habitat creation and biodiversity offering, educational and participatory experience, relaxation and quiet.

Connections to surrounding greenways established by the North End Plan, and the realization of a destination point at the end of the historic Rail Trail will ensure the Mill Site is part of Kelowna’s Fabric.



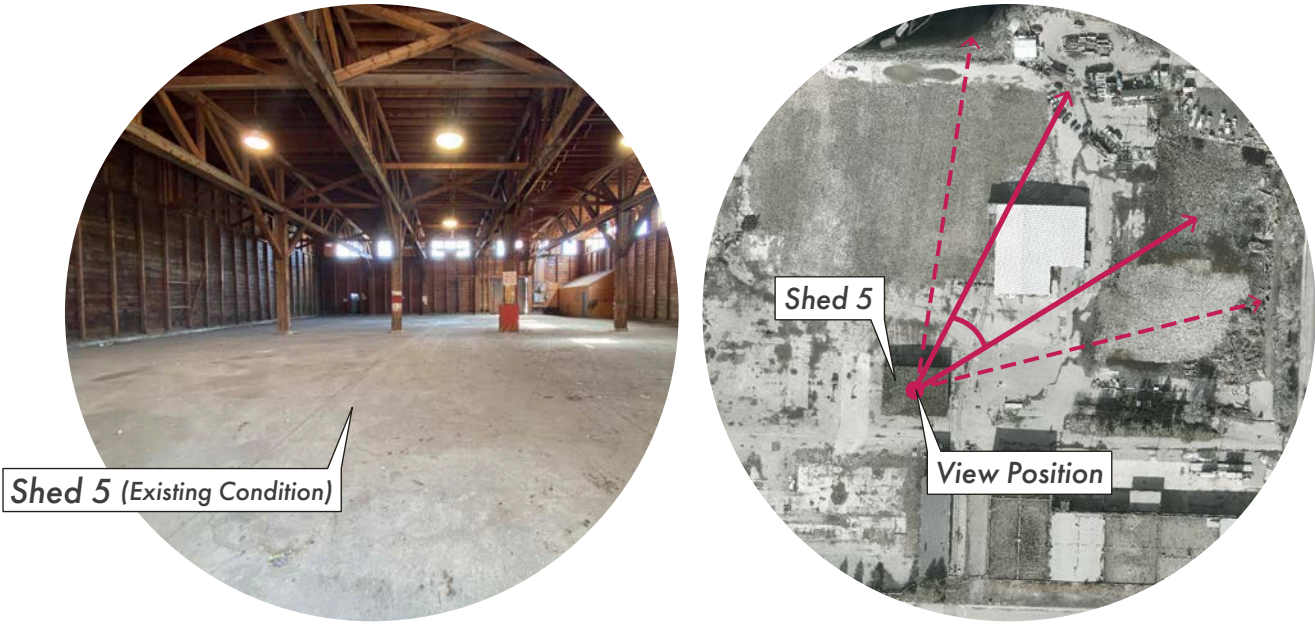


**SOCIO-ECOLOGICAL
NETWORKS
STITCHED INTO THE
SURROUNDING
COMMUNITY**

At the Centre

The heritage buildings of the No. 5 Shed and Loading Dock rest at the centre of the Mill Site. Creative interpretation and potential resuscitating of these historic buildings in contemporary context is an exciting opportunity to connect locals and visitors with Okanagan culture. The public space that surrounds these buildings will be the heart of the community.

The No. 5 Shed will be a destination from day one. It will act as an integral point for the neighbourhood, providing a wide variety of opportunities for community gathering and participation.



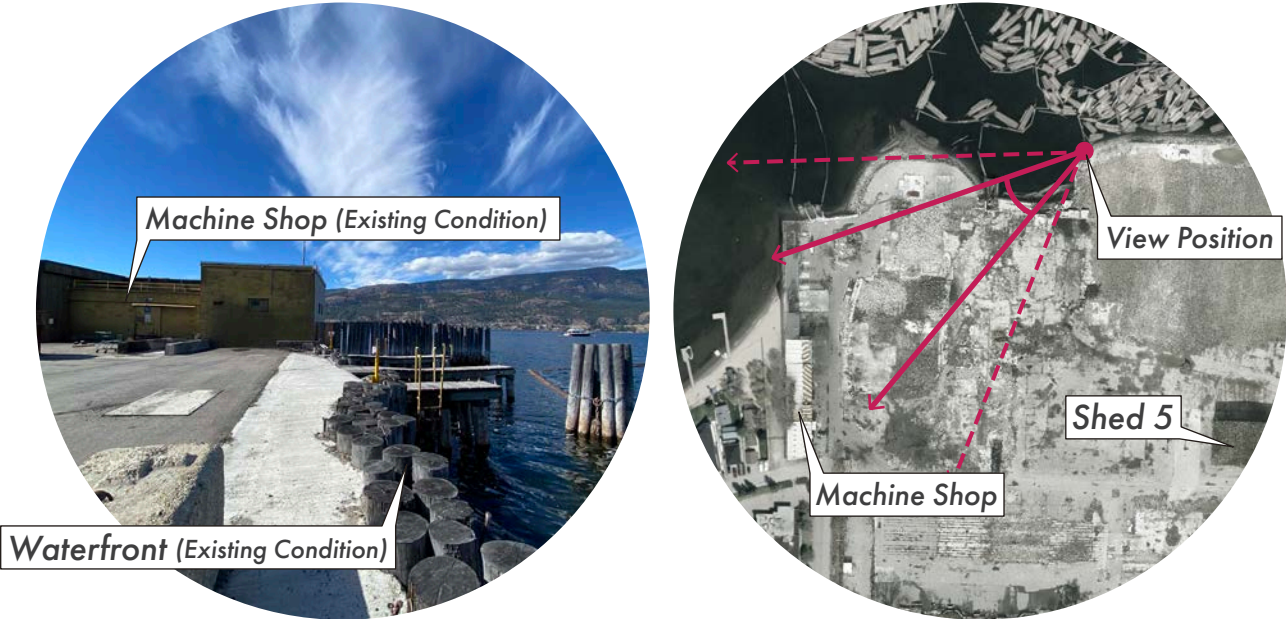


**UPCYCLED SHED
NO.5 ACTS AS A
VIBRANT HUB AT
THE HEART OF THE
COMMUNITY**

Along the Water

The waterfront plays an integral role in the cultural imagination of Kelowna for both locals and those who visit. The stretch of shoreline along the Mill Site has unmatched views to Knox Mountain and the northern arm of Okanagan Lake. It will be important to consider both ecological and social opportunities in order to craft a waterfront experience that reflects the richness of Okanagan culture, climate, and critters.

We imagine this to be a place where the community can connect with the water in all seasons. It will be a publicly accessible waterfront that includes a multi-use pathway. The experience along the waterfront will encourage the co-existence of human and non-human habitat. Riparian restoration will balance high value habitat for all species.

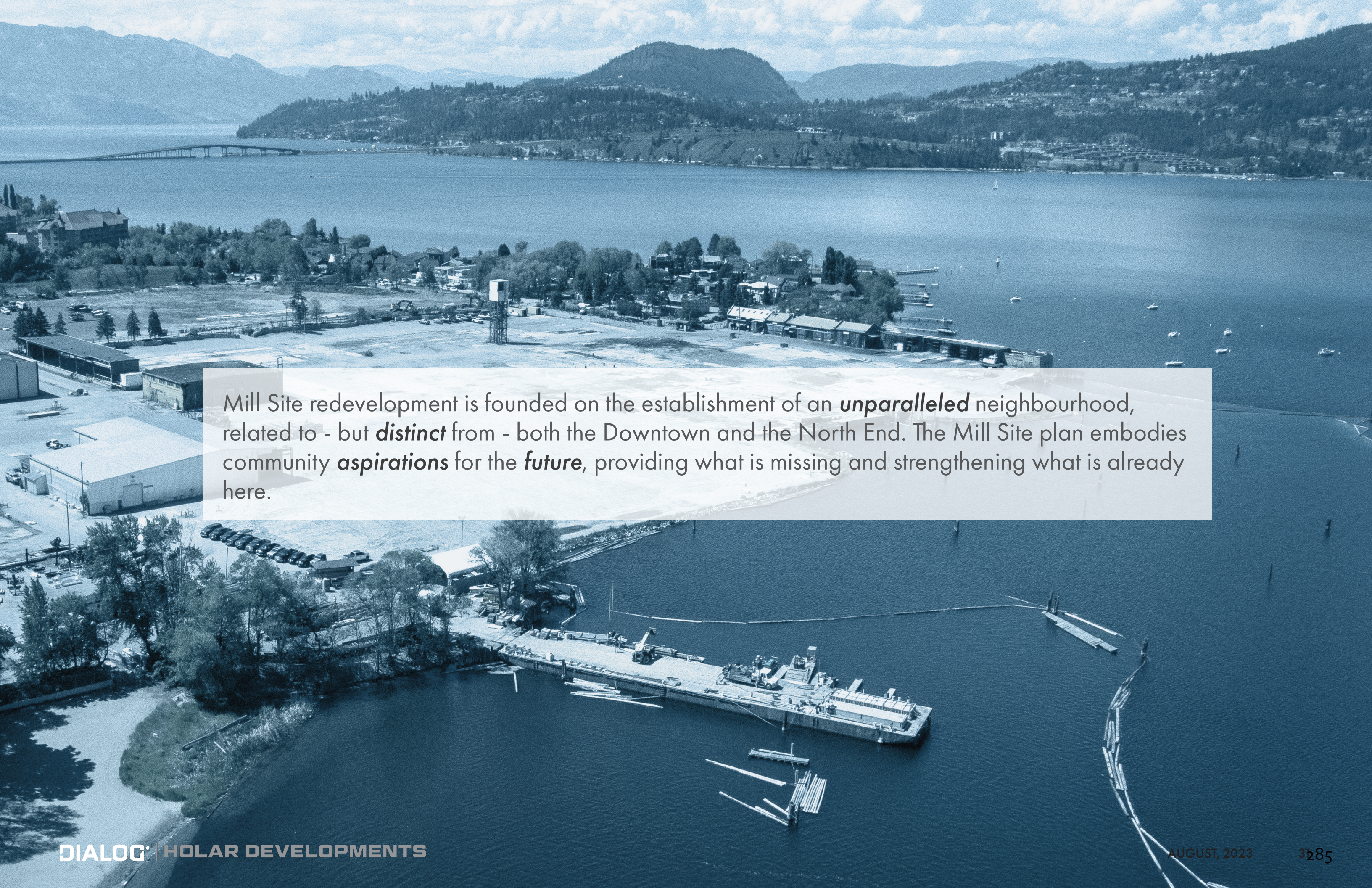




**BOLD MOVES ALONG
A GENEROUS,
RESTORATIVE,
AND PUBLIC
WATERFRONT**



5
MILL SITE
CONCEPTS



Mill Site redevelopment is founded on the establishment of an *unparalleled* neighbourhood, related to - but *distinct* from - both the Downtown and the North End. The Mill Site plan embodies community *aspirations* for the *future*, providing what is missing and strengthening what is already here.

5.1 CONCEPT ONE

5.1.1 IDEA DIAGRAM

The key design principle for this concept is **balance**. Three distinct open spaces tell the story of industry, culture, and ecology, each with a similar weight in terms of cultivating community and activation, but varying in experience and seasonal programming.

The three destination spaces imagined here are The Milling Place at the centre, The Workshop that acts as the landing pad for the moorage, and the social-ecological waterfront experience at Sutherland’s Soft Spot.

North South connectivity along a distinct rail trail pedestrian and cycleway is bisected by the green street of Okanagan Ave.

LEGEND

- ARP Boundary
- City Park Space*
- Existing Upcycled Buildings
- Major Public Open Space
- Connection to Nature

*See Separate Maps for Proposed Mill Site Park Spaces



Figure 13. Concept 1 Parti Diagram

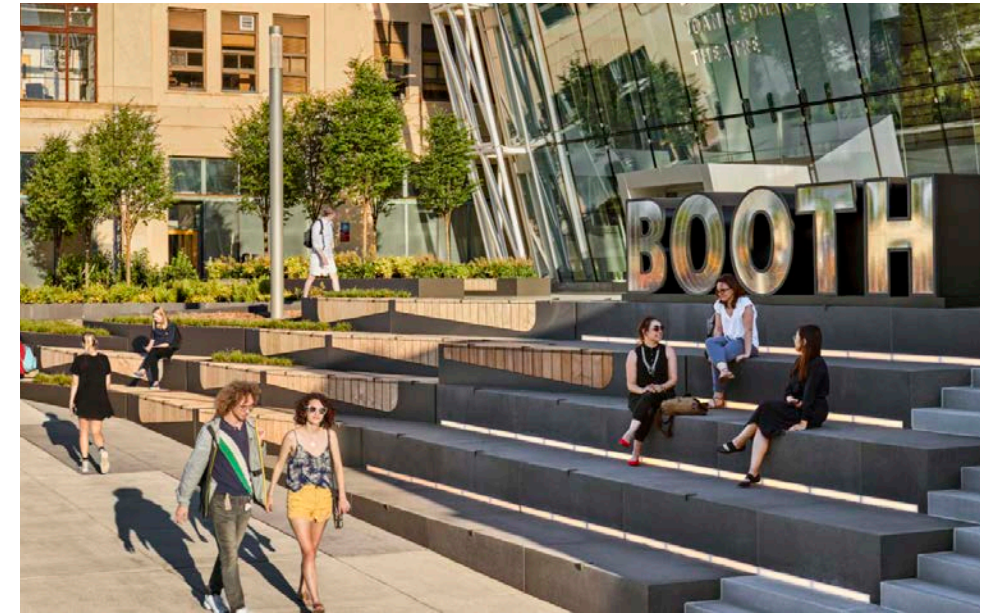
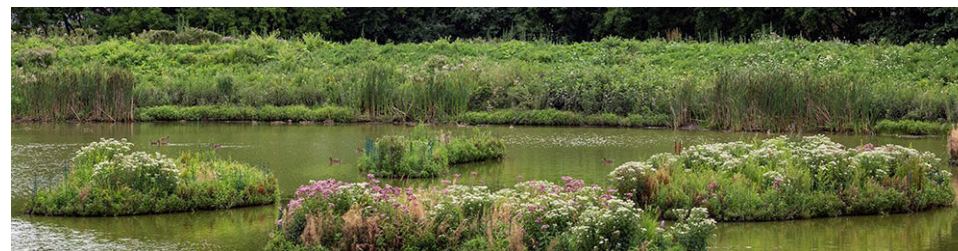
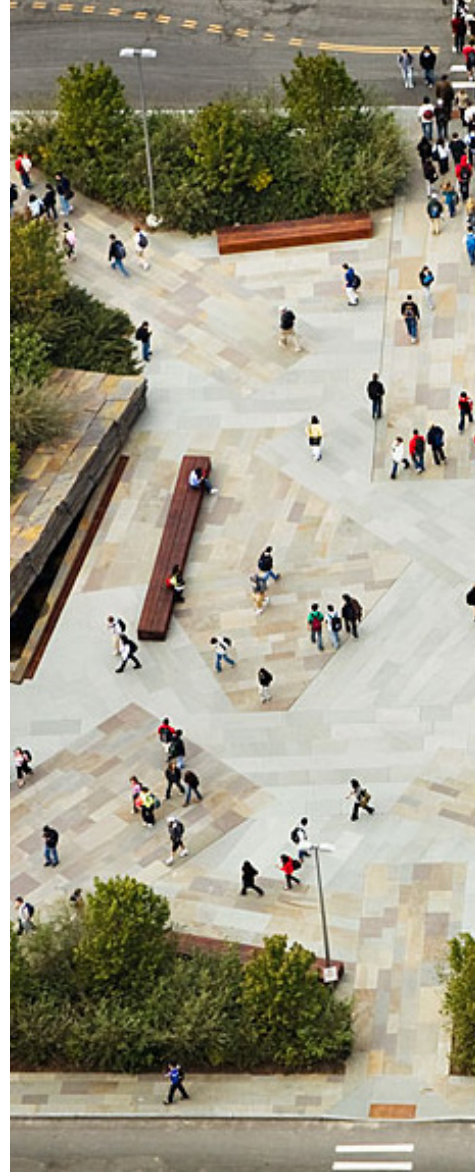
5.1.2 SITE PLAN

Potential Future Moorage
Subject to Provincial Approval

*These drawings are 'demonstration' plans providing potential options
** Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.



*These are precedent images.



The Milling Place

The Milling Place is a flexible green space and plaza that is centered on events and gathering all-year round. It is the cultural heart of the Mill Site, reflecting the history of the No 5. Shed and Loading Dock as the historical place of production and exchange. This civic plaza hosts markets, cafes and retail, and a signature park. It sits in the middle of two main connectors on Okanagan Boulevard and a new north-south road connecting the Rail Trail, creating an inward magnet that pulls people in, then directs them out towards Marine and Waterfront nodes.

Sutherland's Soft Spot

Sutherland's Soft Spot is an all-seasons park that celebrates and re-creates local ecology lost during the industrial past. The shoreline dissolves out to form riparian islands that at once provide necessary habitat, soften wave energy, and create navigable shallows for paddle-sport. The adjacent community spaces accommodate seasonal programming. In the summer, it is a paddle-sport launch center with picnic area and shade structures. The winter sees this pavilion transform into a warming hut that supports skating, winter sports, and fat tire biking.

Boardwalks and look outs bring people into the world of the aqueous with interpretive walks on the water that celebrate the soft place where Okanagan Lake and Knox Mountain meet.

The Workshop

The Workshop supports the industrial history of the Mill Site as a working waterfront. It operates as a moorage while also providing amenities for artisan, makers, and cafes, with some outdoor gathering space. The Workshop is very active as a destination and water access point in the summer. It is slower in the winter but supported by local businesses that operate year round with less need for tourist revenue.

Industrial remnants such as piles are retained and retrofitted for ecological health where needed, perhaps serving as habitat for shore birds.

5.1.3 CONCEPTUAL MASSING



*The approach to Massing Strategy is described in the Appendix.

**Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.






5.2 CONCEPT TWO

5.2.1 IDEA DIAGRAM

The key design principle for this concept is **rhythm**. A diagonal, pedestrian-centered street operates as a connector between Rotary Marsh Park and two main open spaces: the Civic Wedge and Green Wedge. This connector forms the baseline of a rhythmic urban experience where smaller parks and gathering areas such as neighborhood pocket parks, play spaces, and central green spaces attract primarily resident use. The Civic Wedge and Green Wedge act as the main destination areas for those who live outside the neighborhood, and those visiting from out of town.

The diagonal connection from Rotary Marsh Park to Sutherland Bay responds to seasonal change and becomes a hydrosocial experience end to end. This connector links two integral riparian habitats with green infrastructure that completes the picture of a City in-line with its semi-arid ecology. It marries social, ecological and economic function by also supporting commercial and retail as a hydrosocial High Street.

LEGEND

- ARP Boundary
- City Park Space*
- Existing Upcycled Buildings
- Major Public Open Space
- Connection to Nature
- 
- 
- 
- 
- 

*See Separate Maps for Proposed Mill Site Park Spaces



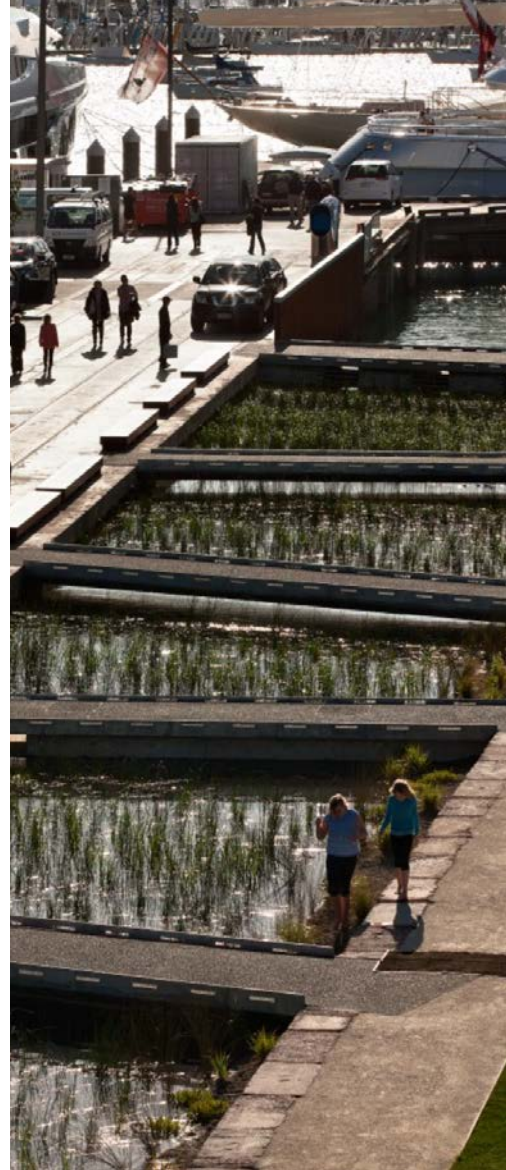
Figure 14. Concept 1 Parti Diagram

5.2.2 SITE PLAN

Potential Future Moorage
Subject to Provincial Approval

*These drawings are 'demonstration' plans providing potential options
** Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.





*These are precedent images.

Civic Wedge

The Civic Wedge a year-round reflection of hydrological character of the Okanagan. It seasonally operates as a floodable plaza, ice rink, splash park, and dry pond that encourages locals and visitors to interact with the defining aspect of the Okanagan.

The plaza has pockets of green scattered throughout, mimicking the pocket parks of the Mill Site en masse. They create moments of discovery that allow for many small programs to be operating at once, such as local buskers and dog walkers, skateboarders, picknickers, and frolicking little ones.

The Loading Dock acts as a semi-open air artisan that can hold warmth in the winter. The No. 5 Shed acts as a venue for music, weddings, gallery showings, performance, and other large gatherings.

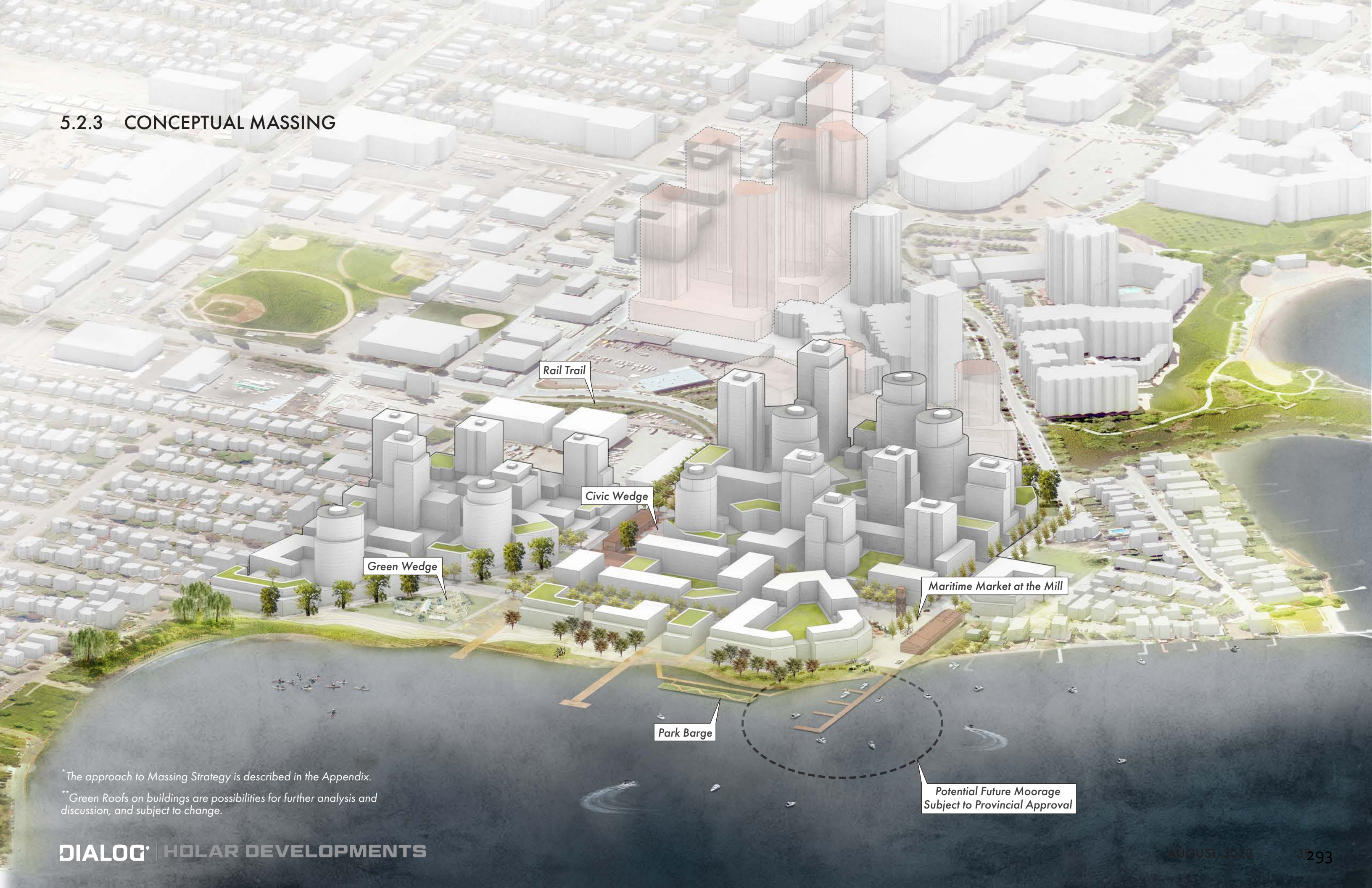
Green Wedge

The Green Wedge south of Sutherland Bay extends the beach into a flexible green space. It is characterized by open lawn space that supports informal recreation and can host a variety of events. It intersects at the south end with the Civic Wedge, creating a transition space from market to mountain side. Water is still central in this place. The blue-green corridor of the hydrosocial High Street dissolves here into a dry pond of Okanagan grasses traversed by boardwalks. When needed, this space will flood and filter stormwater from surrounding buildings and streets before releasing to Sutherland Bay.

Maritime Market at the Mill

Maritime Market at the Mill is primarily operates as boat access and associated support services. It initiates the edge of riparian restoration efforts which carry to the edge of Sutherland Bay along the property line. This is not considered a main destination plaza, but does serve as an integral access point for the boating community.

5.2.3 CONCEPTUAL MASSING



*The approach to Massing Strategy is described in the Appendix.

**Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.

5.3 CONCEPT THREE

5.3.1 IDEA DIAGRAM

The key design principle for this concept is **emphasis**. The No. 5 Shed and Loading Dock are an focus that scopes outward into a large, flexible green space and waterfront plaza that are lined with active maker spaces, breweries, shops and cafes. A floating spa and waterfront restaurant punctuate the water’s edge, completing the vision of this central community magnet. Moving towards Sutherland Bay, the multi-use waterfront pathway begins to transform from distinctly urban to a gateway to the outdoors. The Sutherland Plaza hosts a paddle center and boat launch formalizes the connection between the Mill Site and the Bay.

LEGEND

- ARP Boundary
- City Park Space*
- Existing Upcycled Buildings
- Major Public Open Space
- Connection to Nature



*See Separate Maps for Proposed Mill Site Park Spaces



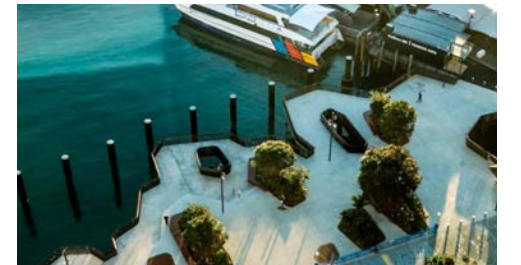
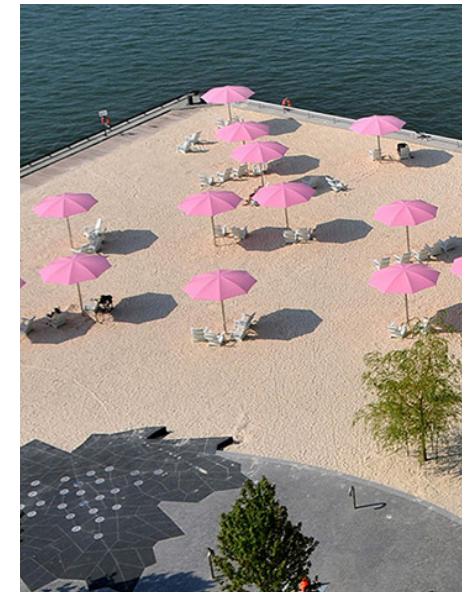
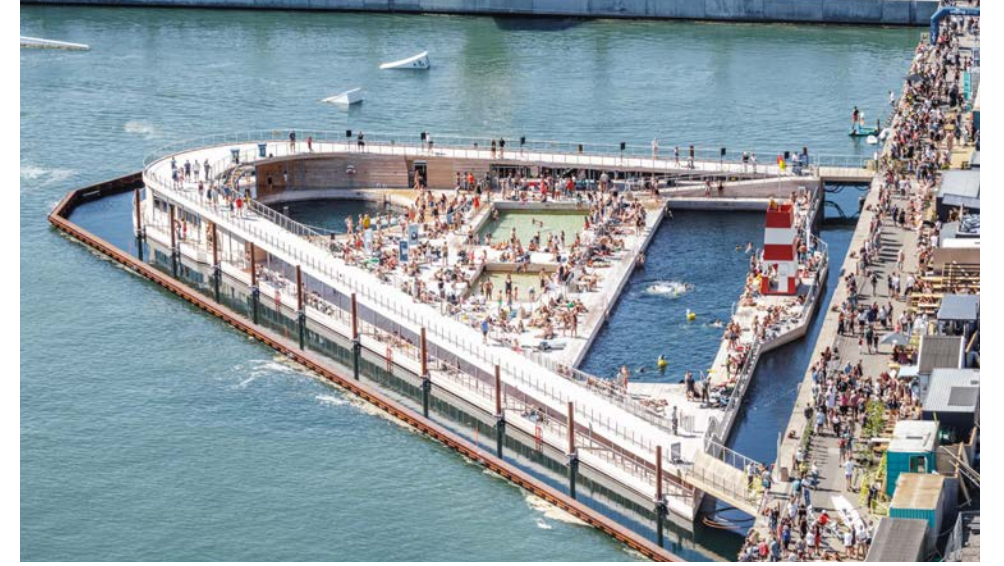
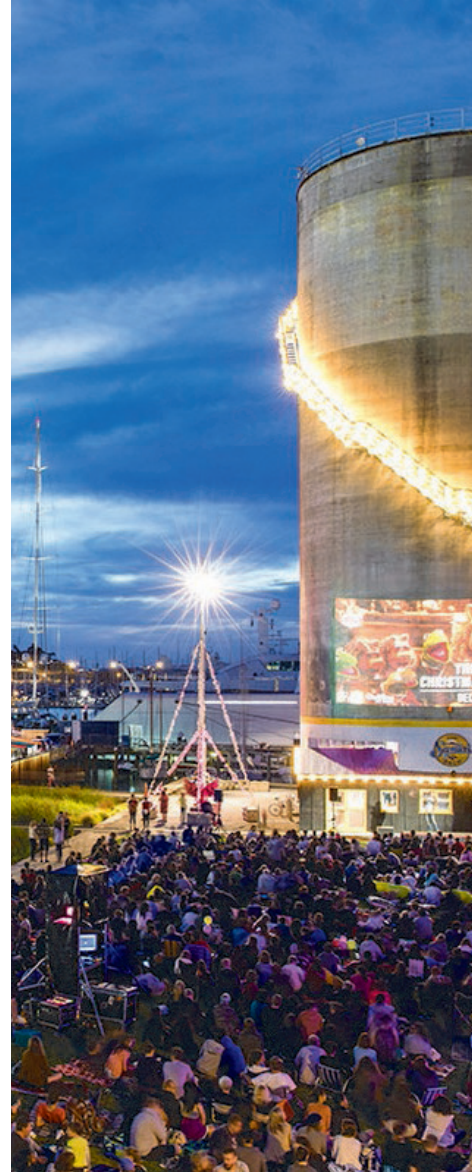
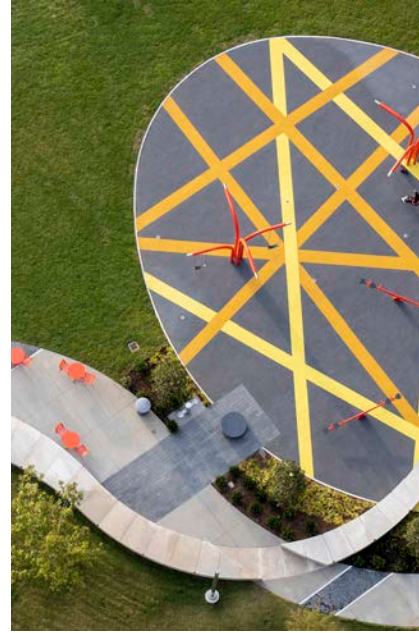
Figure 15. Utilities planning diagram

5.3.2 SITE PLAN

Potential Future Moorage
Subject to Provincial Approval

*These drawings are 'demonstration' plans providing potential options
** Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.





*These are precedent images.

The Living Mill

At the center, an urban wooded area hinges the street grid, aligning with the shoreline to collect and project visitors and residents outwards towards Okanagan Lake. The canopy is dappled and intertwined with the No. 5 Shed and Loading Dock, accentuating these historical industrial buildings through contrast with the natural world. They are embedded within a wooded area that reflects on traditional Okanagan flora and offer opportunities for community harvest, celebration, and education. This is a post-industrial wooded area that engages all histories.

This central space is sheltered in all seasons, making it a destination space for all-ages with opportunities for intergenerational interaction.

Harbour Park

The Harbour Park is all about vibrancy. This great lawn is a place to be seen and to engage in the brilliance of Okanagan lifestyle with artisans, breweries, and restaurants interfacing with the great outdoors. Retail, breweries and cafes line the northern edge of the promenade, catching long sunlight hours in both summer and winter. The green space is flexible, hosting a myriad of events from organized cultural nights to casual hang outs.

The Launch

This is the launching spot for all things water. Oriented for the best-possible solar access, this urban beach and warm winter oasis is full of delight no matter the season. The beach is focused on sun bathing and off-the-dock water access. It is aligned with a restaurant, and barge-turned-hot-pool to form a distinctly urban waterfront experience. The moorage rounds out this springboard to the lake, creating a bustle at this section of waterfront that slowly dissolves as you move east towards Sutherland Bay. Emphasizing an urban waterfront here acts as a complement to the more relaxed, nature-focused Bay shore.

5.3.3 CONCEPTUAL MASSING



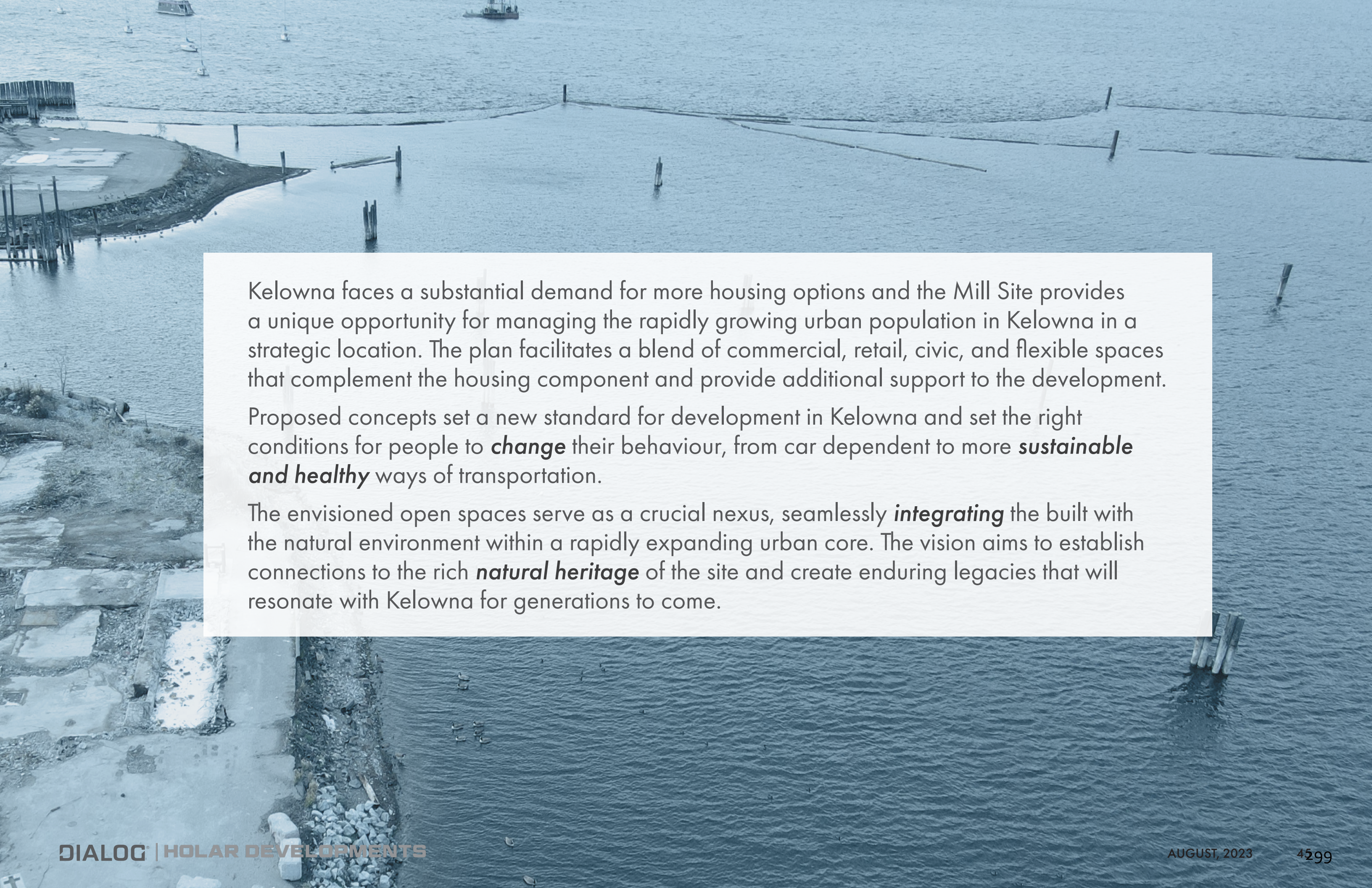
*The approach to Massing Strategy is described in the Appendix.

**Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.



6

TECHNICAL ASSESSMENT



Kelowna faces a substantial demand for more housing options and the Mill Site provides a unique opportunity for managing the rapidly growing urban population in Kelowna in a strategic location. The plan facilitates a blend of commercial, retail, civic, and flexible spaces that complement the housing component and provide additional support to the development.

Proposed concepts set a new standard for development in Kelowna and set the right conditions for people to ***change*** their behaviour, from car dependent to more ***sustainable and healthy*** ways of transportation.

The envisioned open spaces serve as a crucial nexus, seamlessly ***integrating*** the built with the natural environment within a rapidly expanding urban core. The vision aims to establish connections to the rich ***natural heritage*** of the site and create enduring legacies that will resonate with Kelowna for generations to come.

6.1 CONCEPT ONE

6.1.1 LAND USE AND HOUSING

In this concept, the upcycled Shed 5 and Loading Dock are envisioned as the heart of the community, serving as the main gathering spaces for the public. Surrounding and leading into this central public arena are strategically placed retail, commercial, and community gathering areas.

The inclusion of flexible-use spaces allows for adaptability to meet the evolving needs of the community during the development process.

Concept 1 encompasses a diverse range of housing options, including market condominiums, market rentals, below-market housing, senior living, and specialty residential.

* Development Assumptions of the site are included in the Appendix.

LEGEND

- ARP Boundary

City Park Space*

Potential Greenway

Heritage Buildings

Animated Waterfront Frontage

Retail / Office Spaces

Undetermined Flex Spaces (Including research, etc.)

Food Store Space

Potential Senior Housing

Potential Hotel / Specialty Residential

Potential Community Facility
-

** See Separate Maps for Proposed Mill Site Park Spaces



Figure 16. Concept 1 Conceptual Land Use Diagram

6.1.2 PARKS AND OPEN SPACES

Concept 1 organizes itself around three major open space destinations: The Milling Place at the centre, The Workshop adjacent to the moorage, and the green waterfront at Sutherland’s Soft Spot. Uniting these elements is a major North South connectivity element along the rail trail extension and the East West green street of Okanagan Ave.

This arrangement of open space allows for some larger destination locations – ones that can host markets, cafes, gathering zones, and maker spaces – while also creating space for local ecologies and natural habitat zones.

The orientation of these zones is generally North South and East West, with a focus on views to the North and Sutherland Bay.

* Park design strategies, types, and influences are explained in the Appendix.

LEGEND

- Total Site Area approx. 43.5 acres

Total Park Area approx. 12.1 acres = 4.9 ha
- Park Spaces

Town Plaza (approx. area = 7 acres)

Pocket Parks (approx. area = 1.7 acres)

Natural Area / Naturalized Stormwater (approx. area = 1 acres)

Linear Park (approx. area = 2.4 acres)
- Semi-Private Communal Space

Waterfront Linear Path

Riparian Area

15m Riparian Edge
- Plan Boundary

Upcycled Buildings On-site

Adjacent Park/Green Space

** See Separate Maps for Proposed Mill Site Park Spaces



Figure 17. Concept 1 Parks and Open Space Allocation

6.1.3 TRANSPORTATION AND MOBILITY

Concept 1 emphasizes the integration of the proposed mobility network with the surrounding vehicular and active transportation networks, both existing and proposed. Notably, pedestrian access plays a crucial role, linking Sutherland Bay Park to Manhattan Point along the lakeshore and through the Mill Site, creating an exceptional opportunity for public access along the southern edges of Sutherland Bay. Pedestrian pathways are incorporated throughout the entire redevelopment plan, granting access to and from public open spaces, site gateways, and greenways.

The bicycle network complements the pedestrian pathways, running along major routes and connecting to multi-use paths and trails adjacent to the site. Additionally, a transit route is proposed along Sunset Drive and Bay Avenue, prioritizing shared modes of transportation within the urban core.

The vehicular network in Concept 1 harmonizes with the existing street network on the site, ensuring efficient vehicular circulation.

Each concept plans for the anticipated mode shifts articulated within the City of Kelowna’s 2040 Transportaiton Master Plan, particularly to transit and cycling for access to employment and services.

LEGEND

PEDESTRIAN NETWORK

- ARP Boundary
- City Park Space*
- Potential Greenway
- Existing Shared Use Pathway
- Proposed Shared Use Pathway
- Proposed OCP Linear Corridor/Trail
- Proposed Pedestrian Path Main
- Proposed Pedestrian Path Secondary

TRANSIT ROUTE

- ARP Boundary
- City Park Space*
- Existing Bus Route
- Existing Bus Stops
- Potential Greenway
- Proposed Bus Circulation
- Proposed Bus Stop

BICYCLE NETWORK

- ARP Boundary
- City Park Space*
- Potential Greenway
- Existing Shared Use Pathway
- Proposed Shared Use Pathway
- Existing Bike Lane
- Proposed Bike Route Main
- Proposed Bike Route Secondary

VEHICULAR NETWORK

- ARP Boundary
- City Park Space*
- Potential Future Greenway
- Proposed Vehicular Routes
- Urban Centre Arterial
- Urban Centre Minor Arterial
- Urban Centre Collector
- Urban Centre Local Street
- Proposed Parking Entry

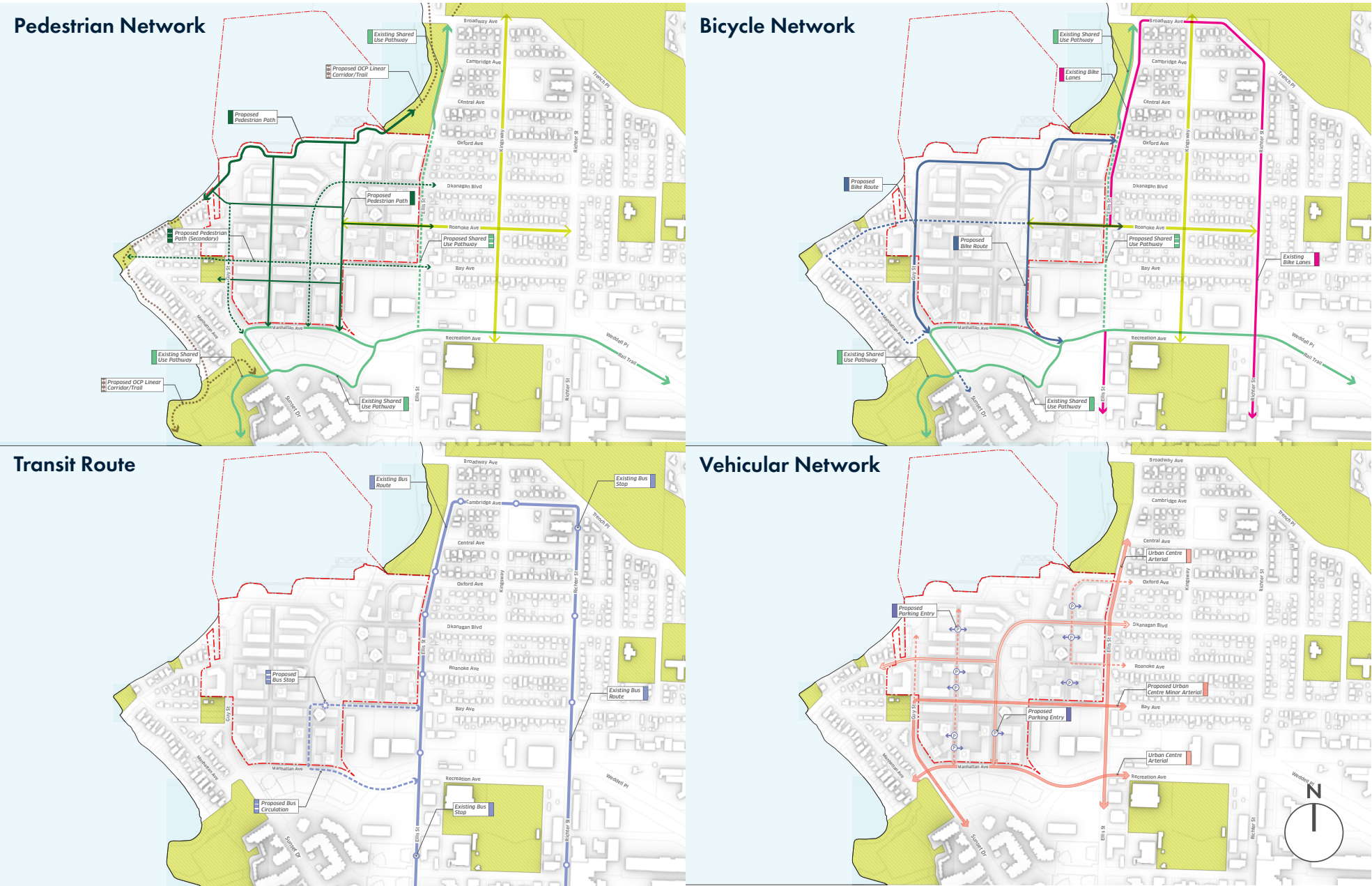


Figure 18. Concept 1 Mobility Diagrams

6.2 CONCEPT TWO

6.2.1 LAND USE AND HOUSING

Concept 2 celebrates the natural desire lines that seamlessly connect the prominent features surrounding the site. One notable axis stretches from the northeast to the southwest, linking Knox Mountain and Rotary Marsh, while the other axis extends from east to west, connecting the residential neighborhoods in the North End to the site and further to Manhattan Point. These axes serve as the backbone for the development, with major public spaces strategically positioned along them. These public spaces are brought to life through the inclusion of retail, commercial, and flexible spaces, creating vibrant and engaging environments for the community.

Similar to Concept 1, Concept 2 encompasses a diverse range of housing options, including market condominiums, market rentals, below-market housing, senior living, and specialty residential.

**Development Assumptions of the site are included in the Appendix.*

LEGEND

- ARP Boundary

City Park Space*

Potential Greenway

Heritage Buildings

Animated Waterfront Frontage

Retail / Office Spaces

Undetermined Flex Spaces (Including research, etc.)

Food Store Space

Potential Senior Housing

Potential Hotel / Specialty Residential

Potential Community Facility
-

*** See Separate Maps for Proposed Mill Site Park Spaces*

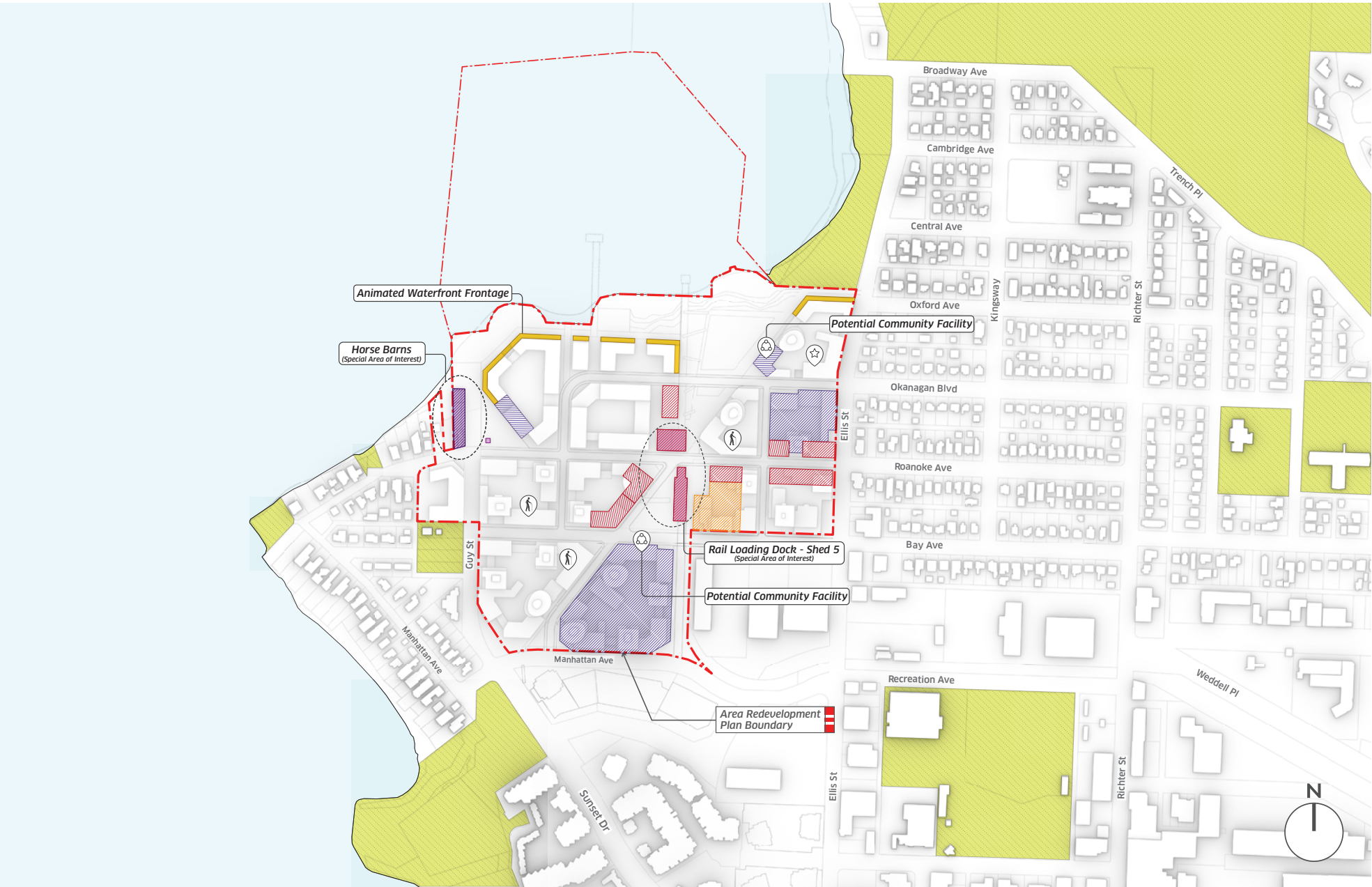


Figure 19. Concept 2 Conceptual Land Use Diagram

6.2.2 PARKS AND OPEN SPACES

Concept 2 creates a strong connection between the downtown and the North East, with the open space creating a framework that diagonally bisects the site to link to Know Mountain to the North. In this scheme the meeting place of the diagonal greenway with a major North / South axis is a place for major open space – the Civic Wedge and the Green Wedge.

The Civic Wedge is an urban zone, one that can host year-round events in a space that responds to the seasons. Linking this to Sutherland Bay is the Green Wedge, a flexible green space that allows complimentary programming and a more natural setting. The shoreline is green, and also links to the Maritime Market to the West.

*Park design strategies, types, and influences are explained in the Appendix.

LEGEND

- Total Site Area approx. 43.5 acres**
Total Park Area approx. 9.54 acres = 3.86 ha

Park Spaces

 - Town Plaza (approx. area = 3.16 acres)
 - Pocket Parks (approx. area = 1.61 acres)
 - Natural Area / Naturalized Stormwater (approx. area = 2.39 acres)
 - Linear Park (approx. area = 2.38 acres)

Semi-Private Communal Space

Waterfront Linear Path

Riparian Area

15m Riparian Edge

Plan Boundary

Upcycled Buildings On-site

Adjacent Park/Green Space
-

** See Separate Maps for Proposed Mill Site Park Spaces



Figure 20. Concept 2 Parks and Open Space Allocation

6.2.3 TRANSPORTATION AND MOBILITY

In Concept 2, the primary axes not only serve as key design elements but also facilitate significant pedestrian and vehicular access throughout the site, offering an alternative route to the publicly accessible pedestrian pathway along the lake. The bicycle network harmoniously complements the pedestrian pathways, ensuring convenient and direct connectivity across the site.

As in Concept 1, a transit route is suggested along Sunset Drive and Bay Avenue in Concept 2, prioritizing shared modes of transportation within the urban core. This emphasis on multiple transportation options promotes accessibility and encourages sustainable modes of travel.

Each concept plans for the anticipated mode shifts articulated within the City of Kelowna's 2040 Transportation Master Plan, particularly to transit and cycling for access to employment and services.

LEGEND

PEDESTRIAN NETWORK

ARP Boundary
City Park Space*

Potential Greenway
Existing Shared Use Pathway
Proposed Shared Use Pathway
Proposed OCP Linear Corridor/Trail

Proposed Pedestrian Path Main
Proposed Pedestrian Path Secondary

TRANSIT ROUTE

ARP Boundary
City Park Space*

Existing Bus Route
Existing Bus Stops
Potential Greenway

Proposed Bus Circulation
Proposed Bus Stop

BICYCLE NETWORK

ARP Boundary
City Park Space*

Potential Greenway
Existing Shared Use Pathway
Proposed Shared Use Pathway
Existing Bike Lane

Proposed Bike Route Main
Proposed Bike Route Secondary

VEHICULAR NETWORK

ARP Boundary
City Park Space*

Potential Future Greenway

Proposed Vehicular Routes
Urban Centre Arterial
Urban Centre Minor Arterial
Urban Centre Collector
Urban Centre Local Street

Proposed Parking Entry

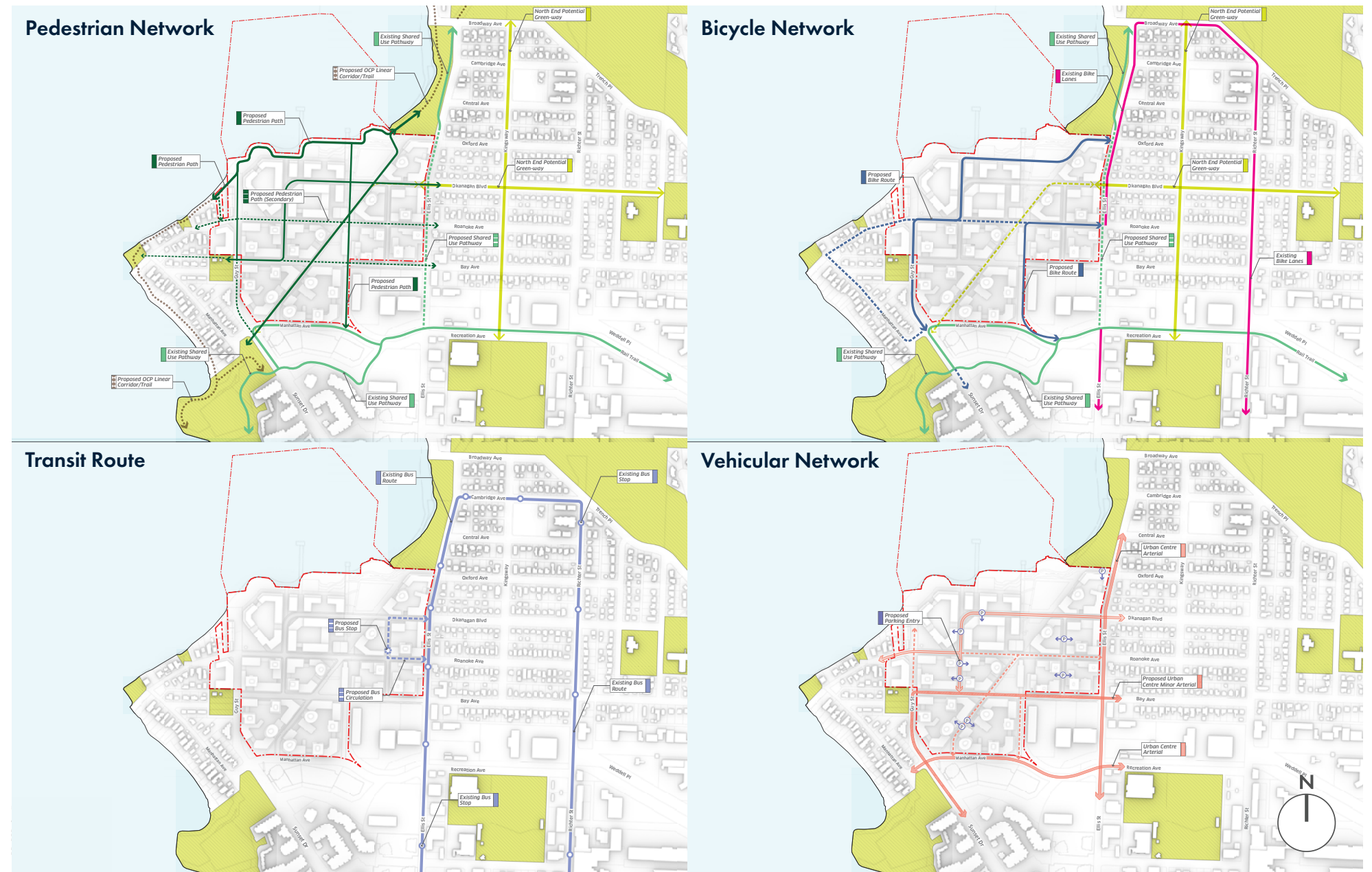


Figure 21. Concept 2 Mobility Diagrams

6.3 CONCEPT THREE

6.3.1 LAND USE AND HOUSING

In Concept 3, a significant focal point is the intersection where the East-West access intersects with the main park, serving as a pivotal moment. Consequently, the public amenities, such as retail and commercial spaces, are strategically positioned at this hinge location, emphasizing the sense of connection and contrast.

Flexible spaces are thoughtfully placed on the southeastern and northeastern areas of the site, ensuring convenient accessibility from various directions. These flexible spaces offer versatility in their use, accommodating the evolving needs of the community.

Similar to the previous concepts, Concept 3 incorporates a diverse array of housing options, including market condominiums, market rentals, below-market housing, senior living, and specialty residential units. This diverse range of housing choices aims to cater to the varied needs and preferences of potential residents.

* Development Assumptions of the site are included in the Appendix.

LEGEND

- ARP Boundary
- City Park Space*
- Potential Greenway
- Heritage Buildings
- Animated Waterfront Frontage
- Retail / Office Spaces
- Undetermined Flex Spaces (Including research, etc.)
- Food Store Space
- Potential Senior Housing
- Potential Hotel / Specialty Residential
- Potential Community Facility

** See Separate Maps for Proposed Mill Site Park Spaces

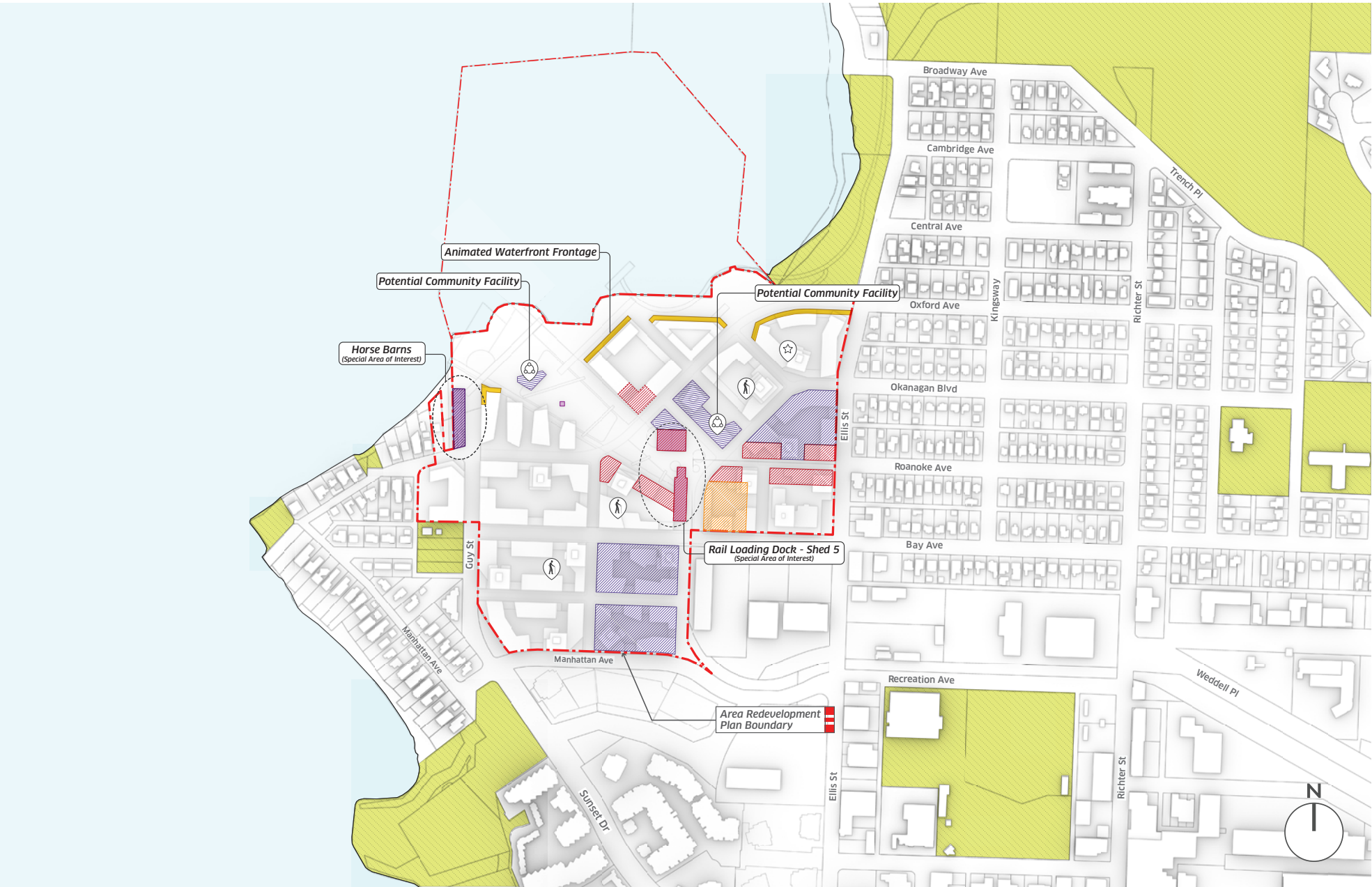


Figure 22. Concept 3 Conceptual Land Use Diagram

6.3.2 PARKS AND OPEN SPACES

Concept 3 focuses the open space towards and along the shoreline more than any other concept. In this scheme, the major open space is the Harbour Park – a wedge shaped flexible green space – that captures views out to the lake. The start of this park is at a central location within the site, the urban Living Mill where nature and urban living can intersect. The end of this park at the water is animated by a variety of uses including The Launch, a water focused amenity zone that can adjust with the seasons.

Linking the entire scheme is a generous waterfront walkway that ties the development into Sutherland Bay Park as well as the waterfront to the West. This scheme is notable in that the major open space directs views to the North West (other concepts generally have a Northern view orientation directly out to Sutherland Bay).

* Park design strategies, types, and influences are explained in the Appendix.

LEGEND

Total Site Area approx. 43.5 acres

Total Park Area approx. 8.8 acres = 3.6 ha

Park Spaces

Town Plaza (approx. area = 2.17 acres)

Pocket Parks (approx. area = 2.54 acres)

Natural Area / Naturalized Stormwater (approx. area = 1.5 acres)

Linear Park (approx. area = 2.63 acres)

Semi-Private Communal Space

Waterfront Linear Path

Riparian Area

15m Riparian Edge

Plan Boundary

Upcycled Buildings On-site

Adjacent Park/Green Space

** See Separate Maps for Proposed Mill Site Park Spaces

A detailed site plan map for Concept 3, illustrating the allocation of parks and open spaces. The map shows a coastal area with a waterfront on the left. A red dashed line outlines the 'Potential Concepts for Discussion' area. Various colored zones represent different park types: orange for Town Plaza, green for Pocket Parks, yellow for Natural Area / Naturalized Stormwater, and light green for Linear Park. Streets shown include Broadway Ave, Cambridge Ave, Central Ave, Oxford Ave, Okanagan Blvd, Roanoke Ave, Bay Ave, Recreation Ave, Kingsway, Richter St, Trench Pl, Weddell Pl, Ellis St, Manhattan Dr, and Guy St. A north arrow is located in the bottom right corner. An arrow points to a specific area labeled 'Knox Mill Park 910 acre'.

Figure 23. Concept 3 Parks and Open Space Allocation

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AUGUST, 2023

5307

6.3.3 TRANSPORTATION AND MOBILITY

The major park in this concept, plays a crucial role in shaping the layout of the mobility network within the site in Concept 3. It serves as a foundation for determining the primary pathways for pedestrians, cyclists, and vehicles.

The mobility network is designed to ensure ample access to the key public spaces in Concept 3. Efforts are made to establish convenient connections and pathways that lead visitors to these major public areas.

The inclusion of a transit route and public transit access along Bay Avenue is strategically positioned in close proximity to the hinge location. This not only supports transportation options but also enhances the activation and vibrancy of that particular space within the development.

Each concept plans for the anticipated mode shifts articulated within the City of Kelowna’s 2040 Transportaiton Master Plan, particularly to transit and cycling for access to employment and services.

LEGEND

PEDESTRIAN NETWORK

- ARP Boundary
- City Park Space*
- Potential Greenway
- Existing Shared Use Pathway
- Proposed Shared Use Pathway
- Proposed OCP Linear Corridor/Trail
- Proposed Pedestrian Path Main
- Proposed Pedestrian Path Secondary

TRANSIT ROUTE

- ARP Boundary
- City Park Space*
- Existing Bus Route
- Existing Bus Stops
- Potential Greenway
- Proposed Bus Circulation
- Proposed Bus Stop

BICYCLE NETWORK

- ARP Boundary
- City Park Space*
- Potential Greenway
- Existing Shared Use Pathway
- Proposed Shared Use Pathway
- Existing Bike Lane
- Proposed Bike Route Main
- Proposed Bike Route Secondary

VEHICULAR NETWORK

- ARP Boundary
- City Park Space*
- Potential Future Greenway
- Proposed Vehicular Routes
 - Urban Centre Arterial
 - Urban Centre Minor Arterial
 - Urban Centre Collector
 - Urban Centre Local Street
- Proposed Parking Entry

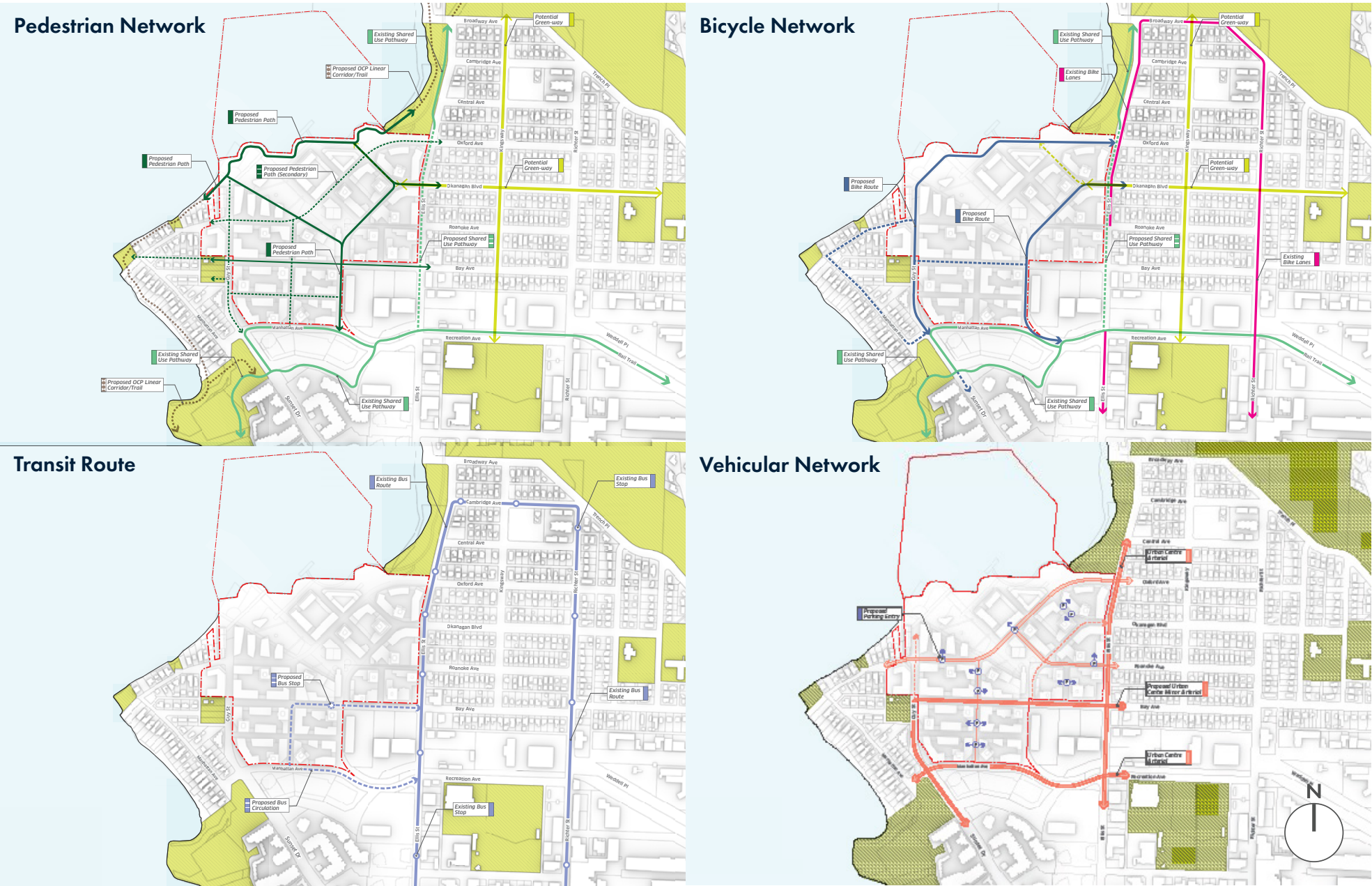
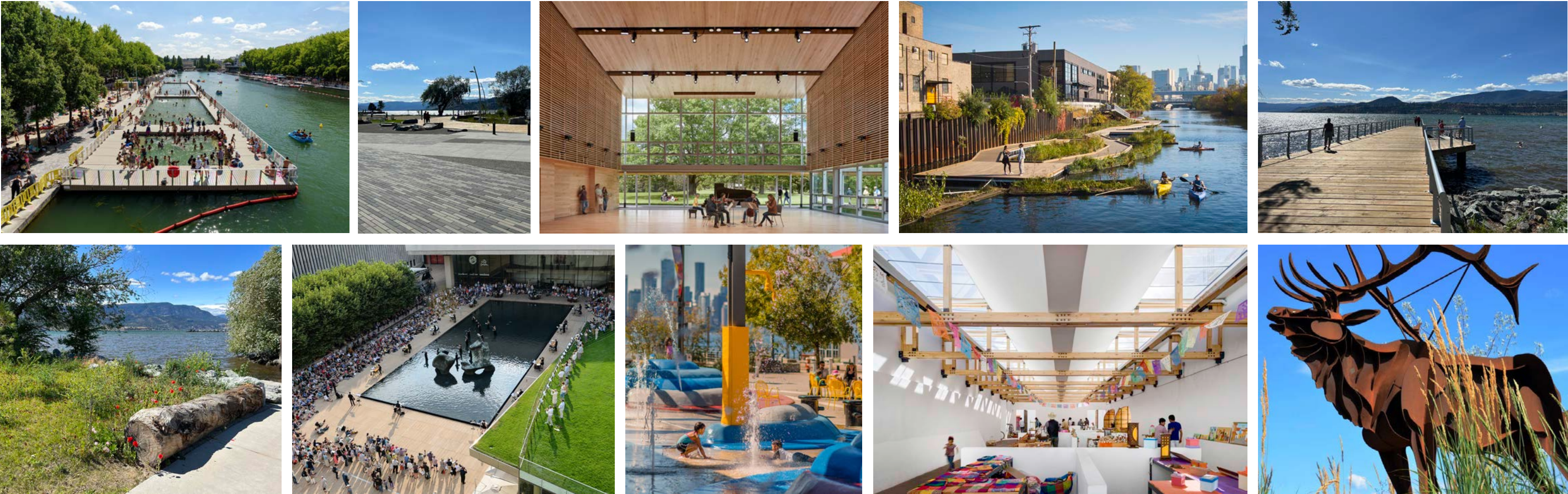


Figure 24. Concept 3 Mobility Diagrams

6.4 RECREATIONAL AND CULTURAL FACILITIES

Mill Site is assuming a pioneering role in offering suitable initiatives for the community and facilitating the progress of its development. Throughout various stages of community engagement, which involved envisioning and formulating ideas for the Mill Site, suggestions were put forward in response to the query “What

is missing in Kelowna?” These proposals aimed to address the cultural and recreational requirements of the communities residing in proximity to the Mill Site, as well as those residing at a greater distance.



*These are precedent images.

6.5 FORESHORE RESTORATION AND RIPARIAN AREA

The existing foreshore condition of the site reflects its industrial heritage. Log-pile, rip-rap, and sheet walls all contribute to a shoreline that is hard and practical in character – one that supported a diversity of construction and working activities.

As part of the Mill Site redevelopment, the aim is to transform this foreshore with a new character aimed at restoring past ecosystems and inviting the community to experience the water. To achieve this, a variety of shoreline conditions will be utilized – from purely natural conditions full

of riparian vegetation to sensitive interventions that allow residents to approach the water and interact with it.

The natural portions of the shoreline will comply with provincial and local requirements regarding setbacks and green buffers. These are being studied to provide new aquatic and riparian habitat, reduce the risks posed by flooding, and complement the shoreline around the rest of Sutherland Bay.



Figure 25. Mill Site ARP Foreshore Riparian Edge

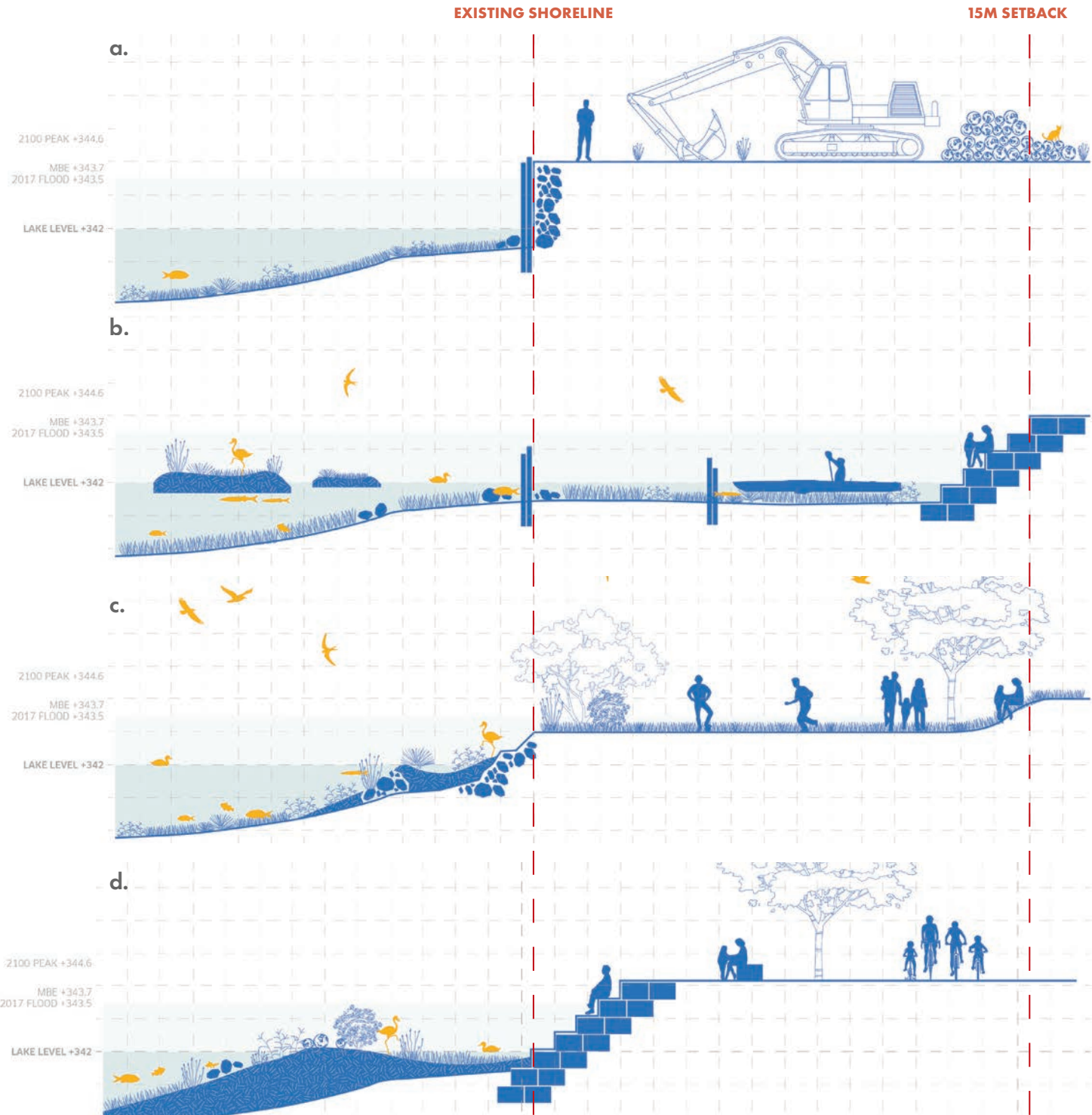


Figure 26. Foreshore Riparian Edge: a. Existing Condition, b - c - d. Proposed ecologically enhanced riparian edge

6.6 UTILITIES

Aplin Martin conducted a Functional Servicing Report in February 2021. The report assesses current onsite conditions and the offsite infrastructure, specifically offsite roadworks, sanitary servicing, water servicing, and drainage to identify any existing capacity constraints and anticipate and quantify any expected upgrades required for the proposed development. The following summarizes the anticipated upgrades needed to the surrounding infrastructure to accommodate this development:

Offsite Roadworks: Frontage improvements to all fronting roads are anticipated.

Sanitary Servicing: Flows up to the calculated current industrial state of the property can be directed to the Guy Street Lift Station.

Future flows will have to be directed to a new lift station which will be connected to the Brandt's Creek lift station. There is no confirmed timeline for the construction of this lift station, but City has confirmed it is included in the new DCC program. It is understood that this Lift Station will be located on the Mill Site and will be approximately 15m wide by 27m deep. We will work with City engineering to optimize the lift station location from a site planning, engineering and aesthetic perspective.

Water Servicing: Existing infrastructure can readily service the proposed development. A water main upsizing will be required along the Ellis Street frontage of the subject property.

Stormwater Management: The existing Guy Street storm system is at up to 75% capacity. Storm main upgrades, alternative onsite storm water measures to reduce flows into the municipal system below the 5-year event, or a new outfall into Okanagan Lake will be required to support the development.

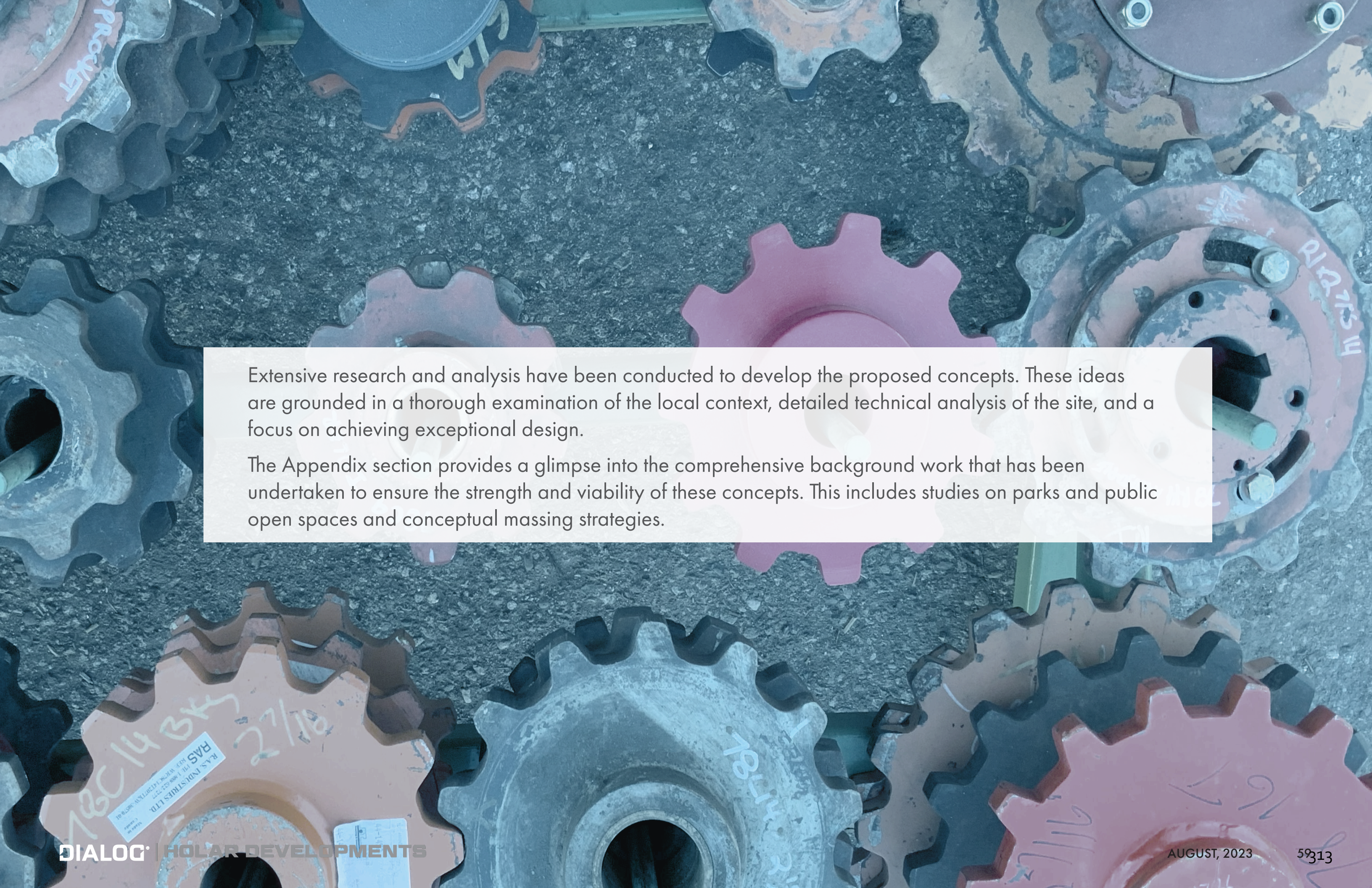
Based on their assessment, the site is suited for this development.

The City requested clarifications to certain elements of this initial assessment, and responses to these were issued in a March 30, 2023 memo. This memo commits to more detailed analysis once the final unit count numbers have been established, following the next round of public engagement.



7

APPENDIX



Extensive research and analysis have been conducted to develop the proposed concepts. These ideas are grounded in a thorough examination of the local context, detailed technical analysis of the site, and a focus on achieving exceptional design.

The Appendix section provides a glimpse into the comprehensive background work that has been undertaken to ensure the strength and viability of these concepts. This includes studies on parks and public open spaces and conceptual massing strategies.

7.1 MASSING STRATEGY

The Mill Site location in the North End stands out in terms of its density and height. It is connected to Downtown Kelowna, which boasts some of the tallest developments in the city thus far, while being flanked by Manhattan Point and the modest North End cottages to the west and east.

All three proposed concepts adopt a massing strategy that gradually reduces the building height from the southern end to the northern end, where the lake is located. This approach not only considers the existing surrounding neighborhoods but also takes into account the tapering towards the east and west. By implementing this massing strategy, future residents will be able to enjoy panoramic views of the lake while also respecting the ecological conditions of the foreshore and the overall impact on the North End’s context.



Figure 27. Conceptual Massing Strategy Diagram on Mill Site

7.2 DEVELOPMENT ASSUMPTIONS

Each of the proposed illustrations of concepts explore a different iteration of the following development assumptions:

- 3,500 residential units Including affordable¹ housing²,
- Approximately 350 low impact uses (such as seniors' residences, student housing, etc.)³
- 225,000 sf office / retail spaces,
- 950,000 sf of undetermined flexible spaces.

Each of the concept drawings depict a minimum area of 3 to 4 hectares of parks and open spaces within the Area Redevelopment Plan.

1. What constitutes affordable is to be defined.

2. Beyond the below-market housing requirement, it is expected market rate housing to feature a mix of tenures and unit sizes to accommodate a variety of household types

3. Subject to a more detailed Bunt Traffic Report

7.3 PARKS TYPES AND INFLUENCES

7.3.1 NORTH END PARKS / OPEN SPACES

Within the North End - and within a series of 400m walking radii from it - are a series of park spaces each offering complementing uses. Based on trends that will be expanded on further on following pages, these start to form emerging themes for **natural** park, **urban** park, and **recreation** park focused zones.

LEGEND

- North End Plan Boundary
- Mill Site Boundary
- Natural Park Focus (400m Radius)
- Urban Park Focus (400m Radius)
- Recreation Park Focus (400m Radius)

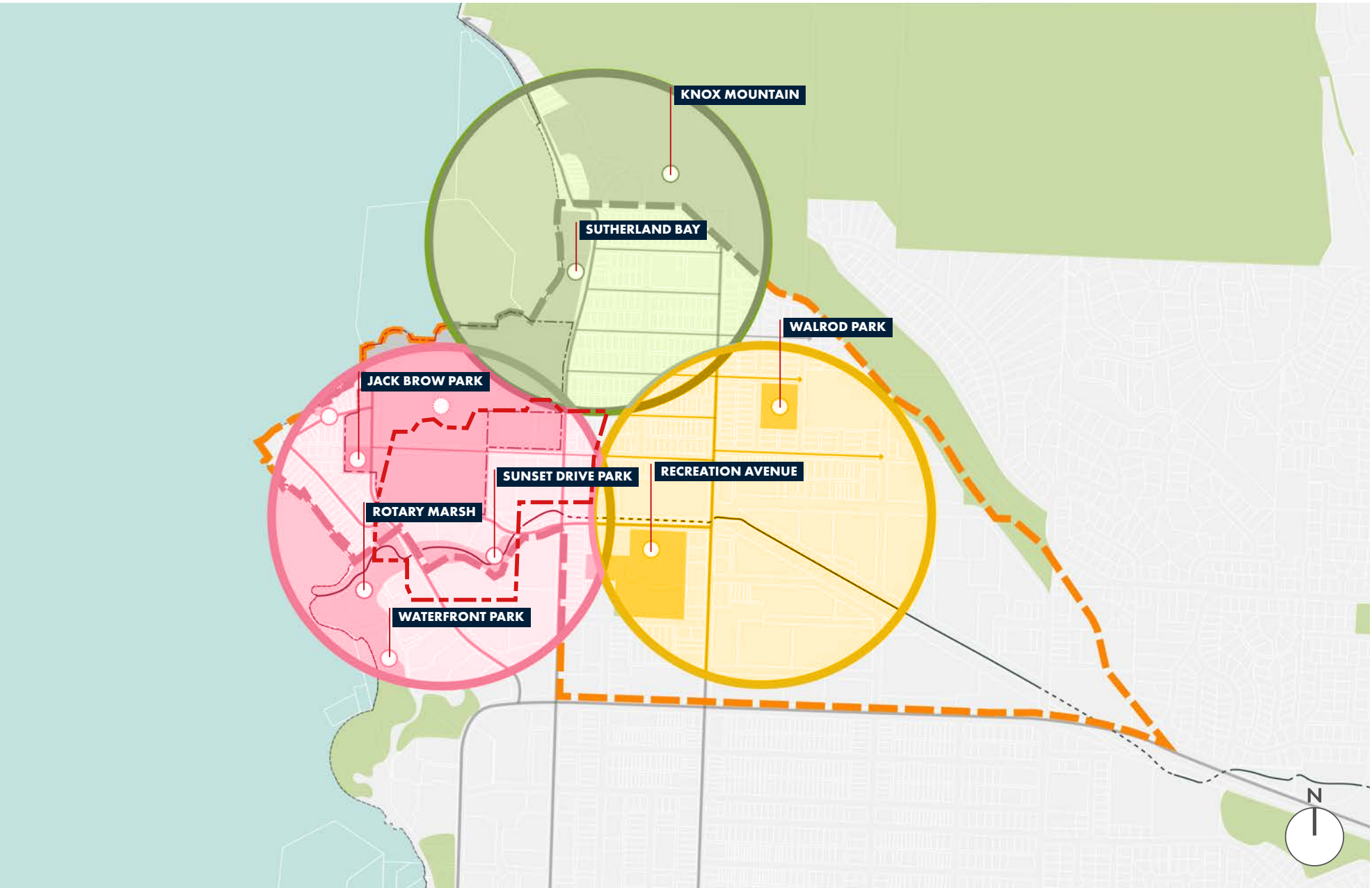


Figure 28. Park Coverage with 400m Radius Zones Shown

7.3.2 MILL SITE PARK INFLUENCES

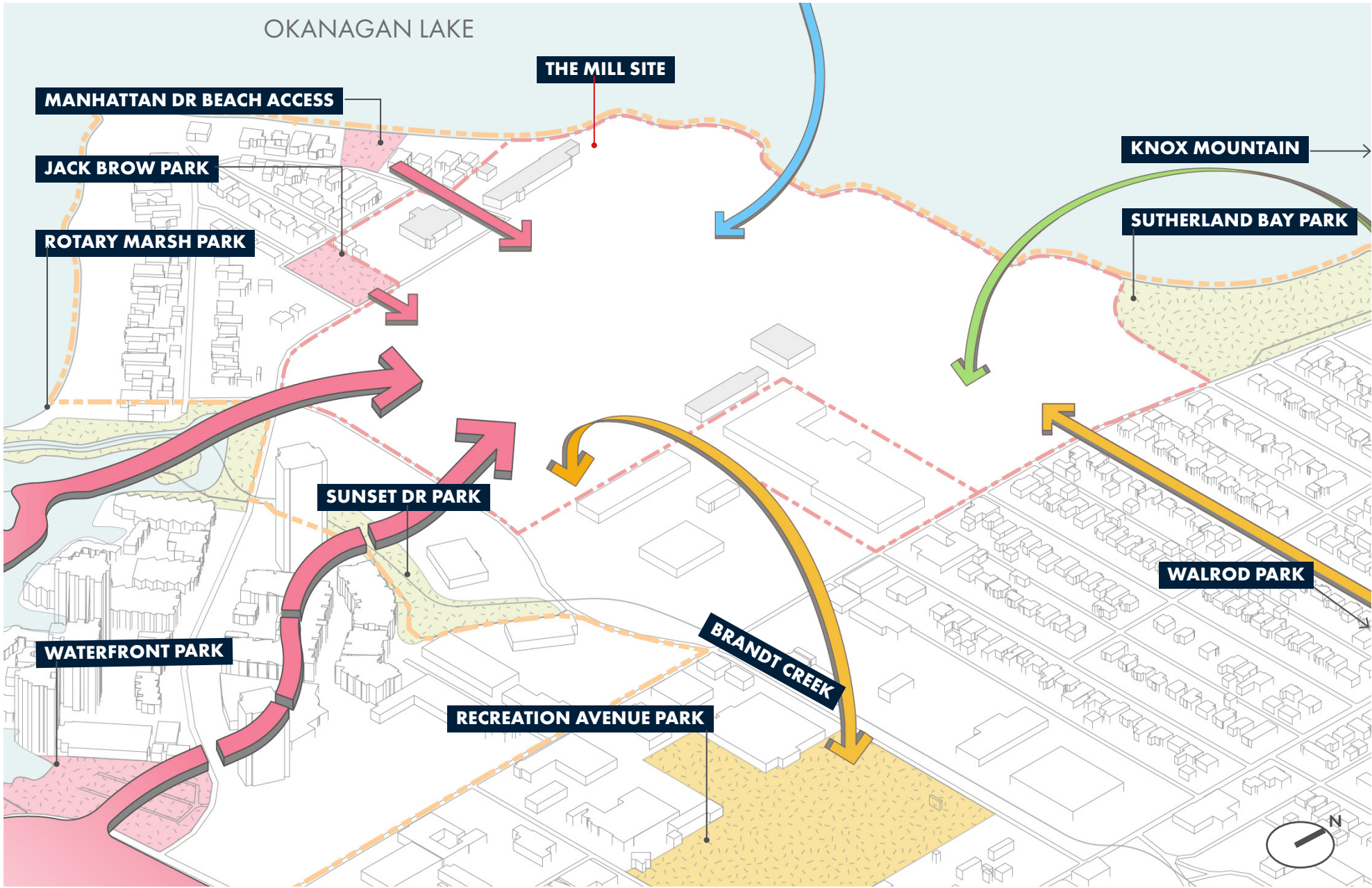


Figure 29. Mill site Park Influences

The Mill Site sits within the North End, and this larger context will drive on-site park needs and programs. Although the Mill Site sits within a more urban park focused area of the North End, there are still drivers and influences from the other types. Knox Mountain and Sutherland Bay bring a large natural park influence from the North, and Walrod and Recreation Avenue Parks influence recreation focused uses from the East. The Mill Site will have to define itself within this larger hierarchy of park types, providing both urban focused parks as well as areas that speak to these influences from the North and East. Active transport connectivity and public waterfront experiences are key to supporting the integration of the Mill Site into the neighbourhood.

LEGEND

- North End Plan Boundary
- Mill Site Boundary
- Natural Park Focus (400m Radius)
- Urban Park Focus (400m Radius)
- Recreation Park Focus (400m Radius)

7.3.3 EXISTING PARK AMENITIES

This chart describes existing amenities in North End Parks and those directly adjacent. It also indicates the suggested amenity allocation from the City of Kelowna Parks Masterplan.

It is clear to see that the Mill Site has a role to play in providing

a vibrant, multi-use public realm. The concept plans which follow take these suggestions and synthesize them to create a highly layered, multi-functional, seasonal approach to public realm that will complete the vision for a North End Parks Plan.

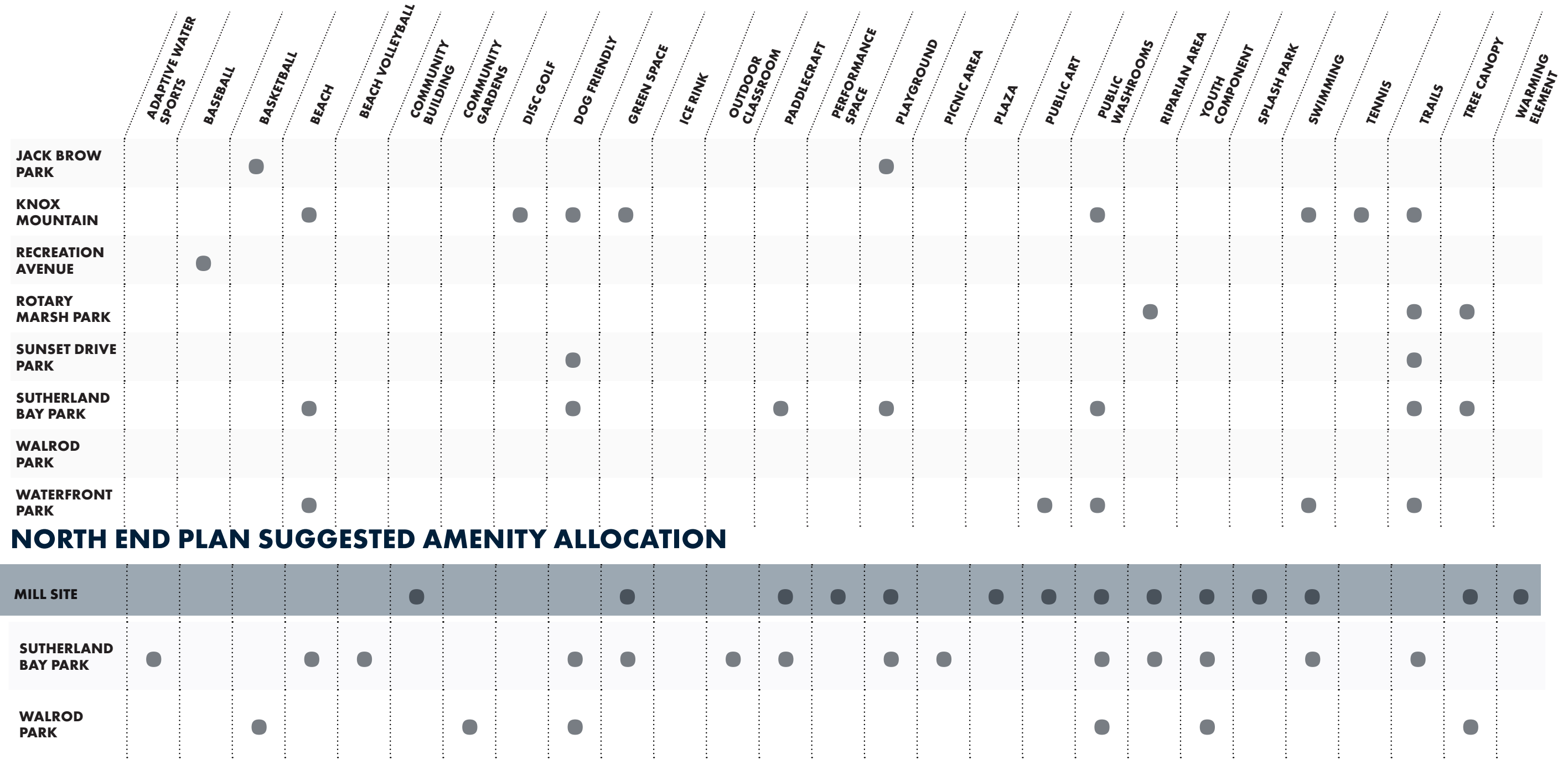


Figure 30. Existing and Suggested Park Amenity Allocation

7.3.4 WATERFRONT CONNECTIVITY

Body text describing graphic if necessary. Keep it short and sweet. Connect directly to how this image contributes to the North End Plan and Emergent Concepts we lead into.

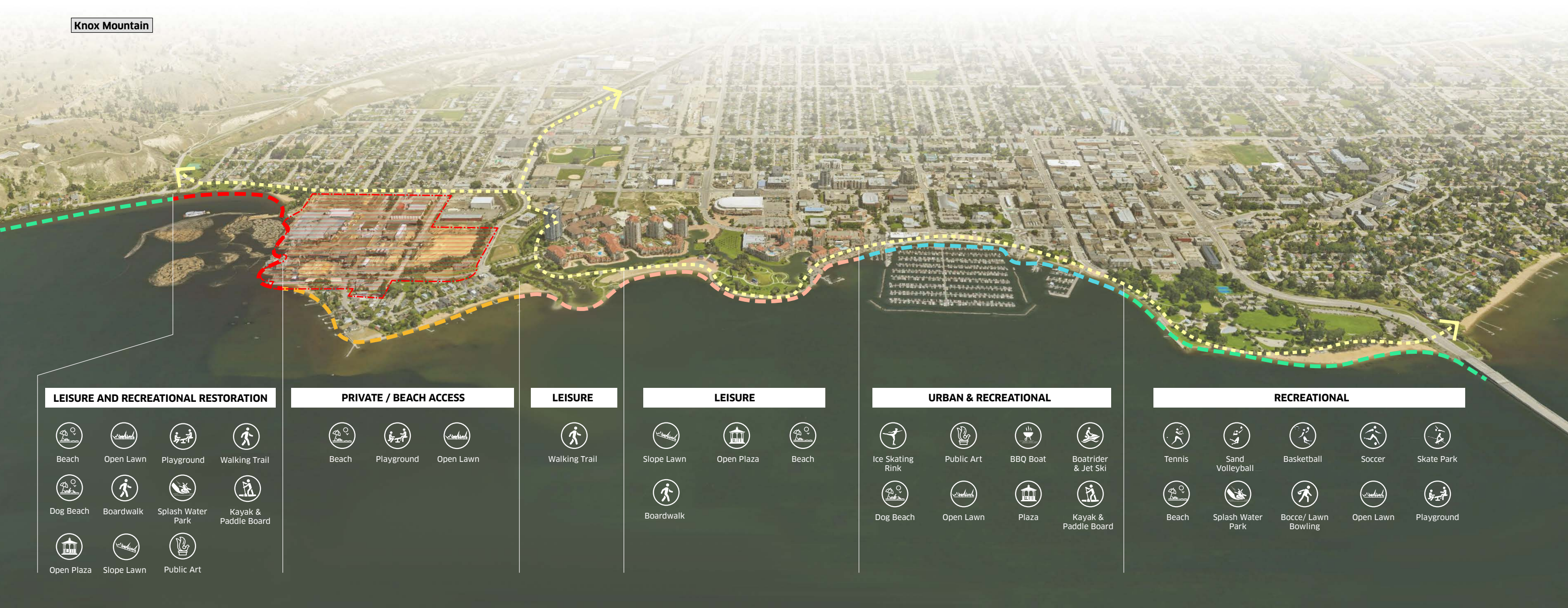


Figure 31. Existing and proposed programming along the Kelowna Waterfront



THE MILL SITE

AREA REDEVELOPMENT PLAN

Terms of Reference Submission 4

Council Presentation – September 25, 2023

**The Mill Site: The transition of a
large industrial site to a
visionary,
environmentally leading,
four-season,
inclusive community...**



Project Process



North End Plan



North End Plan Concept 1 Land Use

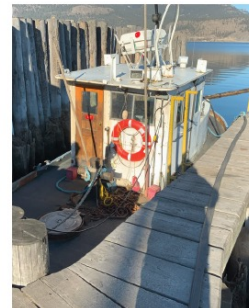


North End Plan Concept 2 Land Use



North End Plan Concept 3 Land Use

Engagement To Date



What We Have Heard...

The Missing Waterfront Link

A Market Experience

All Ages, All Seasons, 24/7

A Place for Arts, Culture and Entertainment

A Complete Community

Streets for People

Authentic to the Okanagan

Enriched Ecology

The Vision



Learning from elsewhere...



Objectives



Streets for People



Upcycled



Sustainable and Inclusive



Water First



Okanagan-Authentic

Three Concepts



Concept 1: Balance



Concept 2: Rhythm



Concept 3: Emphasis

Concept One

**SOCIO-ECOLOGICAL
NETWORKS
STITCHED INTO THE
SURROUNDING
COMMUNITY**

Site Plan: Concept One

Potential Future Moorage
Subject to Provincial Approval

*These drawings are 'demonstration' plans providing potential options.

**Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.

Site Plan: Concept One

Potential Future Moorage
Subject to Provincial Approval

Adaptive
Re-use

Adaptive
Re-use

Cultural
Heart

Adaptive
Re-use

Extensive
Waterfront
Park

*These drawings are 'demonstration' plans providing potential options.

**Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.

Concept Two

**UPCYCLED SHED
NO.5 ACTS AS A
VIBRANT HUB AT
THE HEART OF THE
COMMUNITY**

Site Plan: Concept Two

Potential Future Moorage
Subject to Provincial Approval

*These drawings are 'demonstration' plans providing potential options

**Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.

Site Plan: Concept Two

Potential Future Moorage
Subject to Provincial Approval

Adaptive
Re-use

Adaptive
Re-use

Extensive
Waterfront
Park

The Green
"Wedge"

Adaptive
Re-use

The Civic
"Wedge"

*These drawings are 'demonstration' plans providing potential options

**Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.

Concept Three

**BOLD MOVES ALONG
A GENEROUS,
RESTORATIVE,
AND PUBLIC
WATERFRONT**



Site Plan: Concept Three

Potential Future Moorage
Subject to Provincial Approval

*These drawings are 'demonstration' plans providing potential options.

**Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.

Site Plan: Concept Three

Potential Future Moorage
Subject to Provincial Approval

The
"Launch"

Extensive
Waterfront
Park

Adaptive
Re-use

Adaptive
Re-use

Living
Mill

Adaptive
Re-use

*These drawings are 'demonstration' plans providing potential options

**Green Roofs on buildings are possibilities for further analysis and discussion, and subject to change.

Plan Summary

Each of the proposed illustrations of concepts explore a different iteration of the following development assumptions:

- Each of the concept drawings depict a minimum area of 3 – 4 hectares of parks and open spaces within the Area Redevelopment Plan. A waterfront walkway will extend across the site.
- 3,500 residential units Including affordable housing,
- Approximately 350 low impact uses (such as seniors' residences, student housing, etc.)
- 225,000 sf office / retail spaces,
- 950,000 sf of undetermined flexible spaces.

1. What constitutes affordable is to be defined.

2. Beyond the below-market housing requirement, it is expected market rate housing to feature a mix of tenures and unit sizes to accommodate a variety of household types

3. Subject to a more detailed Bunt Traffic Report

Massing Strategy



Next Steps

Community Engagement & Ongoing Feedback



Report to Council



Date: September 25, 2023
To: Council
From: City Manager
Subject: Transit Expansion Initiatives – 3 Year Outlook
Department: Integrated Transportation

Recommendation:

THAT Council receives for information, the report from Integrated Transportation dated September 25, 2023, with respect to the Transit Improvement Program 3-year expansion initiatives;

AND THAT Council approves the City entering into the Memorandum of Understanding with BC Transit attached to the report from Integrated Transportation, dated September 25, 2023, setting out the City's intention to proceed with the service expansions detailed in Year-1 (2024/25);

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

Purpose:

To receive Council approval for an execution of a Memorandum of Understanding for the Transit Improvement Program 3-year expansion initiatives for the period 2024-2027.

Background:

Each year, a Memorandum of Understanding (MOU) related to proposed transit service expansion initiatives is signed by local governments, setting out each City's intention to proceed with the identified service level. For Kelowna, this is subject to City Council's annual budget deliberations. The MOU allows BC Transit to include local expansion hours within its proposed Service Plan to the Province budget to seek the matching funding. This annual report to Council takes the form of an update of proposed transit expansion initiatives and associated budgets and a request to proceed with the MOU.

Discussion:

Ridership on the Kelowna Regional Transit system has consistently exceeded pre-pandemic levels since mid-2022. Annual service hours are currently at the highest levels delivered in the system at 209,000 hour/year. Ridership as of week 25 (June 19-25), the final week of the school term was 111% of pre-pandemic levels. Week 30 (July 24-28) – 102%. Additional investment is needed to keep pace with demand and grow ridership.

As part of the ongoing annual budgeting process with BC Transit, staff have received and summarized the proposed three-year expansion initiatives and associated budgets for the period of April 1, 2024, to March 31, 2027. The draft budgets and associated target service implementation dates reflect key investment priorities while considering the projected timing of the completion of capacity upgrades at the Hardy St. transit operating centre. Year two and three conventional transit expansion proposals are reliant on completion of these interim improvements which are in the design stage currently and targeted for completion by the end of 2024. An incremental return to investment in new service hours is proposed focusing first on expansions that do not trigger the needs for new buses. BC Transit has cautioned that fleet procurement lead times continue to be a challenge that may impact expansion initiatives province wide.

Conventional Transit:

Year-one targeted off-peak expansions on select major routes carries forward from the previous year's program after being postponed due to a one-time cap on Provincial transit funding. Year-one also includes initial investments stemming from the Rutland Local Area Transit Plan (LATP) and Mission Restructuring plan presented to Council in June 2023 as well as On-Demand service implementation in the Crawford neighborhood. This service will be the first of its kind in a BC Transit system and will serve to inform potential implementation of this service type elsewhere in the city.

Year-two proposals include continued investment in the frequency of service provided during off-peak service periods, expansion to the span of hours of service on major routes and further initiatives stemming from the Rutland LATP. Introductory coverage transit service in the Clifton Road area is also proposed to be investigated as this area continues to see increased new residential housing stock. Per the Central Okanagan Transit Service Guidelines, when considering service to new areas, minimum density targets should first be met to ensure new services a reasonable likelihood of success.

Year-three sees further investment stemming from the Rutland LATP and if required, minor investment stemming from the Mission Network Restructuring planned for year-one.

PROPOSED CONVENTIONAL EXPANSION INITIATIVES						
AOA Period	In Service	Annual Hours	Vehicle Requirements	Est. Annual Revenue	Est. Annual Total Costs	Est. Annual Net Kelowna Share
2024/25	January	11,750	1	\$285,049	\$1,806,767	\$692,941
		Description	Improvements to off peak frequency – routes 8,10,97. On-time performance improvements – route 1. 98 Rutland/UBCO Express introductory service (Rutland LATP) Route 84 Academy Way implementation with additional service span on route 13. Mission network restructure.			
	September	3,100	0	\$75,204	\$482,250	\$181,883
		Description	Introductory On-Demand Service to replace 15 Crawford route.			
2025/26	September	10,100	1	\$248,093	\$1,480,539	\$555,985
		Description	Span & off-peak frequency improvements – routes 1, 5, 8, 10, 11. On-time performance improvements – routes 1, 8, 10, 11. Investigate introductory community service – Clifton Rd. area. Rutland near-term restructure initiatives – routes 10, 11, 14.			
2026/27	September	11,450	0	\$281,254	\$1,877,311	\$719,540
		Description	98 Rutland/UBCO Express full implementation (Rutland LATP). One-time performance improvements – route 16. Off-peak improvements – routes 10, 11 (Rutland LATP).			

Paratransit:

Year-one Paratransit (HandyDART) investments focus first on adding capacity during weekday peak periods, via Taxi Supplement, to address increasing un-met trips stemming from high demand. Taxi Supplement utilizes taxi services in the community to fulfill requests for travel by Paratransit 'HandyPass' holders. These rides are dispatched by the operating company, and the customer pays a standard handyDART fare for their trip. Years two and three expansions are derived from the 2018 Paratransit Services Review and are intended to improve equity between the Paratransit and Conventional transit systems. Collectively the proposed investments will utilize existing fleet vehicles to expand service on weekends and weekdays outside of peaks.

PROPOSED CUSTOM EXPANSION INITIATIVES						
AOA Period	In Service	Annual Hours	Vehicle Requirements	Est. Annual Revenue	Est. Annual Costs	Est. Annual Net Kelowna Share
2024/25	April	0	0	\$5,000	\$39,000	\$7,991
		Description	Expand availability of Taxi Supplement program during peak times (9-11am; 2-4pm) on weekdays.			
2025/26	April	415	0	\$829	\$58,394	\$18,622
		Description	Introduce basic weekend custom service on Sundays with dedicated HandyDART vehicles.			
2026/27	April	1040	0	\$2,078	\$147,364	\$47,008
		Description	Expand HandyDART service hour span of weekday service to reflect Conventional hours of operation.			

Conclusion:

Ridership on the Kelowna Regional Transit System has surpassed pre-pandemic levels and targeted investment in new service will ensure that the system can support additional growth. This year's program sees a proposed return to significant investment in new service hours while considering the current operating centre capacity constraint. Any refinements to expansion priorities detailed in years 2 and 3 will be reflected in the following year's program.

Internal Circulation:

Financial Planning Manager
Strategic Transportation Planning Manager
Financial Services, Revenue Supervisor
Financial Services, Financial Analyst
Financial Services, Budget Supervisor

Considerations applicable to this report:

Financial/Budgetary Considerations:

Net new cost for transit services based in the City's calendar-year fiscal are detailed in the table below.

CONVENTIONAL AND PARATRANSIT 3-YEAR SUMMARY					
Fiscal Year	Service Type	Est. Annual Revenue	Est. Annual Total Costs	Est. Annual Net Kelowna Share	Total Net Share
2024	Conventional	25,068	160,750	60,628	66,621
	Paratransit	3,750	29,546	5,993	
2025	Conventional	417,883	2,621,780	999,525	1,015,489
	Paratransit	1,872	53,546	15,964	
2026	Conventional	259,147	1,612,796	610,503	650,415
	Paratransit	1,766	125,122	39,912	
TOTAL Net New Municipal Share of Operating Costs					1,732,525

External Agency/Public Comments:

BC Transit has reviewed and approved the report and attachments.

Existing Policy:

TMP Policy 3.2 – As growth is focused along Transit Supportive Corridors, add corresponding increases to transit service to support growth and build transit ridership.

TMP Policy 3.9 – Focus the bulk of new service investment on the best performing routes that offer the highest return in terms of emissions and congestion reduction.

TMP Policy 3.10 - Provide access to a base level of transit service (every 30 minutes during peak travel periods) in areas with densities that meet performance standards to ensure the financial viability of service (based on the Transit Service Guidelines - Central Okanagan Region).

TMP Policy 3.11 – Work with BC Transit to explore new ways of providing on-demand transit service in places where base level, fixed-route transit service is not viable.

Considerations not applicable to this report:

Communications Comments:

Financial/Budgetary Considerations:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Submitted by: M. Kittmer, Transit Service Coordinator

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachment 1 – TIPS MOU 2023-24 to 2025-26 Kelowna

Attachment 2 - Transit Improvement Program 3-year outlook presentation

cc: Divisional Director, Partnership & Investments

Divisional Director, Financial Services

Divisional Director, Corporate Strategic Services

C. Mossey, Senior Manager Government Relations, BC Transit

C. Purvis, Planning Manager, BC Transit

M. Boyd, Director of Corporate and Strategic Planning, BC Transit



July 10, 2023

Attn: Jerry Dombowsky
Transit & Programs Manager
City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Re: Transit Improvement Program - 3 Year Transit Expansion

Dear Jerry,

The purpose of this letter is to confirm transit service expansion plans for 2024/25 and approve transit expansion priorities for the subsequent two years.

BC Transit confirms service expansion plans with local government partners on an annual basis to coordinate the development of three-year budgets and capital plans with the Provincial Service Plan. Confirmation of next year's desired level of transit service expansion is also required to support the procurement of buses.

As your transit system has service initiatives requiring expansion funding, we have attached a Memorandum of Understanding (MOU) to formalize the process of securing provincial funding on your behalf. This MOU summarizes specific transit expansion initiatives for the next three operating years from 2024/2025 through to 2026/2027. These initiatives are derived from recommendations outlined in the most recent service plan(s) received by your Council and validated in collaboration with local government staff.

Transit service expansion investments are important components to sustaining and growing a successful transit system. These investments in your transit system come with several considerations. To support Council decision making, we have provided updated order-of-magnitude costing for each transit service initiative. These are based on the estimated annual increase to revenue service hours, and/or the estimated increases to the Taxi Supplement budget for Custom Transit (if applicable). If your expansion requires additional vehicles, this is identified and factored into estimated total costs. Should vehicles be procured following MOU signoff and a decision is made to not pursue service expansion, the lease fees for the new vehicles will still be added to your operating budget for a minimum of one year. If expansion requests exceed available provincial funding, BC Transit's expansion prioritization process will be used to determine which projects receive funding.

One of the key challenges we continue to face through this process is the higher probability that demand for expansion vehicles will exceed the availability in each fleet category. More advanced lead times are required for procurement and delivery of buses, and bus orders need to be strategically timed to align with our deployment plans. While every effort is made to align bus orders with demand, some expansion initiatives will likely be impacted by the limited availability

of certain vehicle types. Despite these challenges, we continue to work with our local government partners to identify and develop expansion priorities, and to align our expansion initiatives with our overall fleet procurement plans.

By conveying proposed transit service expansion initiatives as far in advance as possible, we are seeking to achieve four important goals:

1. Ensure 3-year expansion initiatives are consistent with the expectations of local governments.
2. Provide local government partners with enhanced 3-year forecasts that identify longer term funding requirements.
3. Ensure transit system infrastructure investments needed to support transit service expansion plans are aligned with transit service expansion initiatives identified in both local government and BC Transit's 3-year operating budgets and the long-term capital plans.
4. Attain a commitment from local governments that allow BC Transit to proceed with the procurement and management of resources necessary to implement transit service expansions.

Upon confirmation of your Council's commitment to the expansion initiatives, we will include your request in BC Transit's Service Plan funding request to the Province. Following confirmation of the provincial budget, I will confirm with you if supporting provincial funding was secured and initiate a transit service implementation plan and work with local government to advance any capital infrastructure planning that may be required to ensure alignment with transit service expansion initiatives. I look forward to working with you on the continued improvement of your transit service and encourage you to contact me if you have any questions regarding these proposed initiatives.

We ask that a signed copy of this letter be returned to BC Transit by September 29, 2023. If you are unable to meet this deadline, please contact me at your earliest convenience.

Yours truly,

A handwritten signature in black ink, appearing to read 'Chelsea Mossey', with a stylized, flowing script.

Chelsea Mossey
Senior Manager, Government Relations
BC Transit

Three-Year Transit Expansion Plan

Date	July 10, 2023
Expiry	September 29, 2023
System	Kelowna Regional Transit System (City of Kelowna)

Proposed Transit Service Expansion Initiatives

The table below outlines expansion initiatives for the 2024/25 fiscal year with an estimated costing based on the hourly rates of your existing system. Please ensure that these initiatives are consistent with your local government expectations. Upon receipt of this MOU, we will confirm funding from the Province on your behalf. Please keep in mind that should vehicles be procured to support your expansion following agreement to the MOU and a determination is made that an expansion is no longer desired by the local government, the lease fees related to the new vehicles will still be added to your operating budget for a minimum of one-year.

PROPOSED CONVENTIONAL EXPANSION INITIATIVES						
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2024/25	January	11,750	1	285,049	1,806,767	692,941
		Description	Improvements to off-peak frequency on routes 8, 10 and 97. Route 98 Rutland/UBCO Express introductory implementation. Route 84 Academy Way implementation. Additional service span on 13 Quail Ridge. On-time performance improvements on 1 Lakeshore. Mission Network Restructure.			
NOTE: Work is underway via a Facility Master Plan to address vehicle capacity constraints at the current Kelowna facility; however, this work is on-going and this option will be subject to further review and approval by BC Transit to ensure that additional vehicles can be accommodated						
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2024/25	September	3,100	0	75,204	482,250	181,883
		Description	Introductory On-Demand Service to replace 15 Crawford			

PROPOSED CUSTOM EXPANSION INITIATIVES						
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2024/25	April	0	0	5,000	39,000	7,991
		Description	Expand availability of Taxi Supplement program at peak times (9am-11am; 2pm-4:30pm) on weekdays.			

The table below outlines expansion initiatives for year two and three of the three-year transit service expansion initiatives with an estimated costing based on the hourly rates of your existing system. Please ensure that these initiatives are consistent with your local government expectations. Upon confirmation of your local government's intent to commit to the expansion and budget, we will proceed with the request to secure funding from the Province on your behalf.

PROPOSED CONVENTIONAL EXPANSION INITIATIVES						
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2025/26	September	10,100	1	248,093	1,480,539	555,985
		Description	City of Kelowna: Span improvement and off-peak frequency improvements to FTN routes (1, 5, 8, 10, 11). On time performance improvements on routes 8 and 11. Improvements to off-peak frequency on routes 1, 8, 10 and 11. Investigate opportunity to introduce service to Clifton Rd. area neighborhoods. Rutland near-term network restructure – routes 10, 11, 14			
NOTE: Work is underway via a Facility Master Plan to address vehicle capacity constraints at the current Kelowna facility; however, this work is on-going and this option will be subject to further review and approval by BC Transit to ensure that additional vehicles can be accommodated						
2026/27	September	11,450	0	281,254	1,877,311	719,540
		Description	City of Kelowna: 98 Rutland/UBCO Express Full Implementation (takes into account phase 1 from Yr 1). On-time performance improvements to 16 Upper Mission. Off-peak improvements to route 10 and 11 based on Rutland LATP.			

PROPOSED CUSTOM EXPANSION INITIATIVES						
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2025/26	April	415	0	829	58,394	18,622
		Description	Introduce basic weekend custom transit service on Sundays with dedicated handyDART vehicles.			
2026/27	April	1,040	0	2,078	147,364	47,008
		Description	Expand the handyDART service hour span of weekday service to reflect Conventional hours of operation.			

Approval

On behalf of the City of Kelowna, I/we are confirming to BC Transit to proceed with the request for funding to the Province on our behalf for the 2024/25 Fiscal year, and that we will budget accordingly for the initiatives identified above and will review and confirm on an annual basis as per the advice provided and with the knowledge a more detailed budget will follow as service details and capital initiatives are confirmed.

Signature: _____

Date: _____

Name: _____

Position: _____

Signature: _____

Date: _____

Name: _____

Position: _____

On behalf of BC Transit



Signature: _____

Date: July 10, 2023

Name: Chelsea Mossey

Senior Manager, Government
Position: Relations

Transit Improvement Program Three Year Outlook September 25, 2023

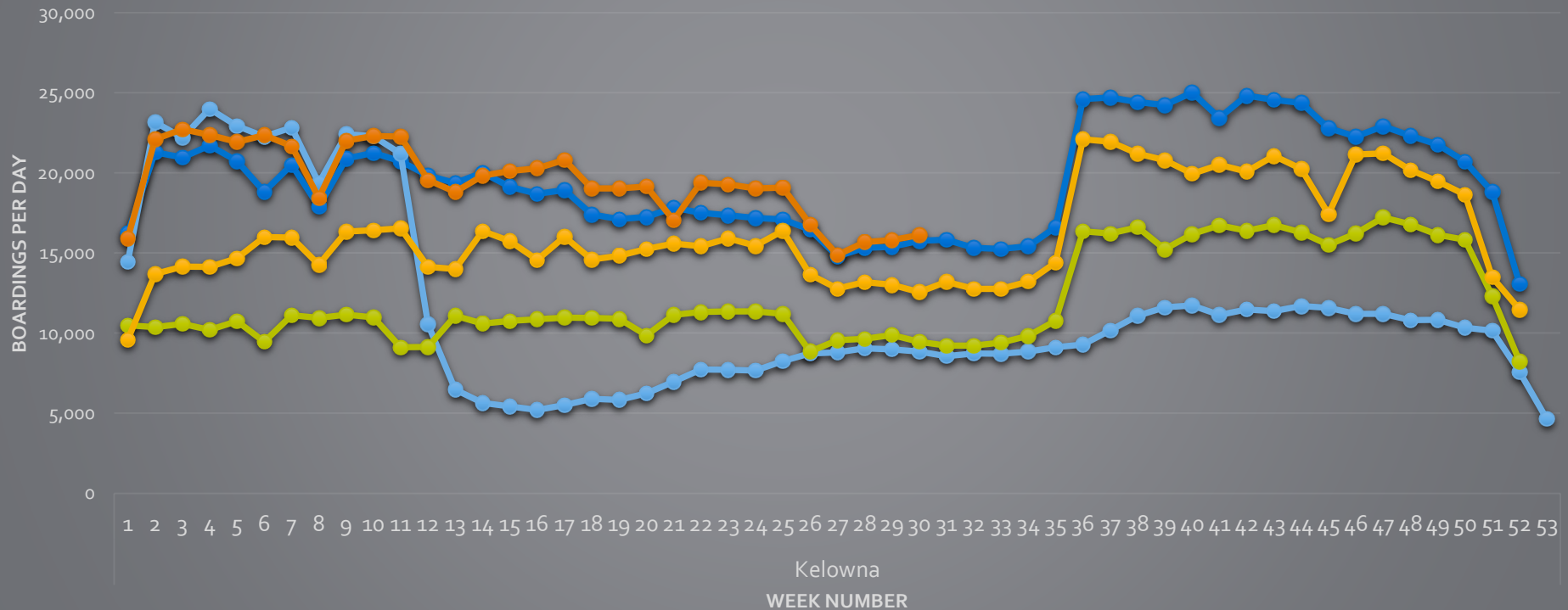
Transit Improvement Program

- ▶ Details transit expansion priorities over a three-year horizon for both the Conventional and Paratransit systems.
- ▶ Three-year MOU is signed annually by the Local Government setting out the City's intention to proceed with expansions detailed in the TIP.
- ▶ Enables BC Transit to move forward with business plans to secure provincial funding for fleet and service hours needs.

Ridership Growth

Average Per Weekday
Boardings by Week Number

Sum of Boardings Per Day 2019 Sum of Boardings Per Day 2020 Sum of Boardings Per Day 2021
Sum of Boardings Per Day 2022 Sum of Boardings Per Day 2023



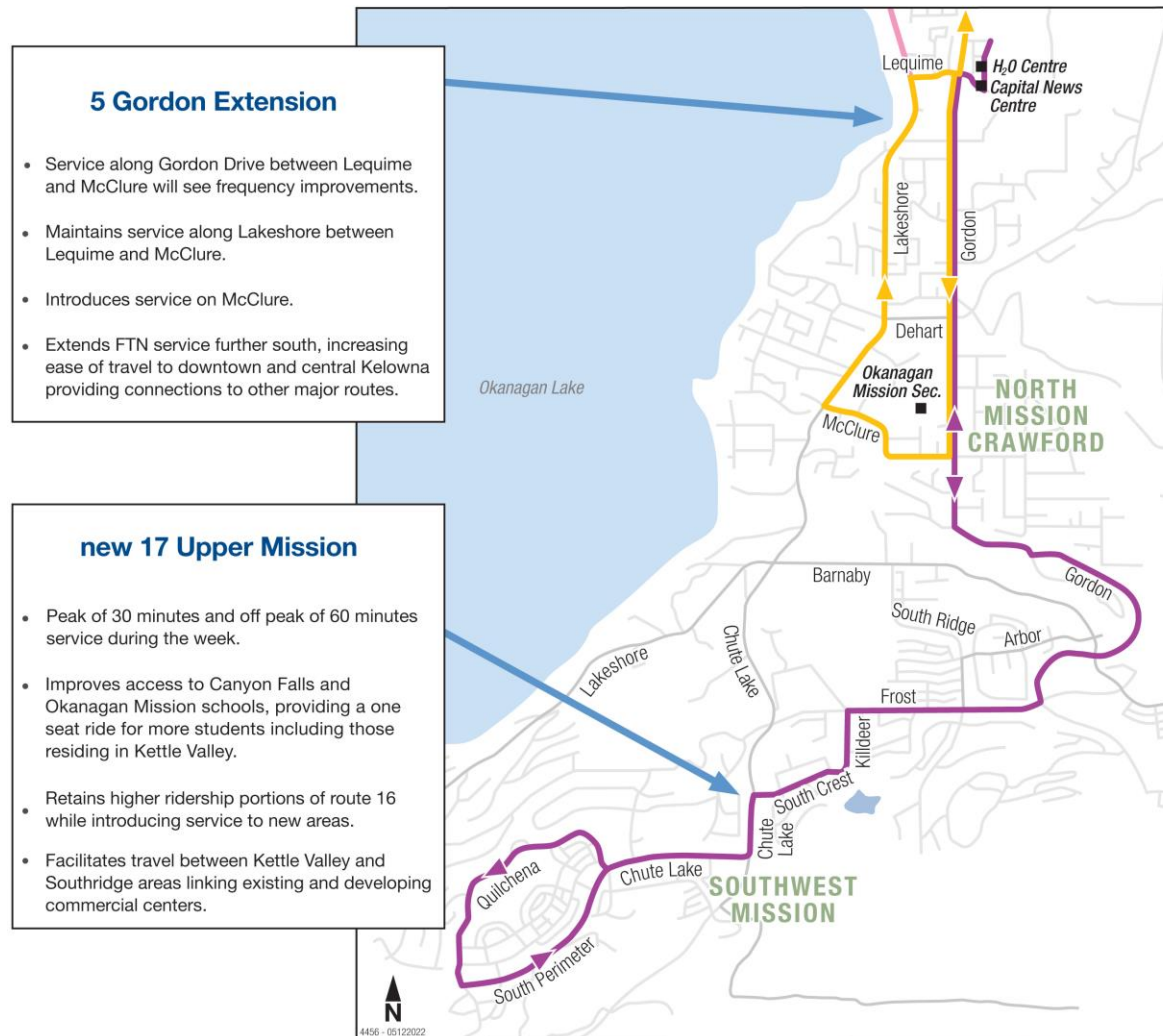
Prioritizing Investments

- ▶ Transit Future Action Plan priorities – span, reliability frequency improvements on major routes.
- ▶ Paratransit services review – reduce variability in service availability as compared to Conventional transit.
- ▶ Mission Network Restructure Plan.
- ▶ Rutland Local Area Transit Plan expansion initiatives.

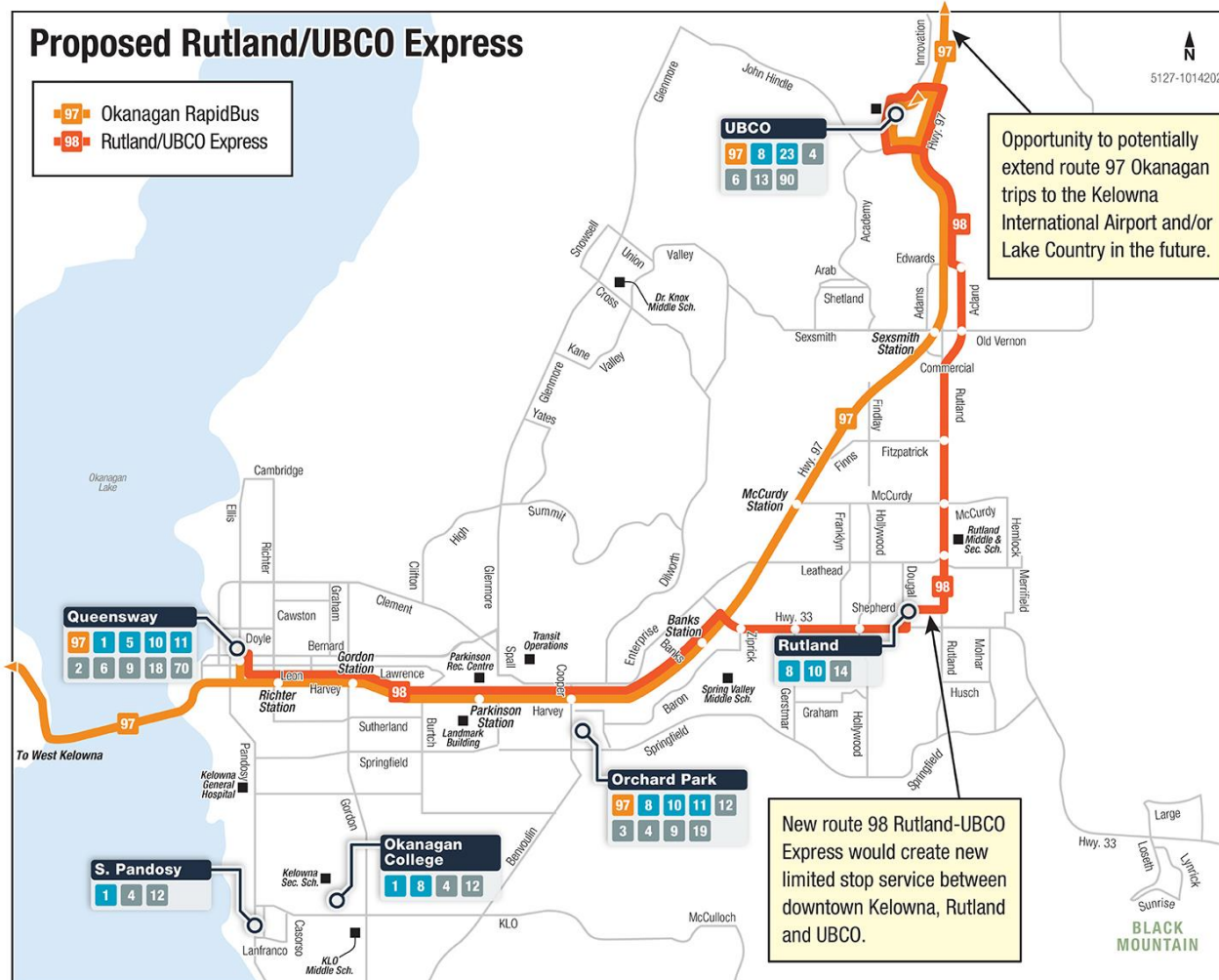
Conventional Transit Initiatives

PROPOSED CONVENTIONAL EXPANSION INITIATIVES						
AOA Period (Apr-Mar)	In Service	Annual Hours	Vehicle Requirements	Est. Annual Revenue	Est. Annual Total Costs	Est. Annual Net Municipal Share
2024/25	January	11,750	1	\$285,049	\$1,806,767	\$692,941
		Description	<ul style="list-style-type: none"> Improvements to off peak frequency – routes 8,10,97. On-time performance improvements – route 1. 98 Rutland/UBCO Express introductory service (Rutland LATP) 84 Academy Way implementation/expand 13 Quail Ridge span. Mission network restructure. 			
	September	3,100	0	\$75,204	\$482,250	\$181,883
		Description	<ul style="list-style-type: none"> Introductory ON-Demand Service – Crawford neighborhood. 			
2025/26	September	10,100	1	\$248,093	\$1,480,539	\$555,985
		Description	<ul style="list-style-type: none"> Span & off-peak frequency improvements – routes 1, 5, 8, 10, 11. On-time performance improvements – routes 1, 8, 10, 11. Investigate introductory community service – Clifton Rd. area. Rutland near-term restructure initiatives – routes 10, 11, 14. 			
2026/27	September	11,450	0	\$281,254	\$1,877,311	\$719,540
		Description	<ul style="list-style-type: none"> 98 Rutland/UBCO Express full implementation (Rutland LATP). One-time performance improvements – route 16. Off-peak improvements – routes 10, 11 (Rutland LATP). 			

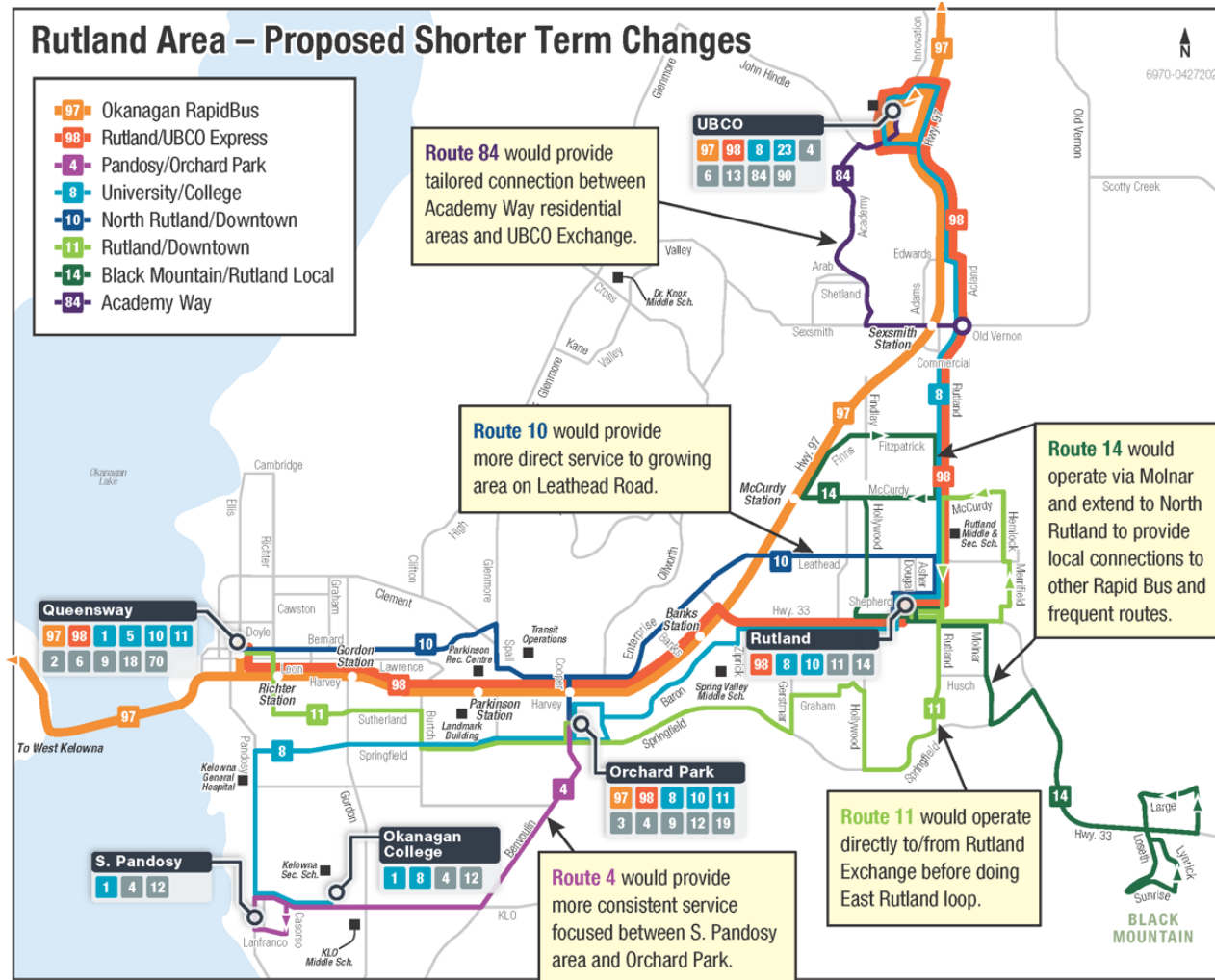
Highlight Initiatives: Mission Restructure



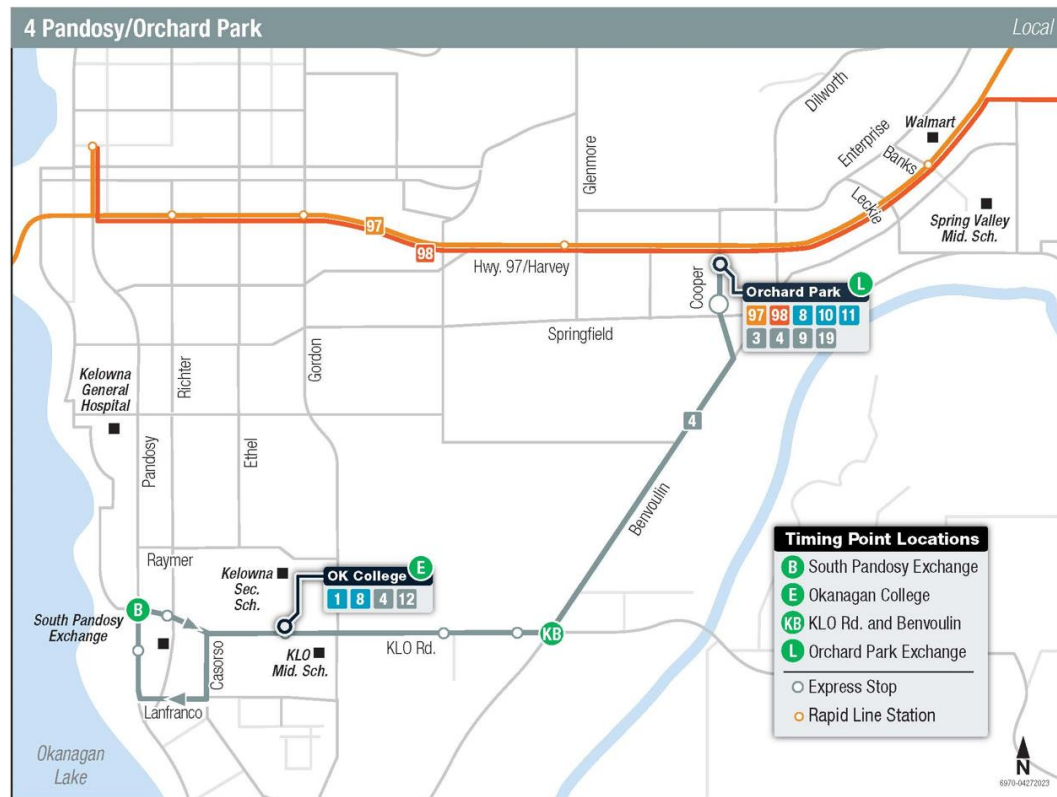
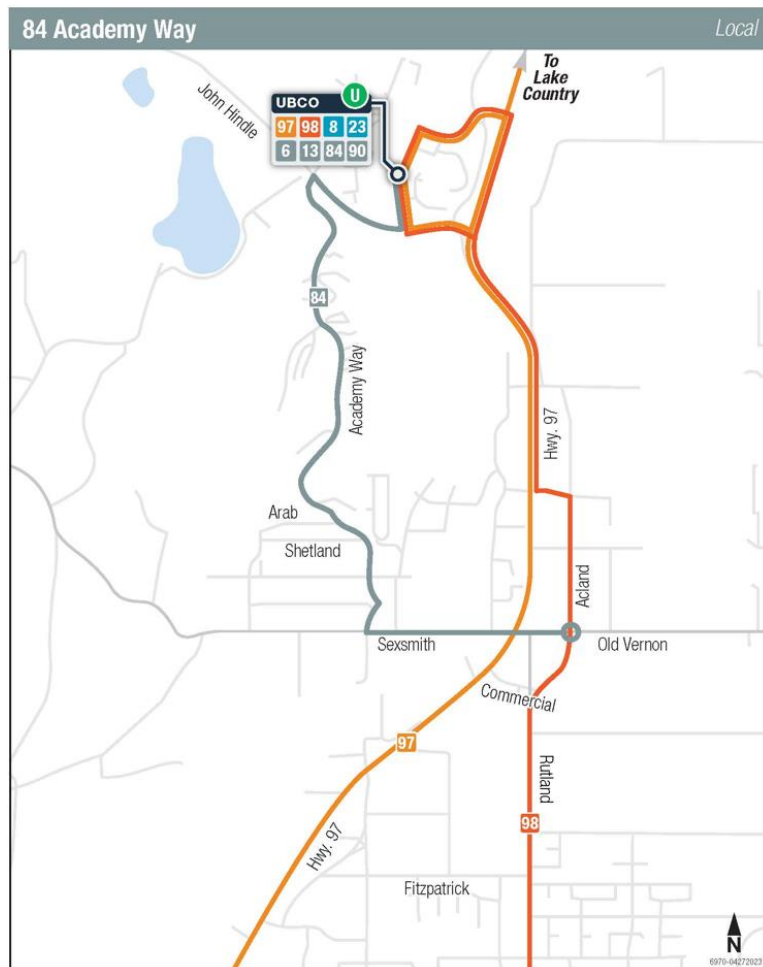
Highlight Initiatives: New 98 Route (Rutland LATP)



Highlight Initiatives: Rutland Restructure (Rutland LATP)



Highlight Initiatives: Route 4 restructure (Rutland LATP)



Paratransit Initiatives

PROPOSED CUSTOM EXPANSION INITIATIVES						
AOA Period (Apr-Mar)	In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
2024/25	April	0	0	\$5,000	\$39,000	\$7,991
		Description	Expand availability of Taxi Supplement program during peak times (9-11am; 2-4pm) on weekdays.			
2025/26	April	415	0	\$829	\$58,394	\$18,622
		Description	Introduce basic weekend custom service on Sundays with dedicated HandDART vehicles.			
2026/27	April	1,040	0	\$2,078	\$147,364	\$47,008
		Description	Expand HandyDART service hour span of weekday service to reflect Conventional hours of operation.			

3-Year Outlook Summary

CONVENTIONAL AND PARATRANSIT 3-YEAR SUMMARY					
Fiscal Year	Service Type	Est. Annual Revenue	Est. Annual Total Costs	Est. Annual Net Municipal Share	Total Net Share
2024	Conventional	25,068	160,750	60,628	66,621
	Paratransit	3,750	29,546	5,993	
2025	Conventional	417,883	2,621,780	999,525	1,015,489
	Paratransit	1,872	53,546	15,964	
2026	Conventional	259,147	1,612,796	610,503	650,415
	Paratransit	1,766	125,122	39,912	
TOTAL Net New Municipal Share of Operating Costs					1,732,525

Recommendations

THAT Council authorizes the Mayor and City Clerk to execute the 3-year Memorandum of Understanding on behalf of the City of Kelowna for transit service over the 2024-2027 period.



Report to Council



Date: September 25, 2023
To: Council
From: City Manager
Subject: Employer Commute Trip Reduction Program
Department: Integrated Transportation

Recommendation:

THAT Council receives, for information, the report from Integrated Transportation dated September 25, 2023, with regards to a new program, the Kelowna Employer Commute Trip Reduction Program.

Purpose:

To present recommendations for a Kelowna Employer Commute Trip Reduction Program that will improve traffic flow and reduce emissions.

Background:

The 2040 Transportation Master Plan included a recommendation to develop an Employer Commute Trip Reduction Program to improve traffic flow and reduce greenhouse gas (GHG) emissions – in alignment with Council's Priorities. Commute trip reduction programs can help reduce congestion during the mornings and afternoons by supporting employers in offering flexible work hours, work from home, or encouraging commutes by bike, walk and transit (when appropriate). This is referred to as Transportation Demand Management (TDM). Commute trip reduction programs are used in cities around the world as a cost-effective way to improve traffic flow, reduce emissions, and improve mobility options for residents.

The City hired a consultant, Alta Planning and Design, to assist with developing a program tailored to Kelowna. By meeting with major employers, reviewing local data, and drawing from best practices around the world, Alta has made recommendations for a Kelowna Employer Commute Trip Reduction Program that is ready for the next steps of development and implementation.

Discussion:

In early 2023 the project team underwent the following project steps:

- Step 1 - Data Analysis and Research
- Step 2 - Development of Program Elements
- Step 3 - Development of Core Strategies

Step 1 – Data Analysis and Research:

This step included reviewing current and past Transportation Demand Management (TDM) programs at the City, analyzing commute patterns, reviewing policies, and conducting interviews with large employers. The interviews sought input from large employers with a high potential to shift modes and represented a variety of industries and locations in Kelowna. Nine large employers were interviewed, including:

- Kelowna General Hospital
- Interior Health
- Okanagan College
- UBC Okanagan
- City of Kelowna - City Hall employees
- City of Kelowna – Yards employees
- Kelowna International Airport
- Orchard Park Mall
- Landmark buildings (Stober Group)

Step 2 – Development of Program Elements

This step included developing a long list of potential program elements and narrowing to a short list. The list was informed by findings from the project's research phase and the project team's professional experience in program implementation. The list was then narrowed in collaboration with City of Kelowna staff based on past program experience, local knowledge, and budget and staffing considerations.

Step 3 – Development of Core Strategies:

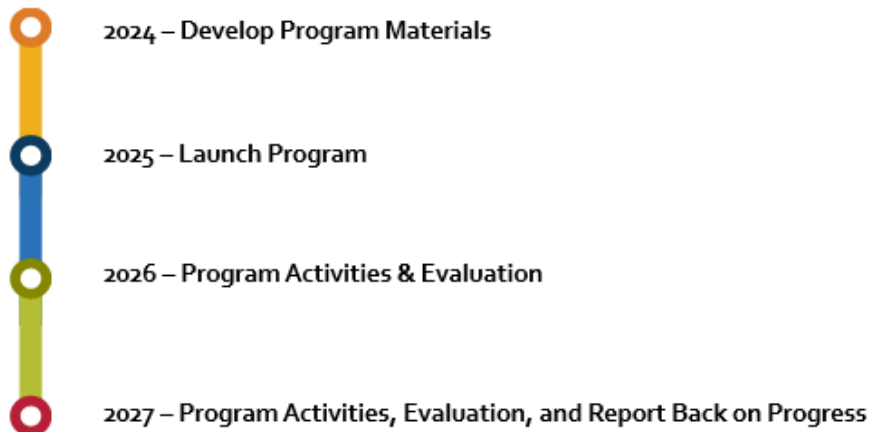
The program recommendations include five core strategies that will assist employers in delivering commute trip reduction program offerings that support employees and help improve traffic flow and reduce emissions, including:

1. **Upgrades to Existing Programs:** This strategy seeks to expand and enhance current City and BC Transit programs designed to connect commuters with biking, transit, and carshare options.
2. **Commute Toolkits and Guidebooks:** This strategy aims to develop resources for employers to raise awareness of commute options for employees and lower barriers to implementing them.
3. **Direct Employer Support:** This strategy aims to provide direct support to employers in planning and implementing site-specific commute-trip reduction programs.
4. **Employee Transportation Coordinator (ETC) Network:** This strategy seeks to establish, support and maintain a list of ETCs at Kelowna employers, and lead by example by designating an ETC for the City of Kelowna.
5. **Education & Marketing Initiatives:** This strategy aims to provide broad education and awareness of sustainable commute options with materials for employers and the general public.

Additional information on each core strategy is provided in the attached presentation.

Key Outcomes:

The Kelowna Employer Commute Trip Reduction Program is recommended to be introduced over the next few years, focusing on five core strategies. This period allows for the development of program materials, working with local employers to implement the five core strategies, and evaluating the program's effectiveness as shown in the figure below. It also allows for time to improve and refine the program, before being implemented on an on-going basis.



Next Steps:

Funding for the development and implementation of the Kelowna Commute Trip Reduction Program has not yet been identified, but requests will be included in future budget cycles, as appropriate.

Internal Circulation:

Climate Action and Environment
Communications
Financial Planning
Integrated Transportation
Infrastructure Operations
Parking Services
Policy and Planning

Considerations applicable to this report:

Existing Policy

- TMP Policy 1.25 - Focus on reducing peak hour vehicle travel from suburban neighbourhoods through policies and programs that encourage people to work from home, share rides, or drive at other times.
- TMP Policy 7.1 - Encourage major employers to explore Travel Demand Management (TDM) strategies such as remote working for their employees.
- TMP Policy 7.4 – Work with major employers and post-secondary institutions to expand transit passes to their employees or students.

Considerations not applicable to this report:

Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Financial/Budgetary Considerations
External Agency/Public Comments
Communications Comments

Submitted by: J. Hostland, Transportation Planner

Reviewed by: M. VanZerr, Strategic Transportation Planning Manager

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachment 1: Employer Commute Trip Reduction Program Presentation

cc: Divisional Director, Corporate Strategic Services
Divisional Director, Financial Services
Divisional Director, Partnership & Investments
Divisional Director, Planning & Development Services

Kelowna Commute Trip Reduction Program

September 2023

Council Priority: Improve Traffic Flow

- Key Economic Principles:
 - ❖ Supply
 - ❖ Demand
- Traffic congestion worst during morning and afternoon “rush hour”
- Improving traffic flow requires both “supply” and “demand” solutions



What is a Commute Trip Reduction (CTR) Program?



- Provides commuters with resources and incentives to reduce drive-alone trips
- Aims to shift trips from driving alone to:
 - Shared modes
 - Active modes
 - Fewer trips

What are the benefits of a CTR program?



Community-wide Benefits



Individual Benefits



Employer Benefits

CTR Programs have proven benefits



Smart Commute Toronto

Location: Greater Toronto and Hamilton Area

Impact: 5.4% reduction in drive alone rate



Arlington Transportation Partners

Location: Arlington, Virginia

Impact: Contributed to an 11% reduction in drive-alone commute trips



Seattle
Department of
Transportation

Seattle CTR Program

Location: Seattle, Washington

Impact: 2/3 of CTR affected commuters choose alternative transportation modes

Developing a CTR Program tailored to Kelowna



Anna Gore

*Senior Programs Associate
Alta Planning + Design*



Sydney Cape

*Programs Specialist
Alta Planning + Design*

Methodology

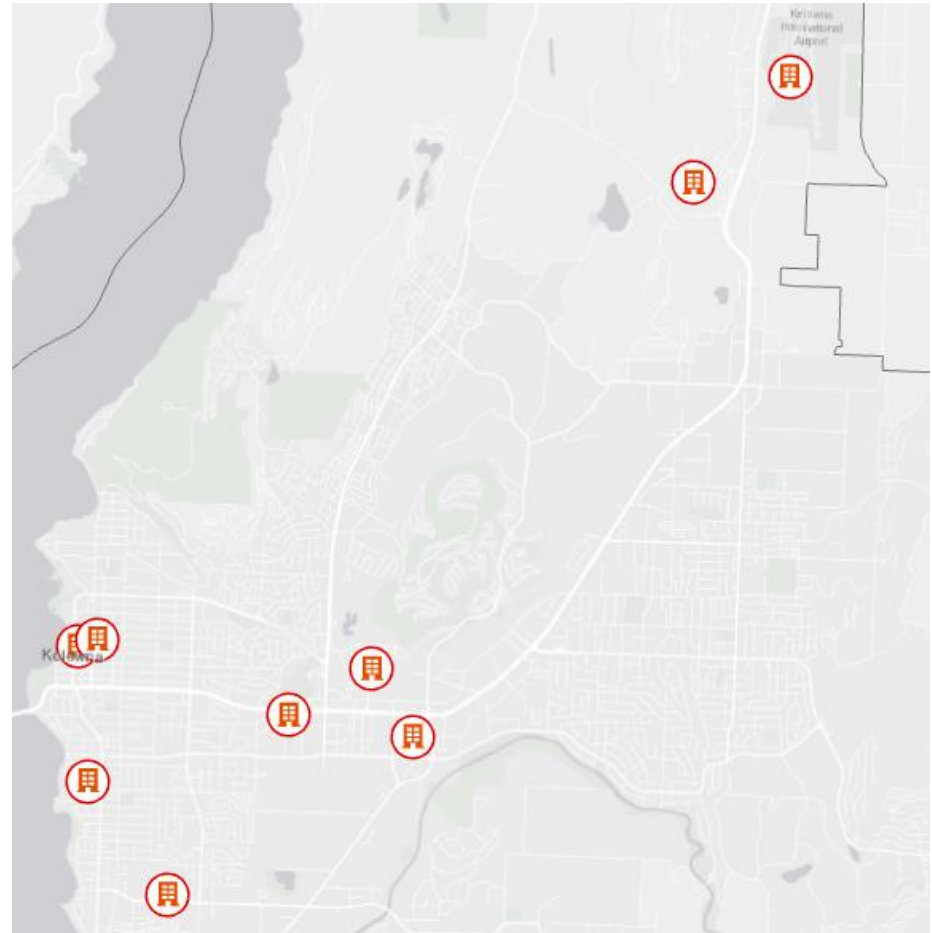
- Reviewed current and past TDM programs at the City
- Reviewed commute travel data
- Reviewed existing policy
- Interviewed major employers



Employer Interviews

Major employers interviewed include:

- Kelowna General Hospital
- Interior Health
- Okanagan College
- University of British Columbia - Okanagan Campus
- City of Kelowna - City Hall
- City of Kelowna - Yards
- Kelowna Airport
- Orchard Park Mall
- Landmark Buildings (Stober Group)



Employer Interviews – Key Takeaways

- Challenges with parking demand and traffic
- Reactive, not proactive, to on-site transportation issues
- Lack of awareness of commute options among leadership and commuters
- Expressed interest in:
 - Marketing support
 - Employer materials
 - Direct support from the City
 - Improved facilities and amenities



Program Recommendations

Program Recommendations



1. Upgrades to Existing Programs



2. Commute Toolkits and Guidebooks



3. Direct Employer Support



4. Employee Transportation Coordinator Network



5. Education and Marketing Initiatives



Recommendation #1

Upgrade Existing Programs

Goal: Expand and enhance current TDM programs

Rationale:

- Leverage past investments
- Build on successes and lessons learned
- Low cost, high-gain strategy
- Interest from local employers



Recommendation #1

Upgrade Existing Programs

Elements:

- GoByBike Week
- ProPASS
- Bike rack request program
- Carsharing / Shared mobility





Recommendation #2

Commute Toolkits and Guides

Goal: Develop Kelowna-specific resources for employers

Rationale:

- Raise awareness of strategic commute options
- Reduce time “reinventing the wheel”
- Reduce Kelowna staff time providing support
- Empower employers to make meaningful change



Recommendation #2

Commute Toolkits and Guides

Elements:



Guidebooks (education)

1. Parking Management
2. Bike Parking and Amenities



Toolkits (implementation)

1. Flexible schedule and Remote Work
2. Commute Matching



Recommendation #3

Direct Employer Support

Goal: Encourage, support, and assist employers in implementation.

Rationale:

- Help employers do more with fewer resources
- Jump start programs with planning assistance
- Build a portfolio of case studies to encourage participation



Recommendation #3 Direct Employer Support

Elements:

- Employee Transportation Coordinator (ETC) toolkit
- New employee welcome packet
- Commute trip reduction planning assistance
- Guaranteed Ride Home





Recommendation #4 Employee Transportation Coordinator (ETC) Network

Goal: Establish, support, and maintain a list of ETCs at Kelowna employers and lead by example by designating an ETC for the City.

Rationale:

- Channel for distributing information
- Improve coordination of commute trip related services and efforts
- Demonstrate the role and impact of an ETC



Recommendation #4 Employee Transportation Coordinator (ETC) Network

Elements:

- City-wide ETC support network
- Designated ETC role at the City





Recommendation #5

Education and Marketing Initiatives

Goal: Promote transportation options citywide

Rationale:

- Increase awareness of commute options and the program
- Encourage participation in transportation programs, events, and campaigns



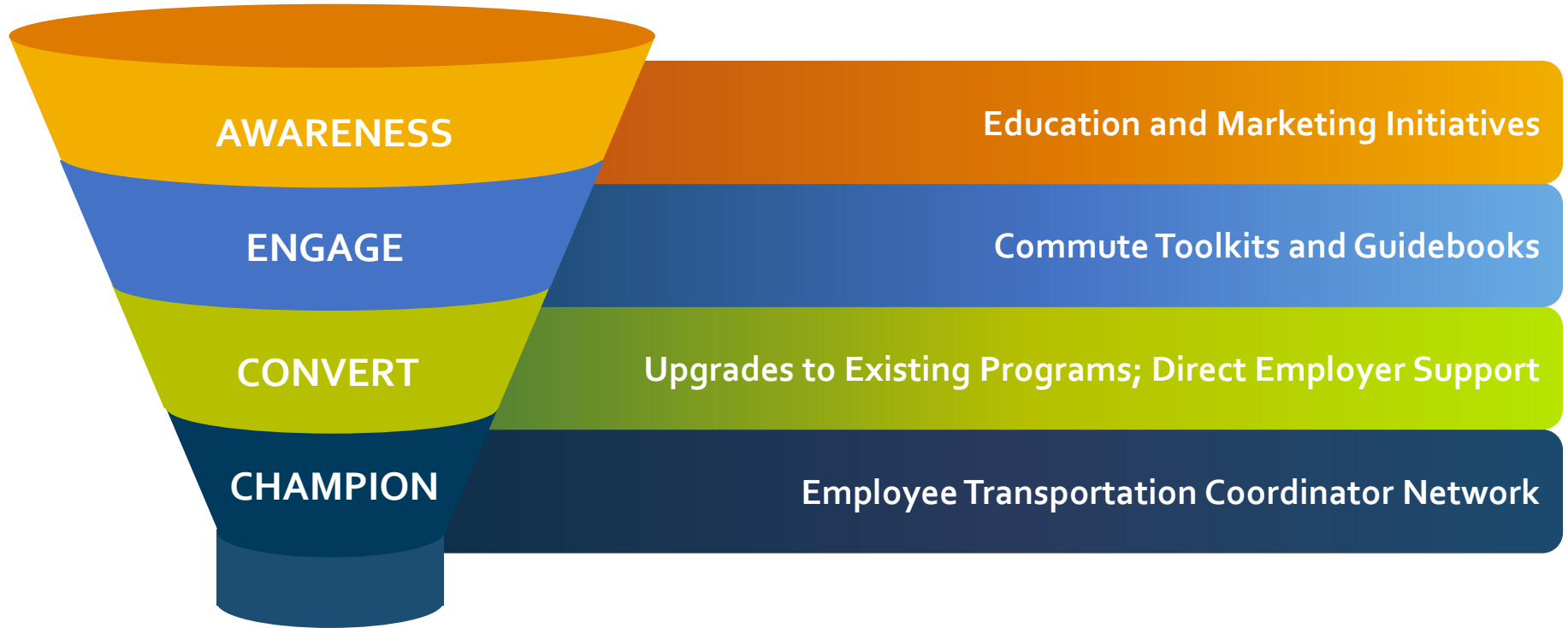
Recommendation #5 Education and Marketing Initiatives

Elements:

- Public-facing commute options information
- Employer-focused program information



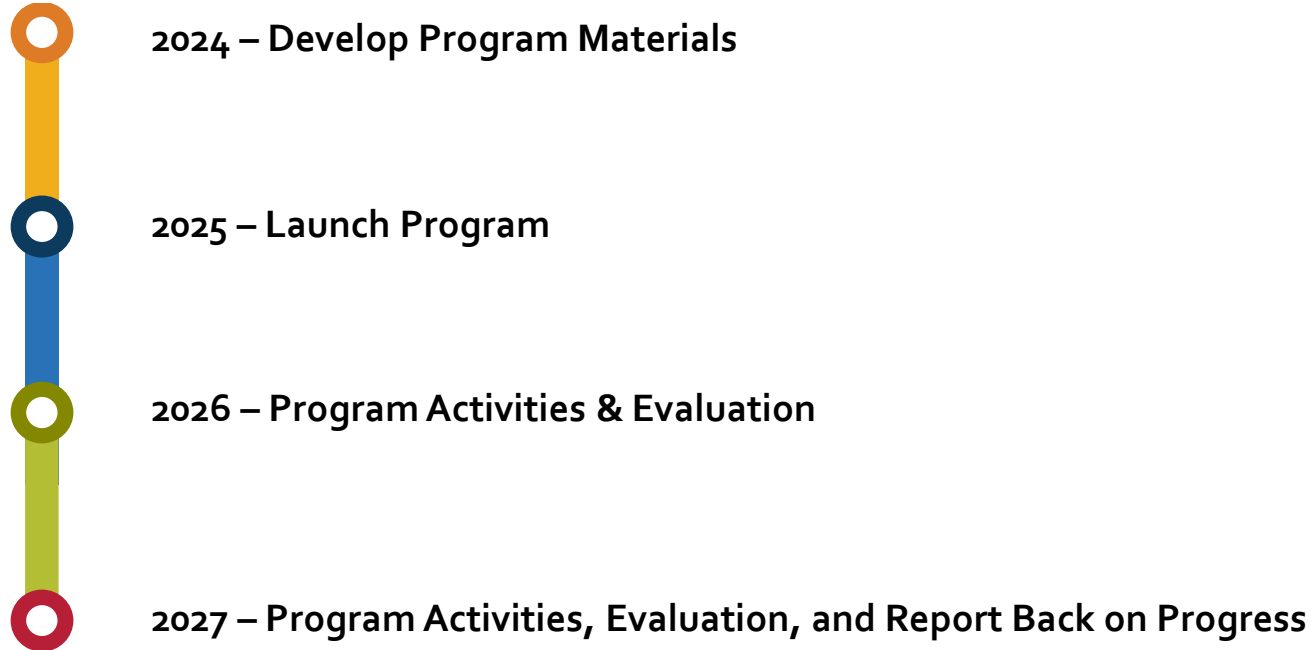
Program Development



Alignment with Council Priorities and TMP



Next Steps





Questions?

Report to Council



Date: September 25, 2023
To: Council
From: City Manager
Subject: Stormwater Funding Business Case and Implementation Plan – Phase 1: Blueprint for a predictable future
Department: Utility Services

Recommendation:

THAT Council receives for information, the report from Utility Services dated September 25, 2023, regarding Stormwater Funding Business Case and Implementation Plan – Phase 1: Blueprint for a predictable future;

AND THAT, future public engagement on a potential stormwater utility be based on rate structure options 4 and 5 as presented in this report.

Purpose:

To update Council on the Stormwater Funding Business Case and Implementation Plan – Phase 1.

Background:

The adoption of stormwater utilities by other Canadian cities demonstrates a viable path forward to ensure a dedicated, non-property taxation revenue structure for municipal stormwater management services. To this end, staff have been investigating a fit-for-Kelowna solution that addresses funding challenges, fits the City's unique stormwater management needs, and aligns with community values. In addition to the fiscal benefits of predictable and dedicated funding through a stormwater utility, a utility model can facilitate structural transformations that lead to improved service delivery.

Staff explored funding options and feasibility for a dedicated, predictable stormwater funding approach that achieves the goals of:

1. Generating revenues to offset costs for stormwater management services and projects,
2. facilitating financial incentives to property owners to effectively manage stormwater and stormwater quality,
3. positioning the City to meaningfully plan and respond to the impacts of climate change, and
4. maintaining the water quality in Okanagan Lake and surrounding creeks more effectively.

This multi-year project includes three phases that provide staff and Council multiple opportunities to respond to community feedback before committing to any funding strategy changes. The goal is to find a funding solution that provides the highest likelihood of achieving the goals of the stormwater system. Table 1 outlines the name, year, and scope for each phase.

Table 1: Project phase names, years, and scope

#	Phase Name	Year	Scope
1	Blueprint for a predictable future	2023	Funding structure options and drivers
2	Alignment with community values	2024	Public engagement and detailed rate structure analysis
3	Implementation and change management	2025+	Bylaw adoption and funding framework rollout

Previous Council Resolution

On February 13, 2023, Council adopted nine (9) water-related principles to support the development of the City's Water Security Plan. Principle 3 is "Stormwater is effectively managed without negatively impacting riparian areas, infrastructure, property, or Okanagan Lake."

Resolution	Date
AND THAT Council adopt the nine (9) water related Principles described in this report to guide development of a Water Security Plan	February 13, 2023

Discussion:

Stormwater includes rain, melting snow, and ice that washes off driveways, parking lots, roads, yards, rooftops, and other surfaces. Both urbanization and rural land use, including agriculture, can impact stormwater runoff quality and quantity. Climate change will likely amplify these impacts in the future. The City currently provides stormwater management services funded largely by property taxation.

The City has over \$350 million of engineered stormwater assets. The City manages these engineered assets along with natural infrastructure, such as creeks, to manage stormwater runoff while protecting the public, private property, infrastructure and the environment from flooding, erosion, and water quality issues. To ensure these systems operate as intended the City relies on staff and contractors to clean, inspect, repair, and operate these systems. To keep existing systems performing, regular funding for renewal is required in the Capital Plan. The recently updated 10-year capital plan includes stormwater system renewal funding. The stormwater capital needs compete for funding with all other city needs.

There are multiple direct and indirect corporate drivers that support the development of a non-property taxation-based funding solution for the City's stormwater management services. The most explicit support is from Action 68 from the 2040 Official Community Plan:

"Identify new funding tools to support infrastructure and facilitate growth."

There are many considerations when evaluating an alternate stormwater funding structure. Staff, and a supporting consulting team, have evaluated a variety of possibilities and narrowed the search to two rate structure options (4 and 5 in Table 2). Both options 4 and 5 would establish predictable funding, and balance fairness and equity, with a relatively simple administrative process. Furthermore, these options will support good private and public stormwater practices to help protect water quality in our creeks and Okanagan Lake. The recommended rate structure options are highlighted in blue in Table 2.

Table 2: Stormwater funding drivers and rate structure options

	Stormwater Funding Model	Used By	Single Family Residential	Multi-residential ≤ 6 units	ICI and large multi-res	Drivers				
						Protect Okanagan Lake water quality	Promote good private SW practices	Predictable funding	Fair & equitable	Simple
Tax Levy	1. General	~70% cities, Kelowna	Assessed value & tax rate class except tax exempt properties							
	2. Dedicated	City of North Vancouver	Assessed value & tax rate class except tax exempt properties							
Stormwater Rates	3. Tiered Flat Fee	West Vancouver, Surrey	Land use, property size							
	4. Equivalent Residential Unit (ERU)	Guelph, Ajax, Saskatoon	Average residential impervious area		Measured impervious area & credit program					
	5. Single Family Unit (SFU)	Windsor	Avg. SFU imp area	Avg. multi-res imp. area	Measured impervious area & credit program					

Each of the recommended options (4 and 5) achieve a different balance between fairness, equity, and simplicity. It is staff's recommendation to proceed with phase 2 and engage the public on the recommended rate structure options 4 and 5 to better understand alignment with community values. Along with public engagement, phase 2 works will include more detailed analyses on proposed rate structures and will draft a compelling vision of Kelowna's stormwater management future for Council's consideration.

The purpose of the public engagement phase is to inform and educate the public and key stakeholders about the importance of stormwater management, our goals for the system, seek feedback on proposed rate structures, and summarize key feedback to inform staff and Council's decision making on rate structures and credit programs.

Considerations applicable to this report:

Financial Budgetary Considerations:

Phase 2 of the project requires a budget of \$300,000. This phase will proceed in 2024 dependent on resources and funding.

Conclusion:

A dedicated, non-property taxation revenue source for the City's stormwater management services provides more predictable and transparent funding. User-pay structures can provide appropriate signals and support for better stormwater management on private property by incentivizing best management practices. In combination, predictable funding and better management of stormwater on private property will support Principle 3 of the draft Water Security Plan. Principle 3 is "Stormwater is effectively managed without negatively impacting riparian areas, infrastructure, property, or Okanagan Lake." Staff recommend further analysis and engagement on two options for stormwater utility rate structures as part of Phase 2 of this project. Phase 2, "Alignment with community values", will include a public engagement process on the options and a detailed rate structure analysis to prepare for stage three will occur in 2024 if resources and funding are available.

Internal Circulation:

Communications
Financial Planning
Planning & Development Services
Revenue

Considerations not applicable to this report:

Communications Comments:
Existing Policy:
External Agency/Public Comments:
Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:

Submitted by: J. Hager, Design Technician

Reviewed by: R. MacLean, Utility Planning Manager
K. Van Vliet, Utility Services Manager

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachment 1 – Stormwater Funding Business Case and Implementation Plan Presentation
Attachment 2 – Stormwater Funding Strategy Executive Summary from AECOM

cc: Divisional Director, Financial Services
Divisional Director, Planning & Development Services

Executive Summary

Like many municipalities across Canada, the City of Kelowna (the “City”) is reviewing its current stormwater funding model, which is mainly supported by the general tax levy (property tax). The City wishes to investigate a range of funding options that could provide a more predictable and equitable source of funding.

This report presents the City’s current stormwater system and funding model, a business case for why the City should investigate an alternate stormwater funding model, summarises municipal stormwater funding options available to the City, provides an overall evaluation of the various options and presents a plan for the next phase of work.

The City has over \$350 million of engineered stormwater assets which includes grey and green infrastructure. The City manages these engineered assets along with natural infrastructure, such as creeks, to manage stormwater runoff while protecting the public, private property, infrastructure and the environment from flooding, erosion, and water quality issues.

The City currently funds its stormwater management program through property taxes which poses several challenges. Stormwater funding is not predictable as stormwater must compete with other municipal services for general revenue. Because stormwater management is often out of site and out of mind, the City’s current funding levels, for a municipality its size, are well below the Canadian average. Current funding levels also limit the City’s ability to address creek water quality issues and the impacts from climate change. In addition, the current funding model does not encourage landowners to decrease their impact on the stormwater system.

A new stormwater funding model could provide dedicated stormwater funding while encouraging better private side stormwater practices. This would allow the City to better:

- Protect Okanagan Lake;
- Increase resilience to climate change;
- Reduce the risk of flooding; and
- Complete long-term infrastructure planning.

Ideally a new stormwater funding model would meet the following five criteria:

- Charge users equitably
- Be simple to understand, implement and maintain;
- Provide predictable funding;
- Promote good private stormwater practices; and
- Enable the City to preserve Okanagan Lake’s water quality by managing stormwater runoff impacts.

These criteria were used to evaluate stormwater funding models for the City of Kelowna. The following table provides a summary of the stormwater funding option evaluation. The table shows the type of funding model, which Canadian municipalities use that model, how that model assesses the charge for different land use types and how well the model addresses the five criteria outlined above. A red “empty” circle indicates the funding model does not meet the criteria at all. A yellow dashed circle indicates the stormwater funding model partially meets the criteria. A green solid circle indicates the funding model mostly or fully supports the criteria.

Table E1: Comparison of Stormwater Funding Options

	Stormwater Funding Model	Used By	Single Family Residential	Multi-residential ≤ 6 units	ICI and large multi-res	Drivers				
						Protect Okanagan Lake water quality	Promote good private SW practices	Predictable funding	Fair & equitable	Simple
Tax Levy	General	~70% cities, Kelowna	Assessed value & tax rate class except tax exempt properties							
	Dedicated	City of North Vancouver	Assessed value & tax rate class except tax exempt properties							
Storm water Rates	Tiered Flat Fee	West Vancouver, Surrey	Land use, property size							
	Equivalent Residential Unit (ERU)	Guelph, Ajax, Saskatoon	Average residential impervious area		Measured impervious area & credit program					
	Single Family Unit (SFU)	Windsor	Avg SFU imp area	Avg multi-res imp area	Measured impervious area & credit program					

Based on our evaluation of stormwater funding models, AECOM recommends the City consider an imperviousness-based stormwater user fee. More specifically, we recommend the City consider the following two options.

1. Equivalent Residential Unit (ERU) model with a credit program that encourages property owners to protect the quality of Okanagan Lake. This is the simplest option that meets most of the goals. In an ERU model all dwelling units pay the same rate, but non-residential properties pay based on measured impervious area (using aerial photography).
2. Single Family Unit (SFU) model with a credit program which provides a greater degree of equity for the range of residential types in Kelowna. In an SFU model, all detached single family dwellings pay the same rate, but multi-unit residential types pay different amounts based on their average footprint. This results in residential forms with a smaller 'footprint' per unit (e.g., apartment or condo) paying less per unit than a single-family detached home. Non-residential properties would pay based on their actual impervious area which would be measured using aerial photography.

To further the development of an impervious-based stormwater user fee, it is recommended that the City proceeds with Phase 2, which includes public consultation. If the City does not decide to proceed with Phase 2 then it is committing to business as usual, which includes:

- No path toward predictable funding;
- Asset renewal rates that are not sustainable long-term, resulting in future generations being burdened with greater infrastructure replacement costs;
- No stormwater-dedicated reserves which limits most grant opportunities due to the need for matching funding;
- Limited ability to address increasing creek and lake water quality issues;
- Increasing risk of impacts from urbanization and climate change; and
- Limited incentives for landowners to decrease stormwater impacts.

Stormwater Funding Business Case and Implementation Plan

Phase 1: Blueprint for a predictable future

Presentation to Council | September 25, 2023

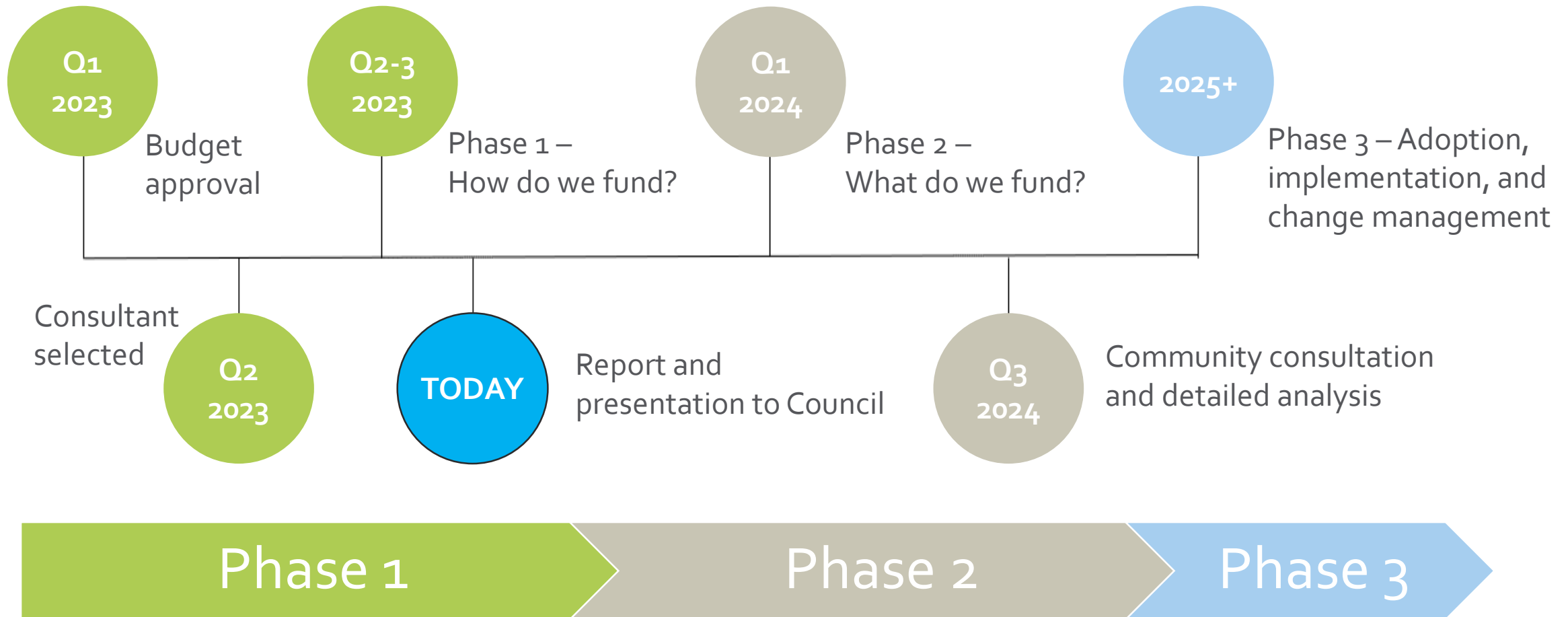
Agenda

- Background and process
- What is stormwater management and how is it funded?
- Drivers and funding options
- Conclusion



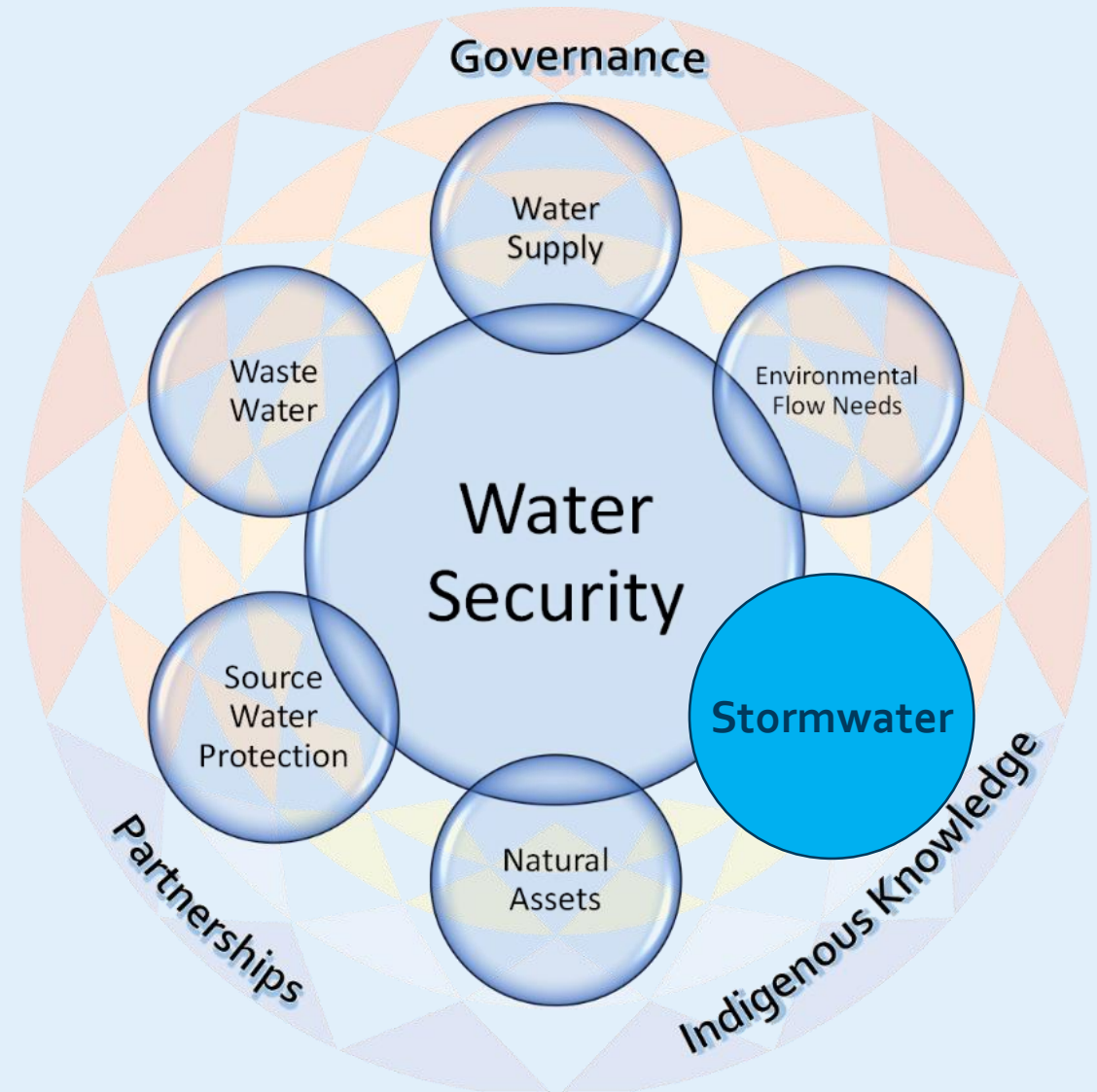
Stormwater runoff discharges to surface waterbodies throughout the City.

Phased approach



Water Security Plan

Principle 3: “Stormwater is effectively managed without negatively impacting riparian areas, infrastructure, property, or Okanagan Lake.”



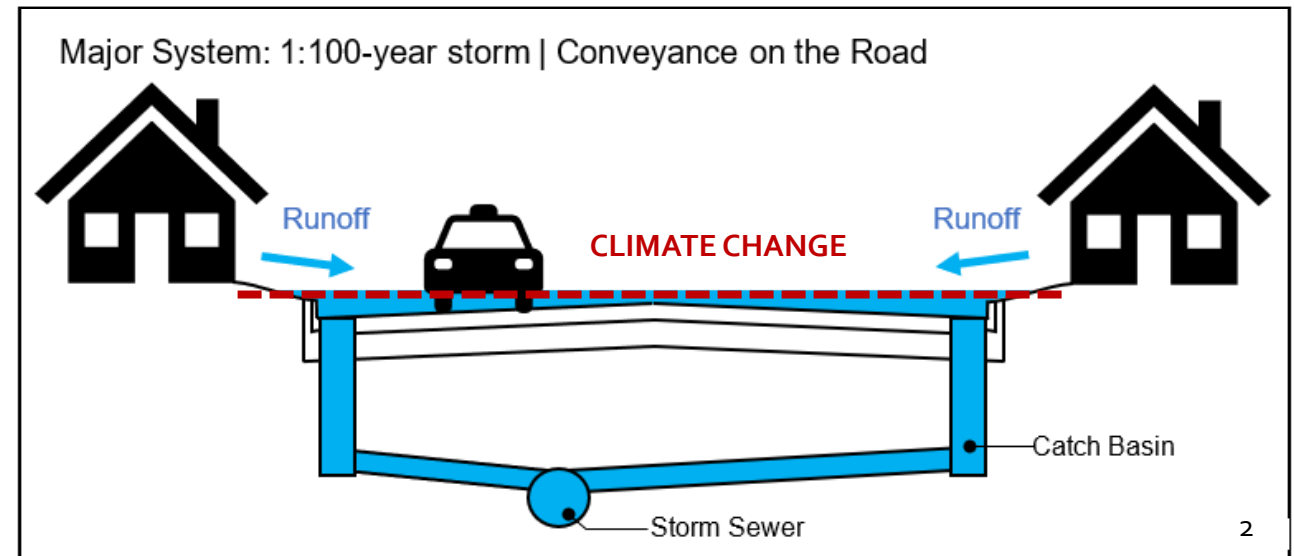
The six water sectors outlined in the City's Water Security Planning Process

What is stormwater?

Rain, melting snow, and ice that washes off driveways, parking lots, roads, yards, rooftops, and other surfaces.¹



Impervious surfaces prevent rain and melted snow from naturally soaking into the ground.

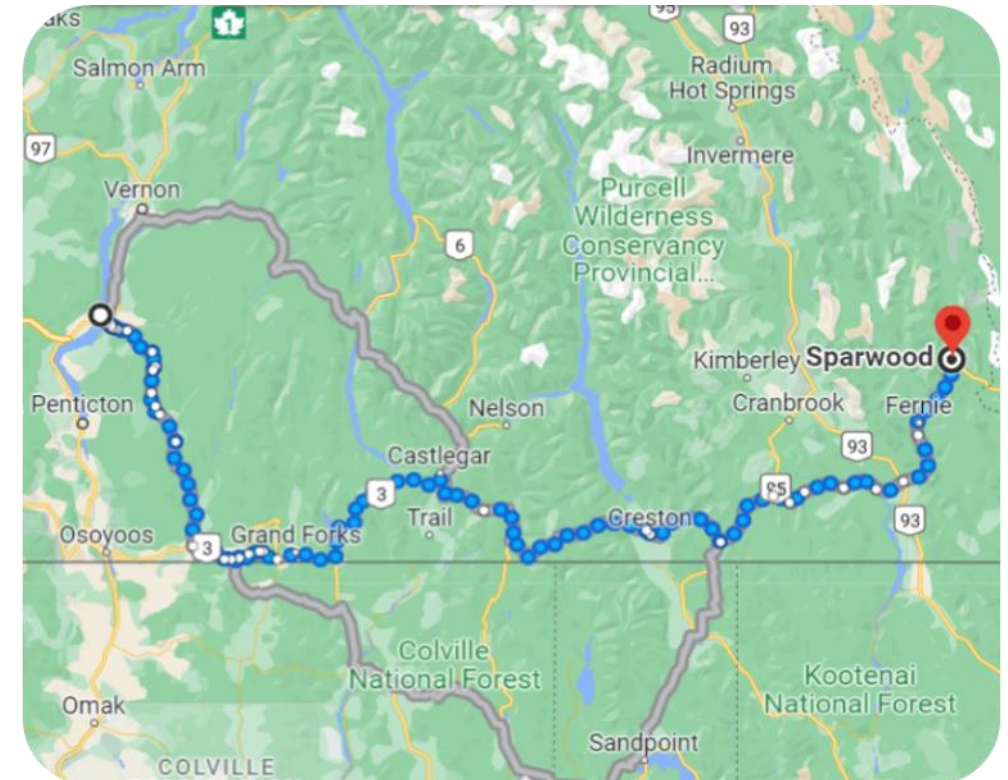


The minor system relies on pipes, culverts, and ditches to convey stormwater runoff, while roads act as flow routes during major storms.

System snapshot

System component	Inventory
Storm sewers	440 km
Ditches	130 km
Watercourses	24 km
Culverts	1,350 units
Catch basins	12,300 units
Underground storage	19 facilities
Stormwater ponds	86 ponds
Pump stations	4 permanent
Stormwater separators	56 units
Surface infiltration	4 facilities
Subsurface infiltration	22 facilities
Precipitation monitoring	10+ stations

Approximate value of \$350 million



If the City's storm sewers and ditches were placed end-on-end, they would stretch from Kelowna to Sparwood. That's a 7.5-hour drive!



Outfalls to surface waterbodies



Rain gauges for monitoring



Vacuum trucks for cleaning and flushing



Water quality sampling program



Constructed stormwater wetland

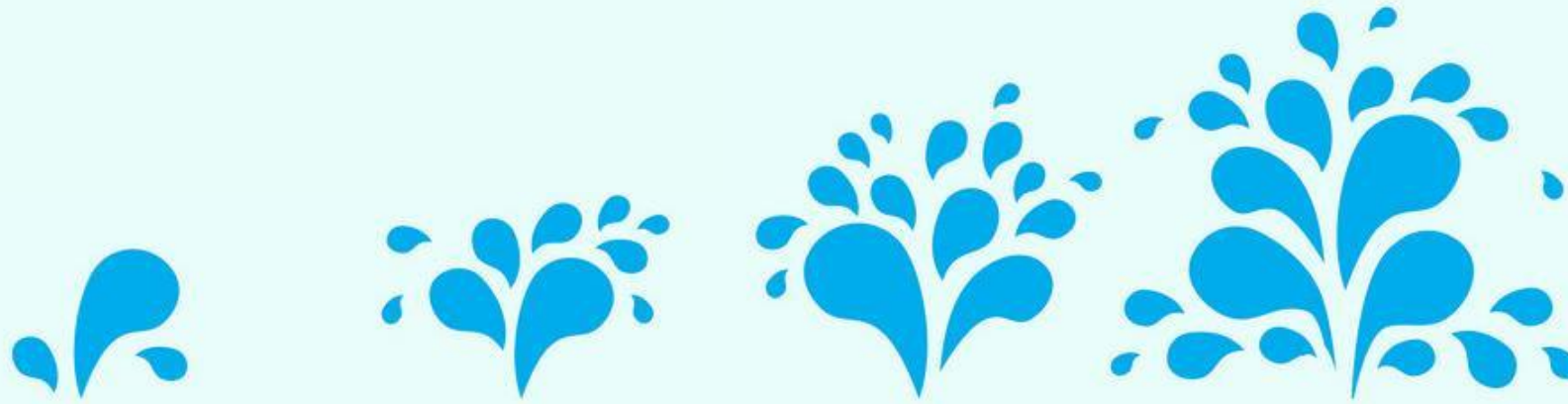


Stormwater separators

How are stormwater management services currently funded?

- ▶ Stormwater management services are currently funded by:
 - ▶ General property taxation
 - ▶ Grants
 - ▶ Non-dedicated reserves
- ▶ Recently adopted Drainage DCCs help fund major flood projects

Why adopt a utility-based rate structure?



Provide predictable
and dedicated
stormwater funding

Encourage better
private-side
stormwater practices

Support long-term
infrastructure
planning

Protects creeks and
Okanagan Lake AND
increases resilience
to climate change



*Effective stormwater management is key in the
City of the future.*

Stormwater funding drivers



Protect Okanagan Lake water quality



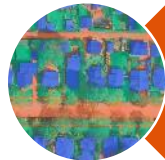
Promote good private-side stormwater practices



Provide predictable funding

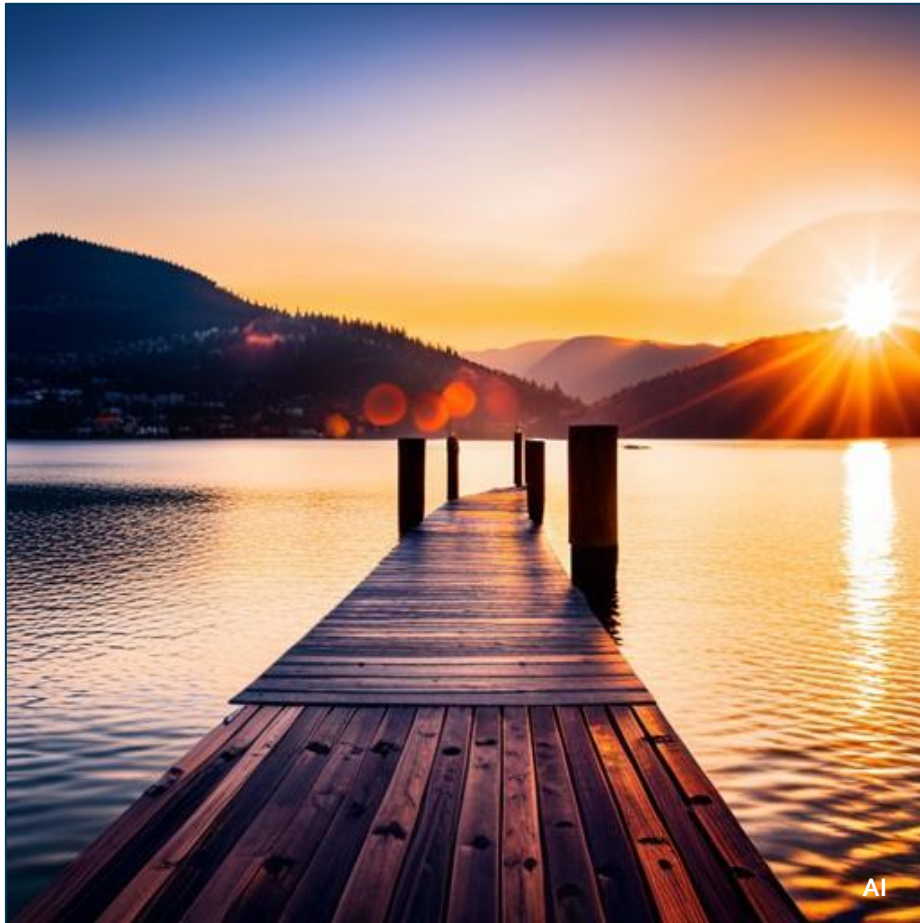


Charge users fairly



Be administratively simple

Stormwater funding drivers



Protect Okanagan Lake water quality



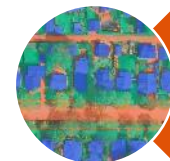
Promote good private-side stormwater practices



Provide predictable funding



Charge users fairly



Be administratively simple

Stormwater funding drivers



Protect Okanagan Lake water quality



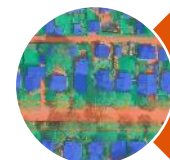
Promote good private-side stormwater practices



Provide predictable funding

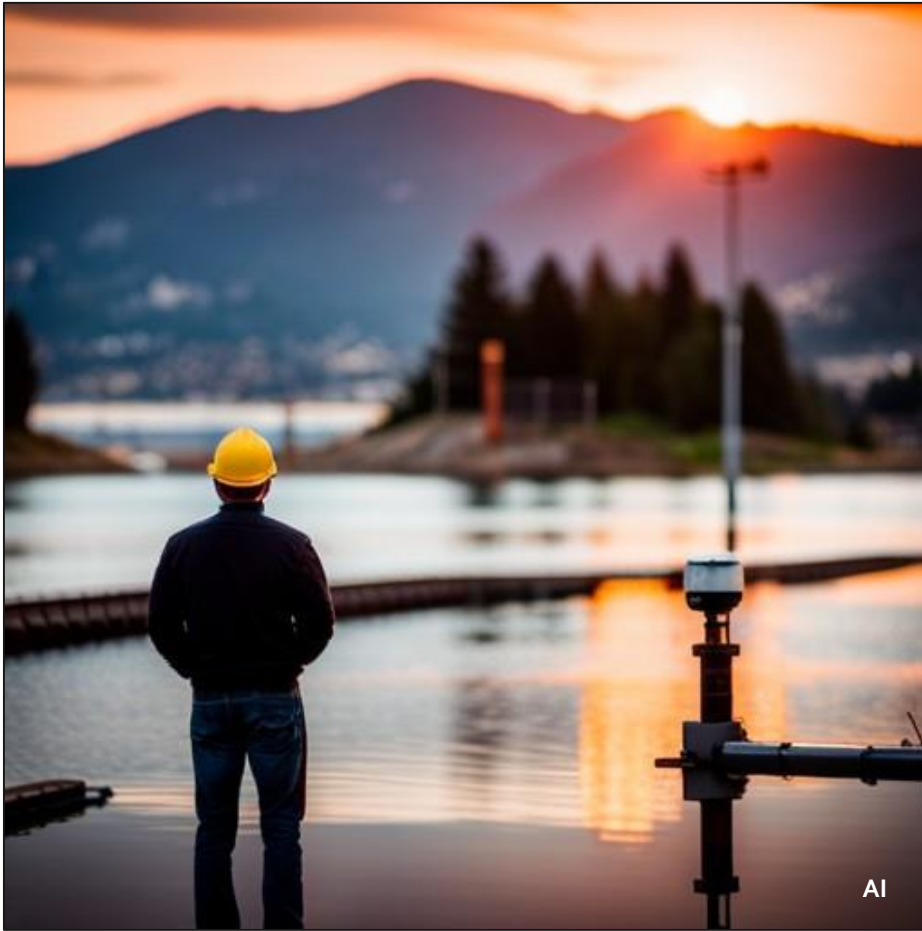


Charge users fairly



Be administratively simple

Stormwater funding drivers



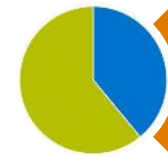
Protect Okanagan Lake water quality



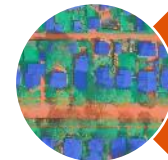
Promote good private-side stormwater practices



Provide predictable funding

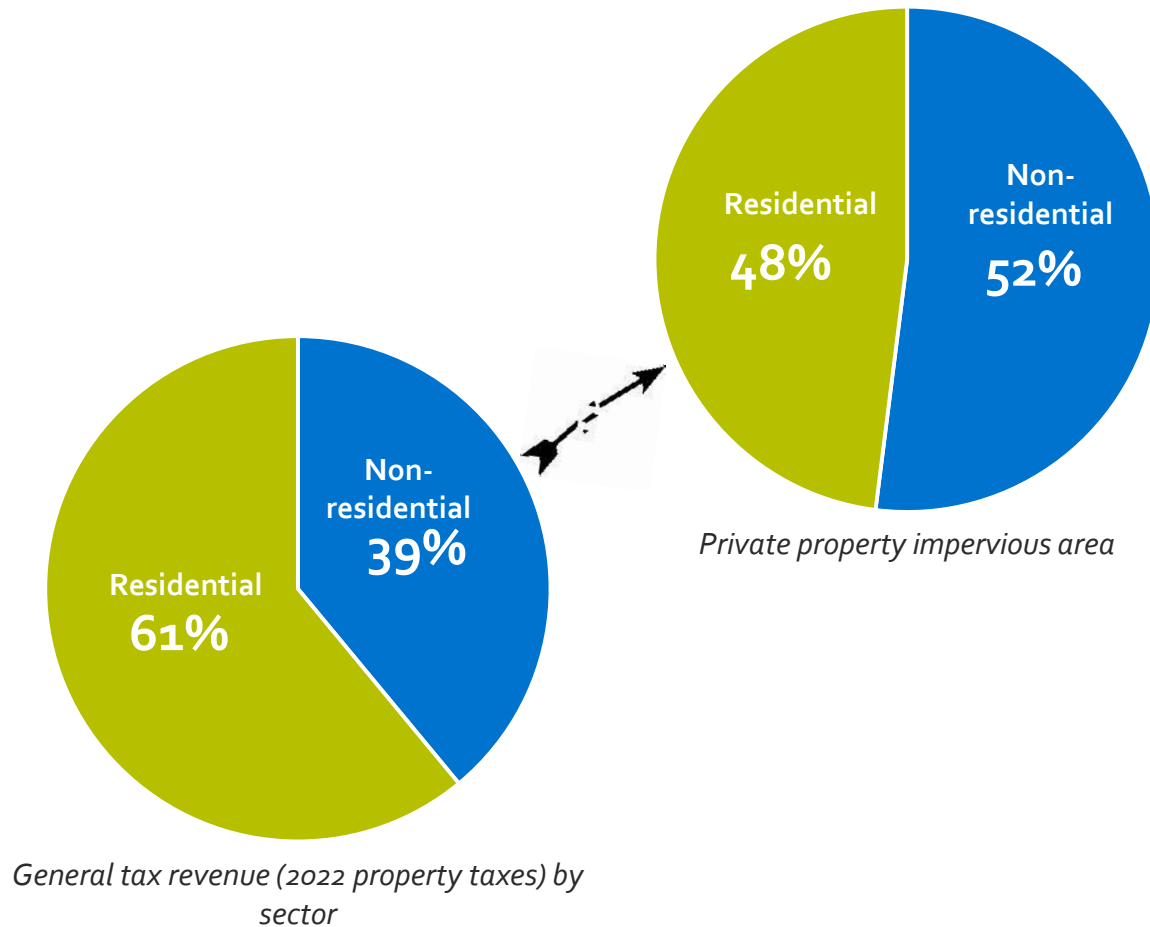


Charge users fairly



Be administratively simple

Stormwater funding drivers



Protect Okanagan Lake water quality



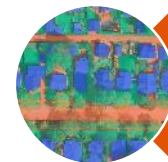
Promote good private-side stormwater practices



Provide predictable funding

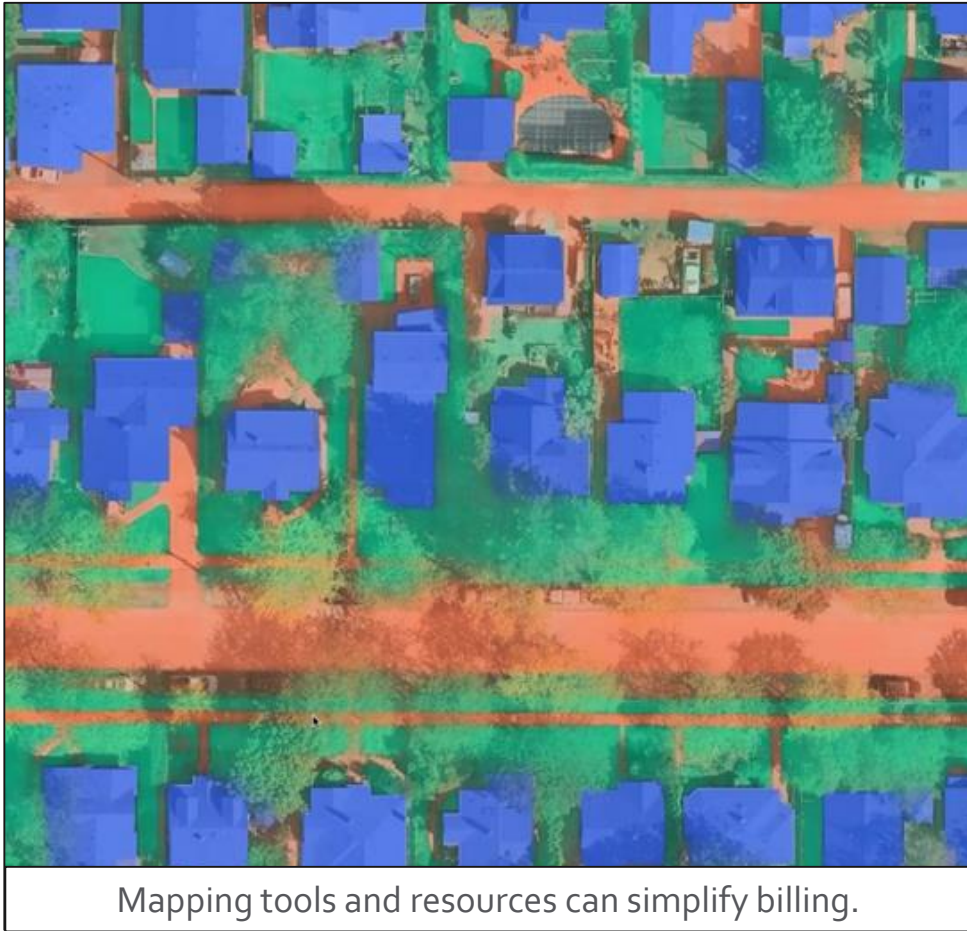


Charge users fairly



Be administratively simple

Stormwater funding drivers



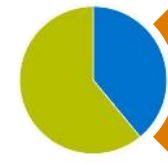
Protect Okanagan Lake water quality



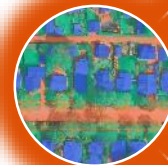
Promote good private-side stormwater practices



Provide predictable funding





Charge users fairly



Be administratively simple

Stormwater funding options

	Stormwater Funding Model	Description
Tax Levy	1. General	<ul style="list-style-type: none"> - Local property taxes - Most common method in Canada
	2. Dedicated	<ul style="list-style-type: none"> - Dedicated levy administered specifically to raise revenue for stormwater services - Often based on assessed value of property
Stormwater Rates	3. Tiered Flat Fee	<ul style="list-style-type: none"> - Based on property size and land use. - Loosely related to the amount of stormwater runoff from a property
	4. Equivalent Residential Unit	<ul style="list-style-type: none"> - Residential properties are charged the same fee based on average impervious area - Non-residential properties are charged based on actual impervious area 
	5. Single Family Unit	<ul style="list-style-type: none"> - Residential properties are charged based on average impervious area for different residential types - Non-residential properties are charged based on actual impervious area 



Pairs well with credit programs , i.e., reward good private-side management with credits.

Stormwater funding evaluation

	Stormwater Funding Model	Used By	Single Family Residential	Multi-residential ≤ 6 units	ICI and large multi-res	Drivers				
						Protect Okanagan Lake water quality	Promote good private SW practices	Predictable funding	Fair & equitable	Simple
Tax Levy	1. General	~70% cities, Kelowna	Assessed value & tax rate class except tax exempt properties							
	2. Dedicated	City of North Vancouver	Assessed value & tax rate class except tax exempt properties							
Stormwater Rates	3. Tiered Flat Fee	West Vancouver, Surrey	Land use, property size							
	4. Equivalent Residential Unit	Guelph, Ajax, Saskatoon	Average residential impervious area		Measured impervious area & credit program					
	5. Single Family Unit	Windsor	Avg. SFU imp area	Avg. multi-res imp. area	Measured impervious area & credit program					

RECOMMENDED

Conclusion

- Staff recommend two options for stormwater utility rate structures for further evaluation.
- Should Council adopt the recommendations in this report, future public engagement in Phase 2 will be based on rate structure options 4 and 5.



As per the City's Engage Policy, the City recognizes that the decision-making process is improved by engaging citizens and other stakeholder groups when appropriate.



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: September 25, 2023
To: Council
From: City Manager
Subject: 2024 Permissive Tax Exemption Bylaw No. 12579
Department: Controller

Recommendation:

THAT Council receives, for information, the Report from the Revenue Supervisor dated September 25, 2023 with respect to the 2024 Permissive Tax Exemption Bylaw;

AND THAT Bylaw No. 12579, being the Permissive Tax Exemption Bylaw be forwarded for reading consideration.

Purpose:

To consider a property tax exemption for those organizations that have met the qualifications as outlined in Permissive Tax Exemption Policy #327.

Background:

Section 224 of the Community Charter provides the authority for permissive tax exemptions. Council may exempt land and improvements in their entirety or a portion thereof for a period of up to 10 years. Authority to grant permissive tax exemptions is a policy tool available to Council to promote or achieve specific goals. As a general rule when Council grants a permissive tax exemption on a specific property, that property is automatically exempted from municipal, school, regional district, hospital and BC Assessment taxes. The permissive tax exemption does not apply to utility fees such as garbage/landfill/recycle charges or to parcel taxes such as the Water Parcel tax.

Permissive Tax Exemption Policy #327 sets out the extent, conditions, and penalties, along with the general process and the eligibility criteria used by the City of Kelowna to determine property eligibility for Permissive Tax Exemptions.

There is no obligation on the part of Council to grant a permissive tax exemption in any year. Permissive tax exemptions that are granted in any year reduce the total value of the tax base for that year and thereby increase the burden of taxation to properties that are not exempt.

Discussion:

The process requires the completion of applications on a five-year basis for places of worship, private schools, and hospitals, with other non-profit organizations reapplying and being reconsidered annually. The year 2024 is the fourth year in this five-year cycle for places of worship, private schools, and hospitals.

Renewal applications for all currently exempt applicants as well as new applicants were reviewed by staff in relation to Council Policy # 327 and the below recommendations represent the changes to the status of each applicant.

The estimated municipal tax impact related to the 2024 permissive exemptions is \$1.9 million, compared to \$1.8 million in 2023.

The following changes to Schedules A through H of the 2023 Tax Exemption Bylaw No. 12408 for 2024 property tax exemption are placed before Council for consideration:

Schedule A, Public Worship:

FOLIO	LEGAL DESCRIPTION	ORGANIZATION	COMMENT	MUNICIPAL TAX IMPACT
076394	Lot C, Plan 40170, DL137	First Mennonite Church	Removed – property was sold	(\$5,100)

FOLIO	LEGAL DESCRIPTION	ORGANIZATION	COMMENT	MUNICIPAL TAX IMPACT
076394	Lot C, Plan 40170, DL137	Willow Park Church	Addition	\$5,100

Schedule C, Hospitals: No Change

Schedule D, Special Need Housing: No Change

Schedule E, Social Services:

FOLIO	LEGAL DESCRIPTION	ORGANIZATION	COMMENT
05477.053	Lot 5, KAS2126	MAYDAY Society for Seniors	Removed – being sold in fall of 2023

FOLIO	LEGAL DESCRIPTION	ORGANIZATION	COMMENT
04426.002	Lot B, Plan EPP64039, Sec16, TWP 26	Trinity Legacy Foundation	Name changed from Kelowna Trinity Baptist Church Legacy Foundation

Schedule F, Public Park or Recreation Ground, Public Athletic or Recreational: No Change

Schedule G, Cultural Organizations:

FOLIO	LEGAL DESCRIPTION	ORGANIZATION	COMMENT	MUNICIPAL TAX IMPACT
10201.007	Lot 1, Plan EPP106690	KF Aerospace Centre for Excellence Association	Addition	\$125,578

Schedule H, Other Non-Profit Societies: : No Change

The attached Appendix B provides a summary of the assessed values and estimated municipal tax impact, related to permissive tax exemptions, per schedule and property class for 2024. Appendix C provides the same summary of information but outlines the assessed values and estimated municipal tax impact for the next three years (2024 – 2026).

Places of Worship, Private Schools, and Hospitals already receive a provincial general statutory exemption for the building and land on which the building stands, per section 220 of the Community Charter. A permissive tax exemption provides an exemption for the land surrounding the exempt building. See Appendix A, which provides the total assessed values and estimated municipal tax impact related to the permissive tax and general statutory exemptions.

Conclusion:

It is recommended that Council approve the changes to Schedules A through H shown in the tables above and approve the complete Schedules A through H in the attached proposed Bylaw No. 12579.

Internal Circulation:

Active Living & Culture
Cultural Services
Partnership and Investments

Considerations applicable to this report:

Legal/Statutory Authority:

Council may, by bylaw in accordance with sections 220, 224 and 225 of the Community Charter exempt land or improvements, or both, from taxation to the extent, for the period and subject to the conditions provided in the bylaw.

Legal/Statutory Procedural Requirements:

Under section 227 of the Community Charter, Council must give notice of a proposed bylaw in accordance with section 94 [public notice must be once a week for 2 consecutive weeks], identifying the property that would be subject to the bylaw, describe the proposed exemption, state the number of years that the exemption may be provided and provide an estimate of the amount of taxes that would be imposed on the property if it were not exempt, for the year in which the proposed bylaw is to take effect and the following 2 years.

Under Division 7 – Permissive Exemptions of the Community Charter a bylaw may only be adopted by an affirmative vote of the majority of Council and does not apply to taxation in a calendar year unless it comes into force on or before October 31 in the preceding year.

Existing Policy:

Permissive Tax Exemption Policy 327

Financial/Budgetary Considerations:

Tax exemptions are not financed through a budgetary line item in the same way as municipal spending, nor do they affect the amount that has to be raised through property taxes. Nevertheless, tax exemptions do impose a cost on taxpayers who are not exempt. Tax exemptions reduce the total value of the tax base (i.e. the taxable value of property). Therefore, tax exemptions transfer the burden of taxation from properties that are exempt to properties that are taxable. An increase in the value of tax exemptions increases the taxes paid by properties that are not tax exempt. Refer to Appendix A, 2024 Tax Exemptions Summary – Municipal Tax Impact related to General Exemption and Permissive Exemption; Appendix B, 2024 Tax Exemptions Summary – Municipal Tax Impact related to Permissive Exemption only; and Appendix C – Municipal Tax impact related to Permissive Tax Exemption for the Years 2024-2026.

Considerations not applicable to this report:***External Agency/Public Comments:******Communications Comments:***

Submitted by: P. Gramiak CPA, CA, Revenue Supervisor

Approved for inclusion: J. Sass, Divisional Director CPA, CA, Financial Services

cc: BC Assessment

Attachments:

PTE 2024 Permissive Tax Exemptions Presentation

Appendix A, 2024 Tax Exemptions Summary –Municipal Tax Impact related to General Exemption and Permissive Exemption

Appendix B, 2024 Tax Exemptions Summary –Municipal Tax Impact related to Permissive Exemption only

Appendix C, Municipal Tax Impact related to Permissive Exemption for the Years 2024-2026

Appendix D, Policy # 327

Appendix E, Tax Exemption Bylaw –Schedules Background

Appendix A, 2024 Tax Exemptions Summary – Municipal Tax Impact related to General Exemption and Permissive Exemption:

Schedule	Class 01: Residential	Class 06: Business	Class 08: Recreation / Non-Profit	Class 09: Farm Land	Total
A - Public Worship					
Assessed Values	0	256,000	250,816,400	0	251,072,400
Municipal Taxes	\$0	\$1,553	\$619,018	\$0	\$620,571
B - Private Schools					
Assessed Values	0	107,294,100	2,034,500	0	109,328,600
Municipal Taxes	\$0	\$651,250	\$5,021	\$0	\$656,271
C - Hospitals					
Assessed Values	0	5,103,900	0	0	5,103,900
Municipal Taxes	\$0	\$30,979	\$0	\$0	\$30,979
D - Special Need Housing					
Assessed Values	27,206,000	599,100	0	0	27,805,100
Municipal Taxes	\$67,145	\$3,637	\$0	\$0	\$70,782
E - Social Services					
Assessed Values	8,025,600	50,577,100	4,808,000	34,206	63,444,906
Municipal Taxes	\$19,806	\$307,001	\$11,868	\$19	\$338,694
F - Public Park or Recreation Ground, Public Athletic or Recreational					
Assessed Values	37,262,700	10,455,500	97,330,100	0	145,048,300
Municipal Taxes	\$91,967	\$63,463	\$240,213	\$0	\$395,643
G - Cultural Organizations					
Assessed Values	1,617,800	96,475,500	5,553,500	0	103,646,800
Municipal Taxes	\$3,992	\$585,590	\$13,706	\$0	\$603,288
H - Other Non-Profit Societies					
Assessed Values	0	13,257,000	0	0	13,257,000
Municipal Taxes	0	\$80,470	\$0	\$0	\$80,470
Grand Total					
Assessed Values	74,112,100	284,018,200	360,542,500	34,206	718,707,006
Municipal Taxes	\$182,910	\$1,723,943	\$889,826	\$19	\$2,796,698

Appendix B, 2024 Tax Exemptions Summary – Municipal Tax Impact related to Permissive Exemption only:

Schedule	Class 01: Residential	Class 06: Business	Class 08: Recreation / Non-Profit	Class 09: Farm Land	Total
A - Public Worship					
Assessed Values	0	236,000	141,275,400	0	141,511,400
Municipal Taxes	\$0	\$1,432	\$348,669	\$0	\$350,101
B - Private Schools					
Assessed Values	0	10,590,200	679,000	0	11,269,200
Municipal Taxes	\$0	\$64,280	\$1,675	\$0	\$65,955
C - Hospitals					
Assessed Values	0	2,532,900	0	0	2,532,900
Municipal Taxes	\$0	\$15,374	\$0	\$0	\$15,374
D - Special Need Housing					
Assessed Values	27,206,000	579,100	0	0	27,785,100
Municipal Taxes	\$67,145	\$3,515	\$0	\$0	\$70,660
E - Social Services					
Assessed Values	8,025,600	50,367,100	3,504,000	34,206	61,930,906
Municipal Taxes	\$19,807	\$305,718	\$8,651	\$19	\$334,195
F - Public Park or Recreation Ground, Public Athletic or Recreational					
Assessed Values	37,262,700	10,345,500	97,330,100	0	144,938,300
Municipal Taxes	\$91,966	\$62,795	\$240,212	\$0	\$394,973
G - Cultural Organizations					
Assessed Values	1,617,800	96,273,700	5,006,500	0	102,898,000
Municipal Taxes	\$3,991	\$584,361	\$12,356	\$0	\$600,708
H - Other Non-Profit Societies					
Assessed Values	0	13,177,000	0	0	13,177,000
Municipal Taxes	\$0	\$79,982	\$0	\$0	\$79,982
Grand Total					
Assessed Values	74,112,100	184,101,500	247,795,000	34,206	506,042,806
Municipal Taxes	\$182,909	\$1,117,457	\$611,563	\$19	\$1,911,948

Appendix C, Municipal Tax impact related to Permissive Exemption for the years 2024-2026:

Schedule	Property Classification	2024	2025	2026
A – Public Worship				
	Class 01 - Residential	0	0	0
	Class 06 - Business	1,432	1,501	1,574
	Class 08 - Recreation/Non-Profit	348,669	365,372	383,238
	Total Municipal Taxes	\$350,101	\$366,873	\$384,812
B - Private Schools				
	Class 01 - Residential	0	0	0
	Class 06 - Business	64,280	67,357	70,651
	Class 08 - Recreation/Non-Profit	1,675	1,756	1,842
	Total Municipal Taxes	\$65,955	\$69,113	\$72,493
C - Hospitals				
	Class 01 - Residential	0	0	0
	Class 06 - Business	15,374	16,110	16,898
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$15,374	\$16,120	\$16,898
D - Special Need Housing				
	Class 01 - Residential	67,145	70,364	73,805
	Class 06 - Business	3,515	3,684	3,864
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$70,660	\$74,048	\$77,669
E - Social Services				
	Class 01 - Residential	19,807	20,757	21,773
	Class 06 - Business	305,718	320,363	336,029
	Class 08 - Recreation/Non-Profit	8,651	9,062	9,505
	Class 09 - Farm Land	19	20	21
	Total Municipal Taxes	\$344,195	\$350,202	\$367,328
F - Public Park or Recreation Ground, Public Athletic or Recreational				
	Class 01 - Residential	91,966	96,370	101,084
	Class 06 - Business	62,795	65,803	69,021
	Class 08 - Recreation/Non-Profit	240,212	251,720	264,029
	Total Municipal Taxes	\$394,973	\$413,893	\$434,134
G - Cultural Organizations				
	Class 01 - Residential	3,991	4,184	4,388
	Class 06 - Business	584,361	612,352	642,297
	Class 08 - Recreation/Non-Profit	12,356	12,948	13,581
	Total Municipal Taxes	\$600,708	\$629,484	\$660,266
H - Other Non-Profit Societies				
	Class 01 - Residential	0	0	0
	Class 06 - Business	79,982	83,813	87,911
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$79,982	\$83,813	\$87,911
Total Impact				
	Class 01 - Residential	182,909	191,675	201,050
	Class 06 - Business	1,117,457	1,170,983	1,228,245

Class 08 - Recreation/Non-Profit	611,563	640,858	672,195
Class 09 - Farm Land	19	20	21
Total Municipal Taxes	\$1,911,948	\$2,003,536	\$2,101,511



City of Kelowna
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Kelowna, BC V1Y 1J4
250 469-8500
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Council Policy

Permissive Tax Exemption Policy

APPROVED August 8, 2005

RESOLUTION: R375/10/04/26
REPLACING: R446/06/05/15; R759/05/08/08
DATE OF LAST REVIEW: April 2010

A. PREAMBLE

The City of Kelowna recognizes the significant value of volunteers, volunteer groups and agencies to the spiritual, educational, social, cultural, and physical well-being of the community. A permissive tax exemption is a means for Council to support organizations within the community that further Council's objective to enhance the quality of life while delivering services economically to the citizens of Kelowna.

The Permissive Tax Exemption Policy is intended to:

- Provide clarity, consistency and certainty to the municipality, the public and prospective applicants.

B. EXTENT, CONDITIONS, AND PENALTIES

1. Council may designate only a portion of land/improvements as exempted where the following circumstances exist:
 - a. A portion of the land/improvements is used by private sector and/or organization not meeting Council's exemption criteria.
 - b. The applicant already receives grant in aid from the municipality, provincial or federal government.
 - c. The applicant meets all eligibility criteria, however Council may at its discretion grant a partial exemption.
2. Council may impose conditions on the exempted land/improvements with the applicant organization, including but not limited to:
 - a. Registration of a covenant restricting use of the property
 - b. An agreement committing the organization to continue a specific service/program
 - c. An agreement committing the organization to have field/facilities open for public use for specific times or a total amount of time
 - d. An agreement committing the organization to offer use of the field/facility to certain groups free of charge or at reduced rates
 - e. An agreement committing the organization to immediately disclose any substantial increase in the organization's revenue or anticipated revenue (i.e. receives large operating grant from senior government)
3. Council may impose penalties on an exempted organization for knowingly breaching conditions of exemption, including but not limited to:

- a. Revoking exemption with notice
- b. Disqualifying any future application for exemption for specific time period
- c. Requiring repayment of monies equal to the foregone tax revenue.

C. PROCESS

Council will consider permissive tax exemption applications from Places of Worship, Private Schools and Hospitals for a period of up to 5 years. Other Non-Profit organizations will be considered annually.

The opportunity to apply for a permissive tax exemption will be advertised in the local newspaper once in the month of June. Application forms can be downloaded from the City of Kelowna website, or picked up at City Hall in the Revenue Branch of the Financial Services Department.

Application Forms

Places of Worship, Private Schools and Hospitals are required to complete the Place of Worship, Private School, and Hospital 5 Year Application. The City of Kelowna will administer these applications on a 5 year cycle. If the application is approved the organization will be exempt for the number of years remaining in the cycle. At the end of the 5 year cycle all organizations must complete an application for the next 5 years. It is the organization's responsibility to notify the City of Kelowna of any changes in property ownership and/or use of the property.

For example:

Application Period	Number of Years Exempt	Application Due Date
2011 – 2015	5 Years	July 15, 2010
2012 – 2015	4 Years	July 15, 2011
2013 – 2015	3 Years	July 15, 2012
2014 – 2015	2 Years	July 15, 2013
2015	1 Year	July 15, 2014

Other Non-Profit Organizations will be required to complete a Comprehensive Non-Profit Application. If the application is approved for the next tax year, the organization will be required to submit a short renewal application every year for the next 4 tax years. The renewal application is confirmation that ownership and use of property has not changed and will be reviewed and approved before a permissive tax exemption is granted.

The Place of Worship, Private Schools and Hospital applications and the Comprehensive Non-Profit applications must have the following information attached before consideration of a 5 year permissive tax exemption:

Copy of last Registered Charity Information Return or Non-Profit Organization Information Return submitted to the CCRA

Copy of most current Audited Financial Statements

Financial Budget (pro-forma Balance Sheet and Income Statement) for the current 12 months

Scale Drawing of Property, that includes buildings, parking lots, landscaping, playgrounds, fields, etc.

Copy of Lease Agreement if applicable

Applications with required supporting information must be submitted prior to July 15th of each year to be considered for the next permissive tax exemption year or cycle.

Additional Information

Council may request a presentation from applying organization.

The City of Kelowna may request additional information.

The City of Kelowna reserves the right to review records and/or property to verify information provided in support of application.

Successful applicants may be asked to publicly acknowledge the exemption.

Council may, at its discretion, reject any or all applicants in any given year.

This policy does not apply to permissive tax exemptions for heritage revitalization, riparian, and other special exemption authority.

Eligibility Criteria

To be eligible for a permissive tax exemption an organization must comply with all of the eligibility criteria outlined below. The application forms and supporting documentation are an integral part of this policy. There is no obligation on the part of Council to grant permissive tax exemptions in any given year.

The applicant(s):

1. qualifies for an exemption under the provisions of the Community Charter, general authority for permissive exemptions. (Part 7, Division 7, Section 224).
2. and/or the property owner is in compliance with municipal policies, plans, bylaws, and regulations (i.e. business licensing, zoning).
3. is a Non-Profit Organization.

Tax exemptions will only be granted to organizations that are a Registered Charity or Non-Profit Organization.

The intent of this requirement is to ensure that municipal support is not used to further activities of an organization or individual that, if not for its not-for-profit status would otherwise be considered business, i.e. an organization that is operating as a Non-Profit; although it charges market value for services available, and would be comparable in operations and perception to public as a For Profit Business.

Non-profit organizations conducting retail and/or commercial activity and charging rates or fees at market value are considered to be in competition with for-profit businesses and will not be eligible for tax exemption.

4. provides services or programs that are compatible or complementary to those offered by the City of Kelowna. When a service or program is offered by a non-profit group or club, the Community may benefit from a more cost effective provision of services.

Services provided by an organization should fulfill some basic need, or otherwise improve the quality of life for residents of Kelowna.

5. principal use of property meets Council's objectives. The "principal use of the property" refers to the use related directly to the principal purpose of the organization **owning** the property.

Permissive tax exemptions will be based on the principal use of the property, not on the non-profit or charitable services of the organization.

6. will provide benefits and accessibility to the residents for Kelowna. Specifically, members of the public, within the appropriate age range, are able to join a club or organization and participate in its activities for a nominal rate or fee.

Kelowna residents must be the primary beneficiaries of the organization's services. The services provided on the property must be accessible to the public. Council may at its discretion provide partial exemptions.

7. that provide liquor and/or meal services as their primary function and/or source of revenue will not be eligible for permissive tax exemption.

8. provides short term housing with length of stay up to a maximum of two years.

This would include: emergency shelters, transitional housing, supportive housing for people with special needs, and group homes.

9. that have a residence in the building or on the property will only be exempt if a caretaking function is performed and the property owner (organization) can provide a copy of an agreement demonstrating:

1. rent is not collected on the residence, and
2. there is a caretaker agreement in place.

Administration

The Revenue Branch in the Financial Services Department will review all applications for completeness and contact the applicant if additional information is necessary.

The Revenue Branch will prepare a summary report of applications and bylaw for presentation to Council the first week of October for approval and adoption prior to October 31st of each year.

A public notice will be placed in the local newspaper of proposed bylaw. The notice will include:

Property subject to bylaw

Description of the proposed exemption

Number of years the exemption will be provided

Estimate of the amount of taxes that would be imposed on the property if it were not exempt for the year of exemption and following 2 years.

Public notice will be in accordance with Section 94 of the Community Charter.

Places of Worship, Private Schools, and Hospitals that have been approved for permissive tax exemption will be exempt for up to 5 years.

All other Non-Profit Organizations that have been approved will be exempt for 1 year. To be considered for future years a renewal application must be submitted prior to July 15th of each year of the next 4 tax years. A comprehensive application must be submitted at least every 5 years.

Late Application

Applications received after the deadline for submission will be held until the next scheduled October presentation to Council that meets the application due date. Applicants may, at that time, request Council to consider a refund of the Municipal portion of taxes paid for the property to be exempted the following year.

REASON FOR POLICY

Provide clarity for permissive property tax exemption applications.

LEGISLATIVE AUTHORITY

Section 224 – *Community Charter*

PROCEDURE FOR IMPLEMENTATION

Council Resolution

Appendix E, Tax Exemption Bylaw –Schedules Background:

(all references to “Section” relate to the Community Charter)

SCHEDULE A – Public Worship:

Statutory Exemption

A building set apart for public worship, and the land on which the building stands is exempt from taxation (Section 220(1)(h)) if title to the land is registered in:

- the name of the religious organization using the building,
- the trustees for the use of that organization, or
- religious organization granting a lease of the building and land to be used solely for public worship

A permissive tax exemption may be provided for the land surrounding the exempt building that Council considers necessary (Section 224(2)(f)).

A permissive tax exemption may be provided for land and improvements used or occupied by a religious organization, as a tenant or licensee, for the purpose of public worship (Section 224(2)(g)). The lessee under the lease must be required to pay property taxes directly to the City of Kelowna.

SCHEDULE B – Private Schools:

Statutory Exemption

A building and the land on which the building stands if owned by an incorporated institution of learning that is regularly giving children instruction accepted as equivalent to that given in a public school, is exempt from taxation (Section 220(1)(l)).

A permissive tax exemption may be provided for the land surrounding the exempt building (Section 224(2)(h.1)).

SCHEDULE C – Hospitals:

Statutory Exemption

A building set apart and used solely as a hospital under the Hospital Act, except a private hospital under that Act, together with the land on which the building stands is exempt from taxation (Section 220(1)(j)).

A permissive tax exemption may be provided for the land surrounding the exempt building (Section 224(2)(h)).

A permissive tax exemption may be provided for land or improvements owned or held by a person or organization and operated as a private hospital licensee under the Hospital Act, or an institution licensed under the Community Care Facility Act (Section 224(2)(j)).

SCHEDULE D – Special Need Housing:

A permissive tax exemption may be provided for land and improvements that are owned or held by a registered charity or non-profit, and Council considers are used for a purpose that is directly related to the purposes of the corporation (Section 224(2)(a)). Special needs housing to members of the community such as:

- Short term emergency or protection housing
- Halfway houses, group homes, or supportive housing for people with special needs

SCHEDULE E – Social Services:

A permissive tax exemption may be provided for land and improvements that are owned or held by a registered charity or non-profit, and Council considers are used for a purpose that is directly related to the purposes of the corporation (Section 224(2)(a)). Social services to members of the community such as:

- Food banks, drop in centres for people with special needs, seniors or youth.
- Support services and programs for people with special needs, who are in some way disadvantaged and need assistance in maximizing their quality of life. (i.e. counselling for substance abuse, employment re-entry programs)

SCHEDULE F – Public Park or Recreation Ground, Public Athletic or Recreational

A permissive tax exemption may be provided for land or improvements owned or held by a person or athletic or service club or association and used as a public park or recreational ground or for public athletic or recreational purposes (Section 224(2)(i)).

- Facilities must be available to the public; exclusive membership clubs or associations not eligible for exemption.
- Council may impose covenant restricting use of property or require agreement committing organization to offer the field/facility to certain groups free of charge or at reduced rates.

A permissive exemption may be provided when land and improvements are owned by public authority or local authority and used by a non-profit organization for the purpose of public park or recreation ground or athletic or recreational purposes, which would have been exempt if land and improvements were owned by that organization (Section 224(2)(d)). The lessee under the lease must be required to pay the property taxes directly to the City of Kelowna, or have a partnership agreement with the City of Kelowna.

SCHEDULE G – Cultural Organizations

A permissive exemption may be provided for land and improvements that are owned or held by a non-profit that provides cultural education and recreation (Section 224(2)(a)). The Facility must be available for members of the public.

SCHEDULE H – Other Non-Profit Societies

A permissive tax exemption may be provided for land and improvements that are owned or held by a registered charity or nonprofit society that Council deems beneficial to the community, such as museums, animal shelters, property to preserve wildlife and environmental areas (Section 224(2)(a)).

A permissive tax exemption may be provided for land or improvements, for which a grant has been made, after March 31, 1974, under the Housing Construction (Elderly Citizens) Act before its repeal (Section 224(2)(k)).

PERMISSIVE TAX EXEMPTIONS 2024

PERMISSIVE TAX EXEMPTION 2024

A permissive tax exemption is a means for Council to support organizations within the community that further Council's objective to enhance the quality of life while delivering services economically to the citizens of Kelowna.

PERMISSIVE TAX EXEMPTION 2024

The 2024 taxation year is the fourth year of the five-year cycle for the City of Kelowna's Permissive Tax Exemption process.

PERMISSIVE TAX EXEMPTION 2024

- ▶ No Changes for 2024
 - ▶ Schedule B, Schools
 - ▶ Schedule C, Hospitals
 - ▶ Schedule D, Special Need Housing
 - ▶ Schedule F, Public Park or Recreation Ground, Public Athletic or Recreational
 - ▶ Schedule H, Other Non-Profit Societies

PERMISSIVE TAX EXEMPTION 2024

► Schedule A, Public Worship

ROLL NO.	ORGANIZATION	Change
076394	First Mennonite Church	Removed
076394	Willow Park Church	Addition

PERMISSIVE TAX EXEMPTION 2024

► Schedule E, Social Services

ROLL NO.	ORGANIZATION	Change
05477.053	MAYDAY Society for Seniors	Removed
04426.002	Trinity Legacy Foundation	Name changed

PERMISSIVE TAX EXEMPTION 2024

► Schedule G, Cultural Organizations

ROLL NO.	ORGANIZATION	Change
10201.007	KF Aerospace Centre for Excellence Association	Addition

PERMISSIVE TAX EXEMPTION 2024

- ▶ 2024 Tax Exemptions Summary – Estimated Municipal Tax Impact related to Permissive Exemption only:

Municipal Tax Impact	Class 01: Residential	Class 06: Business	Class 08: Recreation/ Non-Profit	Class 09: Farm Land	Total
Assessed Values	\$74,112,100	\$184,101,500	\$247,795,000	\$34,206	\$506,042,806
Municipal Taxes	\$182,909	\$1,117,457	\$611,563	\$19	\$1,911,948



Questions?

For more information, visit kelowna.ca.

CITY OF KELOWNA
BYLAW NO. 12579

2024 Permissive Tax Exemption Bylaw

A bylaw pursuant to Sections 220, 224 and 225 of the Community Charter, to exempt from taxation certain lands and improvements situated in the City of Kelowna

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

- 1. Those certain parcels or tracts of land and improvements, situated, lying and being in the City of Kelowna, as described in Schedules "A" to "I" attached hereto and forming part of this bylaw, shall be exempt from taxation.
- 2. This bylaw shall come into full force and effect and is binding on all persons during the 2024 taxation year.
- 3. This bylaw may be cited as "2024 Permissive Tax Exemption Bylaw No. 12579".

Read a first, second and third time by the Municipal Council this

Adopted by 2/3 of the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule A – Public Worship			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
001230	Lot 1, Blk 13, Plan 202, DL138	The Union of Slavic Churches of Evangelical Christians c/o Trustees	
001350	Lots 2 and 3, Blk 15, Plan 202, DL 138	Trustees of First United Church	
001360	Lot 4 ,Blk 15, Plan 202, DL 138 In Trust - DD 197582F	Trustees of First United Church	
001370	Lot 5, Blk 15, Plan 202, DL 138 In Trust - DD 197582F	Trustees of First United Church	
006911	Lot 25, Plan 578, DL 138, Except Plan H16278, Lot A, PL KAP5277	Kelowna Buddhist Society	
018380	Lot 2, Plan KAP1319, DL 138	Truth Now Tabernacle United Pentecostal Church	
021300	Lot 19-20, Plan 2085, District Lot 139	Unitarian Fellowship of Kelowna Society	Daycare excluded
022500	Lot 6, Plan 2271, DL 139	Kelowna Tabernacle Congregation - Trustees	
051070	Lot 1, Plan 11332, DL 137	Governing Council of the Salvation Army in Canada	
057510	Lot A, Plan 16013, DL 137	Convention Baptist Churches of BC	
062110	Lot A, KAP65650	The Trustees of Congregation of Kelowna Bible Chapel	
062120	Lot 2, Plan 17933	Congregation of Kelowna Bible Chapel	
068680	Lot 3, Plan 25524	Trustees Congregation - Grace Baptist Church	
069380	Lot A, Plan 27070	Roman Catholic Bishop Of Nelson	Residence excluded
071130	Lot 1, Plan 30180, DL137	Governing Council of the Salvation Army in Canada (Community Church)	
071680	Lot 4, Plan 30824	BC Corp of the Seventh-Day Adventist Church	
074502	Lot A, Plan 33076, DL138	Roman Catholic Bishop of Nelson	Residence excluded
075210	Lot 1, Plan 34637	Trustees of The Congregation of the Christ Evangelical Lutheran Church	
076394	Lot C, Plan 40170, DL137	BC Conference of the Mennonite Brethren Churches	
078266	Lot 1, Plan KAP47242	Ukrainian Catholic Eparchy of New Westminster	Residence excluded
083239	Lot A, Plan KAP91385, DL 14	Synod of the Diocese of Kootenay	
03255.224	Lot 1, Plan KAP56294	Trust Cong St David's Presb Church	
03337.370	Lot A, Plan 23927	Kelowna Christian Reformed Church	Daycare excluded
03337.769	Lot A, Plan KAP83760	Okanagan Jewish Community Association	Daycare excluded
03378.102	Lot A, Plan 44041	Trustees of the Glenmore Congregation of Jehovah's Witnesses	
03922.000	Lot A, Plan 5223	BC Association of Seventh Day Adventists	
04310.442	Lot A, Plan 31085	Seventh-Day Adventist Church (BC Conference)	
04423.888	Lot PT 26, Plan 187 Except Plan 3067, That PT of L 25 PL 187 S/O PL B130	Synod of the Diocese of Kootenay	

Schedule A – Public Worship			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
04571.592	Lot 1, Sec 19, Twp 26, Plan 37842	Kelowna Full Gospel Church Society	Housing society residences excluded
04645.000	Lot 7, Plan 3727	Church of the Nazarene - Canada Pacific	
04660.000	Lot 1, Plan 4877	Serbian Orthodox Par-Holy Prophet St Ilija (Parish)	Residence excluded
04803.157	Lot A, Sec 22, Twp 26, Plan 71145	Seventh-Day Adventist Church (BC Conference)	Residence excluded
04804.250	Lot A, Plan 29696	Gurdwara Guru Amardas Darbar Sikh Society	Residence excluded
05475.931	Lot Pcl Z, Sec 23, Twp 26, Plan 24426, Except Plan KAP69971, DD J53659	Evangelical Missionary Church of Canada	
05476.791	Lot B, Plan 41234	BC Conference of Mennonite Brethren Churches	Housing society residences excluded
05606.001	Lot A, Plan KAP76650	Okanagan Sikh Temple & Cultural Society	Residence excluded
05611.000	Lot PT 2, Plan 2166	Roman Catholic Bishop of Nelson	Residence excluded
05752.000	Lot A, Plan 4841	Okanagan Chinese Baptist Church	
06198.870	Lots 78, 79 & 80, Sec 26, Twp 26, Plan 22239	Pentecostal Assemblies of Canada	
06199.358	Lot H, Sec 26, Twp 26, Plan 26182	Faith Lutheran Church of Kelowna	Daycare excluded
06337.001	Lot 1, Sec 27, Twp 26 Plan 63747	BC Muslim Association	
06370.120	Lot A, Plan 19465, DL 143, Sec 27, Twp 26	Trustees of Spring Valley Congregation of Jehovah's Witnesses	
06372.497	Lot 1, Plan KAP55460	Kelowna Christian Centre Society Inc	Property 50/50 split church/school
06372.506	Lot A, Plan KAP56177	New Apostolic Church of Canada Inc.	
06496.742	Lot 1, Sec 29 & 32, Plan KAP64073	The Church of Jesus Christ of Latter-Day Saints	
06735.000	Lot A, Plan 11320	Trustees Rutland United Church Pastoral Charge of the United Church	Daycare excluded
06198.872	Parcel A, Plan 22239	Synod of the Diocese of Kootenay	
07212.492	Lot 1, Plan 37256	Synod of the Diocese of Kootenay	
10407.200	Lot A, Plan 20452, DL 128	Christian & Missionary Alliance - Canadian Pacific District	
10468.000	Lot 2, Plan 9491, DL 129	St. Peter & Paul Ukrainian Greek Orthodox Church of Kelowna	Housing society residences excluded
10519.844	Lot A, Plan 37351 (Portion of Lot)	Apostolic Resource Centre Society	Commercial lease space excluded
10519.903	EPP64708, Lot A, DI 129, LD 41	Kelowna Trinity Baptist Church	
10738.366	Lot 2, Plan KAP44292, DL 131	Evangel Tabernacle of Kelowna	Property 50/50 split church/school
10768.002	Lot 2, Plan KAP81588	Roman Catholic Bishop of Nelson	Residence excluded
10936.348	Lot 1, Plan 35917	Kelowna Gospel Fellowship Church	
10936.653	Lot 1, Plan 41844	Canadian Mission Board of the Church of God in Canada	Housing society residences excluded
10937.443	Lot A, Plan KAP76720	First Lutheran Church of Kelowna BC	Property 50/50 split church/school
11025.140	Lot 1, Plan 25466, DL 135	Trustees of The Lakeshore Congregation of Jehovah's Witnesses	

Schedule A – Public Worship			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
11025.172	Lot 7, Plan 25798, DL 135	Congregation of Bethel Church of Kelowna	
11059.000	Lot 1, Plan 12441, DL 136 Trustees	Providence Baptist Church	
11097.073	Lot 1, Plan KAP52447, DL 136	C3 Church	
016620	Lot 8, Plan 1303 & Lot 1, DL 139 PL13585 & Lot 1 DL139 PL 3585	The BC Conference of the Mennonite Brethren Church	

Schedule B – Private Schools			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
025561	LT 1, PL EPP68016, DL 138	Catholic Independent Schools of Nelson Diocese	
074502	Lot A, Plan 33076, DL 138	Roman Catholic Bishop of Nelson	Residence excluded
03458.033	Lot 1, KAP86356	Aberdeen Hall Preparatory School Society	Vacant land excluded
04417.000	Lot A, Plan KAP1725	Okanagan Montessori Elementary School Society	
05122.000	Lot 2, KAP3849	Seventh-Day Adventist Church - BC Conference	
06372.497	Lot 1, Plan KAP55460	Kelowna Christian Centre Society Inc	Property 50/50 split church/school
06372.527	Lot A, Plan KAP71175	Vedanta Educational Society Inc	
07212.595	Lot A, Plan KAP48732	Lakeside Educational Society of Kelowna	
07212.596	Lot B, Plan KAP48732	Lakeside Educational Society of Kelowna	
10589.111	Lot 1, Plan KAP59724	Kelowna Society for Christian Education	
10738.366	Lot 2, Plan KAP44292, DL 131	Evangel Tabernacle of Kelowna	Property 50/50 split church/school
10738.378	Lot A, Plan KAP54674, DL 131	The Catholic Independent Schools of Nelson Diocese	
10937.443	Lot A, Plan KAP76720	First Lutheran Church of Kelowna	Property 50/50 split church/school

Schedule C – Hospitals			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
079392	Lot A, Plan KAP60581, DL 14	Canadian Cancer Society	

Schedule D – Special Needs Housing			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
004340	Lot 15, Plan 462, DL 139	Kelowna Gospel Mission Society	
007270	Lot 4, Plan 635, DL 14	The Bridge Youth & Family Services Society	
023390	Lot 10, Plan 2498, DL 137	Bridges to New Life Society	
033110	Lot 2, Plan 3929	New Opportunities for Women (NOW) Canada Society	
048500	Lot 8, Plan 10011	Okanagan Halfway House Society Inc	
048770	Lot 35, Plan 10011	Okanagan Halfway House Society	
048730	Lot 31, Plan 10011, DL 137	Resurrection Recovery Resource Society	
048740	Lot 32, Plan 10011, DL 137	Resurrection Recovery Resource Society	
048750	Lot 33, Plan 10011, DL 137	Resurrection Recovery Resource Society	
050050	Lot 22, Plan KAP10689	Resurrection Recovery Resource Society	
050060	Lot 23, Plan 10689	Resurrection Recovery Resource Society	
050070	Plan 10689, Lot 24	Resurrection Recovery Resource Society	
050080	Lot 25, Plan 10689	Resurrection Recovery Resource Society	
050650	Lot A, PL 11018	Society of St. Vincent De Paul of Central Okanagan	
055030	Lot 4, Plan 14741	Central Okanagan Emergency Shelter Society	
055040	Lot 5, Plan 14741	Central Okanagan Emergency Shelter Society	
055150	Lot A, Plan 14836	Okanagan Halfway House Society	
080873	Plan KAS2634, Lot 1	Okanagan Mental Health Services Society	
05476.630	Plan KAP33003, Lot A	The Bridge Youth & Family Services Society	
06370.241	Plan KAP22268, Lot D	The Bridge Youth & Family Services Society	
11097.075	PCL A, Plan KAP52447, DL 136	National Society of Hope /Provincial Rental Housing Corp	
026370	Plan KAP3185, Lot 2, DL 138	Resurrection Recovery Resource Society	

Schedule E – Social Services			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
004330	Lot 14, Plan 462 Block 5	Kelowna Gospel Mission Society	
004580	Lots 3 and 4, Blk 8, DL 139, Plan 462	Ki-Low-Na Friendship Society	
009900	Plan 830, Lot 2, DL 14, Blk 21 exc Parcel 2A, B1750	Canadian Mental Health Association	
010470	Lot 11, Plan 922	Kelowna & District S.H.A.R.E. Society	
016740	Lot A, Plan 46222	Pathways Abilities Society	
026190	Lot 138, Plan 3163	Okanagan Boys & Girls Clubs/City of Kelowna	
045862	Lot A, Plan 9012	Okanagan Boys & Girls Clubs/City of Kelowna	
052700	Lot C, Plan 12546, DL 138	Roman Catholic Bishop of Nelson	

Schedule E – Social Services			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
055261	Plan EPP11464, Lot A	Daycare Connection Childcare Society	
057060	Plan 15778, Lot B	Ki-Low-Na Friendship Society	
059530	Lot A, Plan 16898	Okanagan Boys & Girls Clubs/City of Kelowna	
066250	Lot 1, Plan 22678	Kelowna(#26) Royal Canadian Legion	Criteria #7: 1,786 sq ft taxable for liquor/food services
070175	Lot A, Plan 28500	Central Okanagan Community Food Bank Society	
076262	Lot 1, Blk 6, Sec 20, Twp 26, ODYD, Plan 39580	Central Okanagan Child Development Association	
072685	Lot G, Plan KAP31716	YMCA of Okanagan Association/School District No. 23 (Central Okanagan)	
079078	Lot A, FL 139, LD 41, Plan KAP58056	Kelowna Community Resources Society	
04918.002	Lot A, Plan KAP90062	Governing Council of the Salvation Army in Canada	
06198.704	Lot 1, Plan KAP91112	Boys & Girls Clubs/City of Kelowna	
06370.273	Lot 19, Plan 23749	Ki-Low-Na Friendship Society	
06371.030	Lot 2, Plan KAP30323	Pathways Abilities Society	
06774.486	Lot 2, Plan KAS2048	Big Brothers Big Sisters of the Okanagan Society	
06774.491	Lot 7, Plan KAS2048	Big Brothers Big Sisters of the Okanagan Society	
10508.002	Lot 2, Plan 15777	Kalano Club of Kelowna	
10519.925	Lot A, Plan KAP54261	Reach Out Youth Counselling & Services Society	
10707.000	Lot 1, Plan 15596, Except Plan KAP73753	BHF Building Healthy Families Society	
057010	Lot 1, Sec 20, Twp 26, ODYD, Plan 15741	Starbright Children's Development Centre Assoc.	Criteria #5: 7,568 sq ft taxable for lease/rental to third parties
04426.002	Lot B, Plan EPP64039, Sec 16, TWP 26	Trinity Legacy Foundation	Exemption for Class 9 portion only
004550	Lot 9, Blk 7, Plan KAP462, DL139	Ki-Low-Na Friendship Society	

Schedule F – Public Park or Recreation Ground, Public Athletic or Recreational			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
000571	Part DL 14 (.727 Acres) Lot A, Plan 5352	Kelowna Lawn Bowling Club/City of Kelowna	
037220	Lot 4, Plan 4921	Kelowna Badminton Club/City of Kelowna	
073507	Lot 2, Plan 32159	Kelowna Cricket Club/City of Kelowna	
080966	Lot B, Plan KAP76448	Kelowna Major Men's Fastball Association/City of Kelowna	
080967	Lot A, Plan KAP76448	Kelowna Curling Club/City of Kelowna	Criteria #7: 2,000 sq ft taxable for liquor/food services
083521	Lot 1, Plan EPP29214	Kelowna Yacht Club	Criteria #7: 21,168 sq ft taxable for liquor/food services
04009.000	Plan 2020, Parcel A, PCL A (KG34204)	Kelowna & District Fish & Game Club	Exemption for Class 8 portion only
04078.511	Lot 2, KAP80134	Kelowna United Football Club/City of Kelowna	
04078.511	Lot 2, KAP80134	RG Arenas (Kelowna) Ltd/City of Kelowna	H2O Centre (except retail on folio 04078.513)
04453.000	Lot 1 & 2, Plan 3067	East Kelowna Community Hall Association	Criteria#9: Caretaker Agreement in place
04525.505	Lot 1, KAP61083	Central Okanagan Land Trust/Central Okanagan (Regional District)	Land Conservation (Parkland)
06198.705	Lot 1, Plan KAP91112	Okanagan Gymnastic Centre/City of Kelowna	
06225.585	Lot B, Plan KAP53836	Rutland Park Society	Criteria #5: 1,200 sq ft taxable for lease/rental to third parties
06935.000	Part S 1/2 of SW 1/4	Central Okanagan Land Trust/Central Okanagan (Regional District)	Land Conservation (Parkland)
06936.000	Part N 1/2 of SW 1/4	Central Okanagan Land Trust/Central Okanagan (Regional District)	Land Conservation (Parkland)
06961.000	Lot Fr E 1/2 Sec 17, Twp 28 exc Plan B4553	Nature Trust of BC	Land Conservation (Parkland)
06962.004	Fr NE 1/4 Sec 17, Twp 28 SDYD, shown Amended Plan B4553, exc Plan 26911	Nature Trust of BC	Land Conservation (Parkland)
06962.006	Lot A, Sec 17, Twp 28, Plan 41403	Nature Trust of BC	Land Conservation (Parkland)
06962.008	Lot B, Plan 41403	Nature Trust of BC	Land Conservation (Parkland)
06974.000 - 06974.001	Lot 11, Sec. 22, Plan 4080	Scout Properties (BC/Yukon) Ltd	
06976.000	Lot 14, Sec. 28, Plan 8258	Scout Properties (BC/Yukon) Ltd	
09461.002-09461.005	Lot A-D, DL 14, Plan EPP96732	Kelowna Outrigger Racing Canoe Club Association/City of Kelowna	Criteria #9: Caretaker Agreement in place
10776.000	Plan 9359, Lot 2	Kelowna Riding Club	Criteria #9: Caretaker Agreement in place
11501.989 / 11501.979	Lot 1, Plan 35229	Central Okanagan Small Boat Association/City of Kelowna	Criteria #9: 541 sq ft taxable for residence
11151.004	Lot 1, Plan 11796	Kelowna Minor Fastball Society/City of Kelowna	
12184.556	Lot 1, Plan KAP69898	Okanagan Mission Community Hall Association	

Schedule G – Cultural			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
000950	Lot 1, Block 12, Plan 202	Centre Cultural François De L' Okanagan	
001830	Lot 49, Plan 262, Blk 15	Kelowna Canadian Italian Club	
038641	Lot A, Plan 5438	Kelowna Museums Society/City of Kelowna	
038644	Plan 5438, D.L. 139	Kelowna Museums Society/City of Kelowna	
10201.007	EPP10201.007	KF Aerospace Centre for Excellence Association/City of Kelowna	
077062	Lot 1, Plan 42511	City of Kelowna/Kelowna Museums Society	Criteria #3: 200 sq ft taxable for retail space
089195	Lot A, Plan EPP95954	Kelowna Art Gallery	
080250	Lot A, KAP67454	Kelowna Visual & Performing Arts Centre Society/City of Kelowna	
080252	Lot A, KAP67454	Kelowna Visual & Performing Arts Centre Society/City of Kelowna	
080256	Lot A, KAP67454	Kelowna Visual and Performing Arts Centre Society/City of Kelowna	
080259	Lot A, KAP67456	Kelowna Visual & Performing Arts Centre Society/City of Kelowna	
083355	Lot 1, KAP92254	Okanagan Symphony Society/City of Kelowna	
05669.001	Plan EPP51686, Lot A, Section 26	Okanagan Buddhist Cultural Centre	
07212.624	Lot 10, KAP72245	Westbank First Nation	
10349.220	Lot B, Plan 28112	German-Canadian Harmonie Club	Criteria #7: 4,413 sq ft taxable for liquor/meal services
10388.000	Lots 15 and 16, Blk. 7, Plan 415B	Central Okanagan Heritage Society	Criteria #9: Caretaker agreement in place
10768.001	Lot A, Plan 6710	Roman Catholic Bishop of Nelson Pandosy Mission	
04571.614	Plan KAS944, Lot 2, Section 19, Township 26	OCCA Communities Association	
079428	Plan KAS1996, Lot 1, District Lot 136	Chabad Okanagan Society	

Schedule H – Other Non-Profit Societies			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
000641	Plan EPP 74060, Lot 1527	Tourism Kelowna Society/City of Kelowna	Criteria #3: 165 sq ft taxable for retail space
016670	Lot 16, Plan 1303	Kelowna Yoga House Society	
023422	Strata Lot 2, Plan EPS6884, DL 137	Columbus Holding Society	
077364	Lot A, Plan 43658	Kelowna Sr. Citizens Society of BC	Criteria #9: Caretaker agreement in place
05763.001	Lot A, Plan KAP82536	Kelowna General Hospital Foundation	
06198.706	PL KAP91112, LT 1, SEC 26, TWP 26	Kelowna & District Safety Council Society/City of Kelowna	
06200.303	Lot 3, Plan EPS6838	Father DeLestre Columbus (2009) Society	
10759.011	Lot 11, Plan 515, Blk 1	BC Society for Prevention of Cruelty to Animals	

Schedule I - Municipal Tax impact for the years 2024-2026:

Schedule	Property Classification	2024	2025	2026
A - Public Worship				
	Class 01 - Residential	0	0	0
	Class 06 - Business	1,432	1,501	1,574
	Class 08 - Recreation/Non-Profit	348,669	365,372	383,238
	Total Municipal Taxes	\$350,101	\$366,873	\$384,812
B - Private Schools				
	Class 01 - Residential	0	0	0
	Class 06 - Business	64,280	67,357	70,651
	Class 08 - Recreation/Non-Profit	1,675	1,756	1,842
	Total Municipal Taxes	\$65,955	\$69,113	\$72,493
C - Hospitals				
	Class 01 - Residential	0	0	0
	Class 06 - Business	15,374	16,110	16,898
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$15,374	\$16,110	\$16,898
D - Special Need Housing				
	Class 01 - Residential	67,145	70,364	73,805
	Class 06 - Business	3,515	3,684	3,864
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$70,660	\$74,048	\$77,669
E - Social Services				
	Class 01 - Residential	19,807	20,757	21,773
	Class 06 - Business	305,718	320,363	336,029
	Class 08 - Recreation/Non-Profit	8,651	9,062	9,505
	Class 09 - Farm Land	19	20	21
	Total Municipal Taxes	\$334,195	\$350,202	\$367,328
F - Public Park or Recreation Ground, Public Athletic or Recreational				
	Class 01 - Residential	91,966	96,370	101,084
	Class 06 - Business	62,795	65,803	69,021
	Class 08 - Recreation/Non-Profit	240,212	251,720	264,029
	Total Municipal Taxes	\$394,973	\$413,893	\$434,134
G - Cultural Organizations				
	Class 01 - Residential	3,991	4,184	4,388
	Class 06 - Business	584,361	612,352	642,297
	Class 08 - Recreation/Non-Profit	12,356	12,948	13,581
	Total Municipal Taxes	\$600,708	\$629,484	\$660,266
H - Other Non-Profit Societies				
	Class 01 - Residential	0	0	0
	Class 06 - Business	79,982	83,813	87,911
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$79,982	\$83,813	\$87,911
Total Impact				
	Class 01 - Residential	182,909	191,675	201,050
	Class 06 - Business	1,117,457	1,170,983	1,228,245
	Class 08 - Recreation/Non-Profit	611,563	640,858	672,195
	Class 09 - Farm Land	19	20	21
	Total Municipal Taxes	\$1,911,948	\$2,003,536	\$2,101,511

CITY OF KELOWNA

BYLAW NO. 12553

Amendment No. 43 to Traffic Bylaw No. 8120

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Traffic Bylaw No. 8120 be amended as follows:

1. THAT **Part 1 – Introduction, 1.4.1** be amended by
 - 1.1. Adding the following definition:

“Roadways Operations Manager means the person appointed as such and includes their lawful designate(s).”
2. THAT **Part 2 – General Regulations, 2.5.1** be amended by
 - 2.1. Deleting Subsection 2.5.1 in its entirety and replacing Subsection 2.5.1. with the following:

“Sidewalks. Owners or Occupiers of real property shall remove snow, ice, or rubbish from the sidewalk and walkways bordering (whether directly adjacent to, or separated by a boulevard, landscaping, or other portion of either the property or the road) on the real property owned or occupied by them within 24 hours of the accumulation of such snow, ice or rubbish.

2.5.1(a) Owners or occupiers of real property may be exempt from removing such snow, ice or rubbish from a sidewalk along stretches of road bordering real property if an application is made and approved pursuant to this bylaw.

2.5.1(b) Pursuant to Section 154(1) of the *Community Charter*, Council delegates to the Roadways Operations Manager the duties and powers of Council to approve an exemption to Subsection 2.5.1 of this bylaw.

2.5.1(c) The exemption to Subsection 2.5.1 may be approved if it complies with one or more of the following criteria:

 - i. there is a grade difference of 3 meters or greater between the real property and the adjacent sidewalk,
 - ii. the real property is owned by the City of Kelowna,
 - iii. the real property is located within the Agricultural Land Reserve, or
 - iv. other site constraints as determined by the Roadways Operations Manager.

2.5.1(d) An application made pursuant to this Subsection will be made to the Roadways Operations Manager in writing by the owner(s) of the land that is subject to the application, or by a person authorized by the owner(s).

2.5.1(e) An application made pursuant to this Subsection will be submitted to the City on the prescribed application form approved by the Roadways Operations Manager.

2.5.1(f) The following information is required for an application pursuant to this Subsection:

 - i. Application form,
 - ii. Real property civic address and legal description,
 - iii. Exemption rationale, and
 - iv. Owner’s Authorization Form (if applicable).”

3. THAT **Part 2 – General Regulations, 2.5.4** be amended by
 - 3.1. Deleting Subsection 2.5.4 in its entirety and replacing Subsection 2.5.4 with the following:
"Snow Route Parking Ban Area. No vehicles will be parked on highways within the designated areas identified in Council Policy No. 332 after 24 hours of the City declaring the parking ban."
4. This bylaw may be cited as "Bylaw No. 12553, being Amendment No. 43 to Traffic Bylaw No. 8120."
5. This bylaw comes into 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 11th day of September, 2023.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk