

City of Kelowna

Regular Council Meeting

AGENDA



Monday, January 22, 2024
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

3 - 8

PM Meeting - January 15, 2024

3. Development Application Reports & Related Bylaws

3.1 Ethel Rd 2311 - Z23-0073 (BL12615) - Jeffrey Owen Neilson and Alana Gail Heise

9 - 26

To rezone the subject property from the RU1 – Large Lot Housing zone to the MF1 – Infill Housing zone to facilitate a fourplex development

3.2 Rezoning Bylaws Supplemental Report to Council

27 - 28

To receive a summary of notice of first reading for Rezoning Bylaws No. 12607 and 12608 and to give the bylaws further reading consideration.

3.3 Rezoning Applications

To give first, second and third reading to rezoning applications.

The following bylaws will be read together unless Council wants to separate one of the bylaws.

3.3.1 Bernard Ave 1660, 1670 - BL12607 (Z23-0017) - Sole Bernard Developments Ltd., Inc.No. BC1371339

29 - 29

To give Bylaw No. 12607 first, second and third reading in order to rezone the subject properties from the RU4 – Duplex Housing zone to the MF3 – Apartment Housing zone.

3.3.2	Centennial Cr 1132 - BL12608 (Z23-0068) - Mohammed Maizal Munif	30 - 30
	To give Bylaw No. 12608 first, second and third reading in order to rezone the subject property from the RU4 – Duplex Housing zone to the MF1 – Infill Housing zone.	
3.4	Hollywood Rd S 536-546 - DP23-0103 - Hollywood Deli Ltd. No. 247048	31 - 53
	To issue a Development Permit for the form and character of a Gas Bar.	
4.	Bylaws for Adoption (Development Related)	
4.1	Short-Term Rental Accommodation Regulatory Amendments - BL12590 (TA23-0013) - City of Kelowna	54 - 56
	To adopt Bylaw No. 12590.	
5.	Non-Development Reports & Related Bylaws	
5.1	Climate Resilient Kelowna Strategy Engagement Summary and Focus Areas	57 - 112
	To provide Council with an update on the progress of the Climate Resilient Kelowna Strategy and to discuss its key drivers and strategies.	
5.2	Micromobility Program Update	113 - 148
	To provide Council with an update on the provincial e-scooter pilot, Kelowna's Micromobility Program, and recommended changes.	
5.3	BL12609 - Amendment No. 44 to Traffic Bylaw No. 8120	149 - 149
	To give Bylaw No. 12609 first, second and third reading.	
5.4	Water Rates 2024 2025 Council Report and Bylaw	150 - 170
	To set the 2024 and 2025 rates for the Kelowna Water Utility.	
5.5	BL12577 - Amendment No. 17 to Water Regulation Bylaw No. 10480	171 - 177
	To give Bylaw No. 12577 first, second and third reading.	
6.	Mayor and Councillor Items	
7.	Termination	



City of Kelowna
Regular Council Meeting
Minutes

Date:	Monday, January 15, 2024
Location:	Council Chamber City Hall, 1435 Water Street
Members Present	Mayor Tom Dyas, Maxine DeHart*, Gord Lovegrove, Luke Stack*, Rick Webber and Loyal Wooldridge*
Members Participating Remotely	Councillors Ron Cannan, Charlie Hodge and Mohini Singh
Staff Present	City Manager, Doug Gilchrist; City Clerk, Stephen Fleming; Divisional Director, Planning, Climate Sustainability and Development Services, Ryan Smith*; Community Planning & Development Manager, Dean Strachan*; Development Planning Department Manager, Nolan Kilmartin*; Planner, Jason Issler*; Planner, Mark Tanner*; Planner Specialist, Kimberly Brunet*; Policy & Planning Department Manager, Danielle Noble-Brandt*; Infill Housing Planning Manager, James Moore*; Grants & Special Projects Manager, Michelle Kam*; 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 1:30 p.m.

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

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Moved By Councillor Wooldridge/Seconded By Councillor Lovegrove

THAT the Minutes of the Regular Meetings of January 8, 2024 be confirmed as circulated.

Carried

3. Development Application Reports & Related Bylaws

3.1 Dilworth Dr 1097 - Z21-0037 (BL12610) - Simple Pursuits Inc., Inc. No. BC1206854

Staff:

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

Moved By Councillor Wooldridge/Seconded By Councillor Lovegrove

THAT Rezoning Application No. Z21-0037 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of portions of Lot B District Lot 125 Section 28 Township 26 ODYD Plan 19786 Except Plans M15094, 37794, KAP67598, KAP67599, KAP67601 and KAP69740 located at 1097 Dilworth Drive, Kelowna, BC from the RR1 – Large Lot Rural Residential zone to the MF3 – Apartment Housing zone and the P3 – Parks and Open Space zone as shown on Map “A” attached to the Report from the Development Planning Department dated January 15, 2024, 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 January 15, 2024;

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

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

Carried

3.2 Centennial Cr 1261 - TA23-0011 (BL12611) - Resurrection Recovery Resource Society, Inc. No. S-45391

Staff:

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

Moved By Councillor Wooldridge/Seconded By Councillor Stack

THAT Zoning Bylaw Text Amendment Application No. TA23-0011 to amend City of Kelowna Zoning Bylaw No. 12375 as outlined in Schedule “A” attached to the Report from the Development Planning Department dated January 15, 2024, for Lot 23 DL 137 ODYD PLAN 10689 Except Plan KAP89141 located at 1261 Centennial Crescent, Kelowna, BC be considered by Council;

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

Carried

3.3 McCurdy Rd E 632 - Z23-0056 (BL12612) - Jean McBride

Staff:

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

Moved By Councillor Lovegrove/Seconded By Councillor Wooldridge

THAT Rezoning Application No. Z23-0056 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 1 Section 26 Township 26 ODYD Plan KAP80685, located at 632 McCurdy Rd E, Kelowna, BC from the RU1 c– Large Lot Housing with Carriage House zone to the RU4 – Duplex Housing zone, be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the issuance of a Farm Protection Development Permit for the subject property.

Carried

3.4 Gaggin Rd 1220 - Z23-0075 (BL12613) - Kanwalvir Singh Sangha

Staff:

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

Moved By Councillor DeHart/Seconded By Councillor Webber

THAT Rezoning Application No. Z23-0075 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 3 Section 22 Township 26 ODYD Plan 22385, located at 1220 Gaggin Rd, Kelowna, BC from the RU1 – Large Lot Housing zone to the MF1 – Infill 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 January 15, 2024;

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

Carried

3.5 Edith Gay Rd 445, 465 - Z23-0042 (BL12614) - Capital Point Holdings Ltd., Inc. No. BC1376082 and Barinder Singh Sian

Staff:

- Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Wooldridge/Seconded By Councillor Stack

THAT Rezoning Application No. Z23-0042 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 12 Section 35 Township 26 ODYD Plan 18660, located at 445 Edith Gay Road, Kelowna, BC, and Lot 13 Section 35 Township 26 ODYD Plan 18660, located at 465 Edith Gay Road, 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 issuance of a Farm Protection Development Permit for the subject property.

Carried

4. Non-Development Reports & Related Bylaws

4.1 Provincial Legislation Changes and Land Use Planning Impacts - City of Kelowna

Staff:

- Displayed a PowerPoint Presentation identifying the recent provincial legislative amendments regarding land use planning and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor DeHart

THAT Council receives for information the report from the Divisional Director of Planning, Climate Action & Development Services dated January 15, 2024, related to the impacts of provincial legislation changes on land use planning in Kelowna.

Carried

4.2 Short-Term Rental Accommodation - Provincial Regulatory Changes

Councillor DeHart declared a conflict of interest as they own units on Sunset Drive that could be rented short term and departed the meeting at 2:42 p.m.

Councillor Wooldridge declared a conflict of interest as they hold a short term rental license and departed the meeting at 2:42 p.m.

The meeting recessed at 2:42 p.m.

The meeting reconvened at 2:48 p.m.

Staff:

- Displayed a PowerPoint Presentation outlining the provincial regulatory changes to short term rental accommodation and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Lovegrove

THAT Council receives, for information, the report from the Development Planning Department dated January 15, 2024, with respect to the provincial regulatory changes to short-term rental accommodation;

AND THAT Council directs Staff to bring forth changes to Zoning Bylaw No. 12375 and Short-Term Rental Accommodation Business Licence and Regulation Bylaw No. 11720 as outlined in the report from the Development Planning Department dated January 15, 2024;

AND FURTHER THAT Bylaw No. 12590, being Short-Term Rental Accommodation Regulatory Amendments be forwarded for reading consideration.

Carried

Councillors Cannan, Hodge and Lovegrove - Opposed

4.3 BL12590 - Short-Term Rental Accommodation Regulatory Amendments - City of Kelowna

Moved By Councillor Webber/Seconded By Councillor Stack

THAT Bylaw No. 12590 be read a second and third time.

Carried

Councillors Cannan, Hodge and Lovegrove - Opposed

Moved By Councillor Stack/Seconded By Councillor Lovegrove

THAT Council direct staff to bring forward a list of properties zoned for short term rental for exemption consideration.

Carried

Councillors DeHart and Wooldridge returned to the meeting at 3:48 p.m.

4.4 Revitalization Tax Exemption Agreement Approvals

Councillor Stack declared a conflict of interest due to having a contract with the applicant to assist in some of their housing needs and declared a perceived conflict of interest for Item 4.5 as he previously worked with BC Housing on other properties and departed the meeting at 3:49 p.m.

Staff:

- Provided an overview of the Revitalization Tax Exemption Agreement.

Moved By Councillor Lovegrove/Seconded By Councillor Webber

THAT Council approves the City entering into a Revitalization Tax Exemption Agreement with Westcorp On The Lake Inc., Inc. No. A75763 for Lots 1 and 2 District Lot 134 ODYD EPP112300, located at 3777 – 3779 Lakeshore Road, Kelowna, BC in the form attached to the Report from Policy and Planning dated January 15, 2024;

AND THAT Council approves the City entering into a Revitalization Tax Exemption Agreement with National Society of Hope, Inc. No. S0025475 for Lot C District Lot 128 and 142 Osoyoos Division Yale District Plan KAP89861 Except Plan EPP37196, located at 2155 Mayer Rd, Kelowna, BC in the form attached to the Report from Policy and Planning dated January 15, 2024;

AND FURTHER THAT Council approves the City entering into a Revitalization Tax Exemption Agreement with 1017476 B.C. Ltd., Inc. No. BC1017476 for Lot 1 District Lot 139 ODYD Plan KAP92715 Except Part in Plan EPP113155, located at 1720 Richter Street, Kelowna, BC in the form attached to the Report from Policy and Planning dated January 15, 2024.

Carried

4.5 Rental Housing Grant 2024

Staff:

- Provided an overview of the 2024 Rental Housing Grant for consideration and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Lovegrove

THAT Council receives, for information, the report from the Policy & Planning Department, dated January 15, 2024 regarding recommendations for the Rental Housing Grant for 2024;

AND THAT Council approves the 2024 Rental Housing Grant in the amount of \$300,000 for 1451 Bertram Street as detailed in the report from the Infill Housing Planning Manager, dated January 8, 2024, and in accordance with Council Policy No. 335.

Carried

4.6 Financial Amendments for Grants Awarded

Staff:

- Provided rationale for the Financial Plan amendment resulting from the receipt of grant funds.

Moved By Councillor Hodge/Seconded By Councillor Wooldridge

THAT Council receives, for information, the report from the Partnerships Office dated January 15, 2024, with respect to the Financial Amendments for Grants Awarded;

AND THAT the Financial Plan be amended to include the receipt of \$25,112,642 from the ChildCareBC New Spaces Fund;

AND THAT the Financial Plan be amended to include the receipt of \$1,818,860 from the Building Safer Communities Fund;

AND THAT the Financial Plan be amended to include the receipt of \$342,005 from the Substance Use and Addictions Program;

AND THAT the Financial Plan be amended to include the receipt of \$120,000 from the Zero Emissions Vehicle Infrastructure Program;

AND FURTHER THAT the Financial Plan be amended to include an appropriation of \$120,000 from reserve funds R841 and R111 to provide the City's required contribution for the Zero Emissions Vehicle Infrastructure grant.

Carried

5. Mayor and Councillor Items

Councillor DeHart:

- Provided a reminder to citizens to remove ice and snow on sidewalks in front of their homes.
- Complimented the MNP Recreation Centre for their indoor walking track.

Councillor Wooldridge:

- As Deputy Mayor rode with the RCMP Community Safety Unit and provide a shout out to the Detachment for their work.
- Reminder that January is Crime Stoppers Month.

Councillor Lovegrove:

- Kudos to City crews for the snow removal efforts on bicycle paths.

6. Termination

This meeting was declared terminated at 3:59 p.m.

Mayor Dyas

sf/acm



City Clerk

REPORT TO COUNCIL REZONING



Date: January 22, 2024
To: Council
From: City Manager
Address: 2311 Ethel St
File No.: Z23-0073

	Existing	Proposed
OCP Future Land Use:	C-NHD – Core Area Neighbourhood	C-NHD – Core Area Neighbourhood
Zone:	RU1 – Large Lot Housing	MF1 – Infill Housing

1.0 Recommendation

THAT Rezoning Application No. Z23-0073 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of LOT A DISTRICT LOT 136 ODYD PLAN 28895, located at 2311 Ethel St, Kelowna, BC from the RU1 – Large Lot Housing zone to the MF1 – Infill 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 January 22, 2024;

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

2.0 Purpose

To rezone the subject property from the RU1 – Large Lot Housing zone to the MF1 – Infill Housing zone to facilitate a fourplex development.

3.0 Development Planning

Staff support the proposed rezoning from the RU1 – Large Lot Housing zone to the MF1 – Infill Housing zone for the subject property. The MF1 zone aligns with the Official Community Plan (OCP) Future Land Use Designation of C-NHD – Core Area Neighbourhood. The Core Area Neighbourhood is intended to accommodate a range of small-scale infill uses, such as ground-oriented multi-unit residential up to 2 storeys.

Should Council support the rezoning, the associated Development Variance Permit would come to Council and the Development Permit would fall under the Staff Delegated Development Permit.

Lot Area	Proposed (m ²)
Gross Site Area	850 m ²
Road Dedication	4.5 m ²
Net Site Area	845.5 m ²

4.0 Site Context & Background

Orientation	Zoning	Land Use
North	RU1 – Large Lot Housing	Single Dwelling House
East	RU1 – Large Lot Housing	Single Dwelling House
South	RU1 – Large Lot Housing	Single Dwelling House
West	MF1 – Infill Housing	Single Dwelling House

Subject Property Map: 2311 Ethel Street



The subject property is at the intersection of Ethel St and Grenfell Rd. The surrounding zones are RU1 – Large Lot Housing and MF1 – Infill Housing, and the property is located along the Ethel Street Transportation Corridor.

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Objective 5.3 Design residential infill to be sensitive to neighbourhood context	
Policy 5.3.1 Ground Oriented Infill	Encourage gentle densification in the form of ground-oriented residential uses such as house-plexes, townhouses and narrow lot housing to approximately 2 storeys, maintaining residential uses and setbacks that reflect the existing development pattern.
	<i>The proposed rezoning to MF1 – Infill Housing zone would allow for sensitive infill up to 2-storeys.</i>

Objective 5.11 Increase the diversity of housing forms and tenure to create an inclusive, affordable and complete Core Area.	
Policy 5.11.1 Diverse Housing Forms	Ensure a diverse mix of low and medium density housing forms in the Core Area to support a variety of household types and sizes, income levels and life stages. <i>The application proposes to add housing options in the Core Area.</i>

6.o Application Chronology

Application Accepted: November 1, 2023
 Neighbourhood Notification Summary Received: November 15, 2023

Report prepared by: Alissa Cook, Planner I
Reviewed by: Jocelyn Black, Urban Planning Manager
Reviewed by: Nola Kilmartin, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:
 Attachment A: Development Engineering Memo

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



CITY OF KELOWNA
MEMORANDUM

Date: November 24, 2023
File No.: Z23-0073
To: Urban Planning Manager (AC)
From: Development Engineering Manager (NC)
Subject: 2311 Ethel St. Comprehensive

The Development Engineering Department has the following requirements associated with this Rezoning Permit Application for a four-unit infill housing development on the subject property.

Works and servicing requirements directly attributable at the time of BP are contained in this memo for convenience only and are subject to reassessment when an application is made based on the bylaws and policies in effect at that time.

The Development Engineering Technologist for this file is Aaron Sangster (asangster@kelowna.ca).

1. GENERAL

- a. The following comments and requirements are valid for a period of 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 modify some or all items in this memo if an application for Building Permit is not made within this time.

2. REZONING-SPECIFIC REQUIREMENTS

- a. A road dedication of a 3x3m fillet at the corner of Ethel St. and the lane is required.
- b. The utility pole at the corner of the lane and Ethel St be removed or relocated out of the operational area of the lane intersection. Please contact Fortis Electric and the Development Technologist on this file for more information. This work must be scoped and costed prior to adoption of the zone amendment bylaw, but may be deferred to time of Building Permit for bonding and completion.

The following sections are anticipated to be applicable at time of Building Permit application and are subject to re-evaluation at the time an application is made.

3. SITE-SPECIFIC COMMENTS

- c. All vehicle access to the subject property must be from the lane.

- d. This proposed development may require the installation or modification 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 determine requirements.
- e. There is a possibility of a high groundwater table or surcharging of storm drains during major storm events. Non-basement buildings may be required. This should be considered in the design of the onsite system, lot grading, and minimum basement elevations.
- f. The subject lot is subject to the provisions of Mill Creek Flood Plain Bylaw No. 10428. The subject lot's flood construction level is approximately 374 m. The geotechnical report to be submitted for this development is to address this flood construction level.

4. DOMESTIC WATER AND FIRE PROTECTION

- a. The subject property is located within the City of Kelowna Water Supply Area. Our records indicate that this property is currently serviced with a 25 mm diameter water service off Ethel St. Only one service connection will be permitted per lot.
- b. The Developer's Licensed Residential Builder or Plumbing Contractor will determine the domestic water requirements of this development. If the existing service is determined to be too small and needs to be upgraded, the Developer, at their cost, must arrange for the installation of one new larger water service and the full decommissioning of any obsolete services at the main.
- c. In this case, the Developer, can choose to either engage a Consulting Engineer and a qualified Contractor to design and construct the service upgrades or they can choose to have the works completed by City forces at the Developer's expense. If the Developer chooses to have the works completed by City forces, they will be required to sign a Third-Party Work Order and pre-pay for the cost of the work. For estimate inquiries please contact the Development Engineering Technician assigned to the file.
- d. 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 Bylaw 5968-87.

5. SANITARY SEWER SYSTEM

- a. Our records indicate that this property is currently serviced with a 100 mm diameter sanitary service off Ethel St. Only one service connection will be permitted per lot.
- b. The Developer's Licensed Residential Builder or Plumbing Contractor will determine the sanitary sewer servicing requirements of this development. If upgrades are determined to be necessary to achieve adequate servicing, the Developer must complete any such upgrades at their cost. New service connections are to be completed as per SS-S7 with an inspection chamber and Brooks Box. Any obsolete services must be fully decommissioned at the main.
- c. In this case, the Developer, can choose to either engage a Consulting Engineer and a qualified Contractor to design and construct the service upgrades or they can choose to have the works completed by City forces at the Developer's expense. If the Developer chooses to have the works completed by City forces, they will be required to sign a Third-Party Work

Order and pre-pay for the cost of the work. For estimate inquiries please contact the Development Engineering Technician assigned to the file.

6. STORM DRAINAGE

- a. The subject property is located within the City of Kelowna drainage service area. The City Engineer may permit use of individual ground water disposal systems, where soils are suitable. For on-site disposal of drainage water, a hydrogeotechnical report will be required complete with a design for the disposal method (i.e. trench drain / rock pit). The Lot Grading Plan must show the design and location of these systems for each lot.
- b. The Developer must engage a Consulting Engineer to provide a combined Lot Grading Plan, Stormwater Management Plan, and Erosion and Sediment Control Plan to meet the requirements of Bylaw 7900. Indicate on the plan the building elevations, finished grade slopes and elevations throughout the site, perimeter grades to match existing grades, overland flow routes, onsite stormwater retention if required, and erosion and sediment control measures.

7. ROADWAY AND STREETScape

- a. Ethel St. is classified in the 2040 OCP as a Core Area Collector and must be upgraded to an modified XS-R51 standard along the full frontage of the subject property. Required upgrades to include a treed, landscaped, and irrigated boulevard, pavement removal and replacement and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction.
- b. Laneway must be upgraded to an SS-R2 standard along the full frontage of this proposed development, drainage system, pavement removal and replacement, and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction.
- 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 require approval by the Development Engineering Branch at the same time as other “issued for construction” drawings.

8. POWER AND TELECOMMUNICATION SERVICES

- a. All proposed 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. Utility companies are required to obtain the City’s approval before commencing construction.
- b. Provide all necessary Statutory Rights-of-Ways for any utility corridors as may be required.

9. GEOTECHNICAL STUDY

- a. Provide a Geotechnical Report prepared by a Professional Engineer competent in the field of geotechnical or hydrogeological engineering as applicable. The Geotechnical Report must be submitted to the Development Services Department as part of the Building Permit submission and prior to the City's review of Engineering drawings. Geotechnical Report to address, at a minimum, any of the applicable items below:
 - i. Site suitability for development;
 - ii. Area ground water characteristics, including any springs and overland surface drainage courses traversing the property, as well as any monitoring required;
 - iii. Site soil characteristics (i.e., fill areas, 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 erosion and sedimentation controls for water and wind;
 - vii. Any items required in other sections of this memo;
 - viii. Recommendations for roof drains, perimeter drains, and septic tank effluent on the site;

10. DESIGN AND CONSTRUCTION OF OFFSITE WORKS

- a. Offsite Works and Services are required of this development as outlined above. The Developer must Design and enter into a Servicing Agreement and provide security for the Construction of the Works prior to issuance of Building Permit.
- b. Design of all offsite works and site servicing must be completed in accordance with Subdivision, Development, and Servicing Bylaw No. 7900 and is subject to the approval of the City Engineer prior to construction or execution of a Servicing Agreement.
 - i. See Bylaw 7900 Sections 6.0, 7.0, and 9.0, as well as Schedule 4 for procedural guidance, approval requirements, and design standards.
 - ii. Design must be completed by a suitably qualified and experience Consulting Engineer.
 - iii. Engineering drawing submissions are to be in accordance with *Council Policy 265 – Engineering Drawing Submission Requirements*. Drawings must be submitted digitally in PDF format and sealed in accordance with EGBC Guidelines.
- c. A Servicing Agreement is required for all Works and Services on City lands (Offsite Works).
 - i. The Servicing Agreement must be in the form of Schedule 2 of Bylaw 7900.
 - ii. The Developer's Consulting Engineer, prior to preparation of a Servicing Agreement, must provide adequate drawings and estimates for the Works to the City Engineer.
 - iii. Bylaw 7900, Part 3 – Security for Works and Services, Sections 7.1 - 7.2, describes the Security requirements of an Owner for entering into Servicing Agreements. Security must be in the form of an irrevocable letter-of-credit, bank draft, or certified cheque.

- d. Construction of the required Works and Services must be completed in accordance with Bylaw 7900 requirements and is subject to several approvals prior to work commencing. These include, but are not necessarily limited to, the following:
 - i. Before any construction of the Works commences, design drawings must be reviewed and approved for construction by the City Engineer.
 - ii. A “Consulting Engineering Confirmation Letter” (City template provided upon request) must be executed by the Owner and Consulting Engineer and provided to the City.
 - iii. The Developer’s Consulting Engineer must undertake adequate inspections during construction of the Work, as outlined in EGBC’s *Guide to the Standard for Documented Field Reviews During Implementation or Construction*. A Quality Control and Assurance Plan acceptable to the City Engineer must be submitted prior to construction approval. Refer to Bylaw 7900, Schedule 3.
 - iv. Insurance requirements are outlined in Bylaw 7900, Section 7.3. A compliant Certificate of Insurance must be provided prior to construction approval.
 - v. Contractor must provide a current WorkSafe BC Clearance Letter.
- e. Construction completion, maintenance period, and return of Performance Security requirements are outlined in Bylaw 7900, Sections 9.5 - 9.7 and Sections 10.0 - 10.4.

11. **CHARGES, FEES, AND SECURITIES**

- a. Engineering and Inspection Fee: 3.5% of offsite works.



Nelson Chapman, P.Eng.
Development Engineering Manager
AS

CITY OF KELOWNA

BYLAW NO. 12615

Z23-0073

2311 Ethel Street

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 A District Lot 136 ODYD Plan 28895 located on Ethel Street, Kelowna, BC from the RU1 – Large Lot 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

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



City of
Kelowna

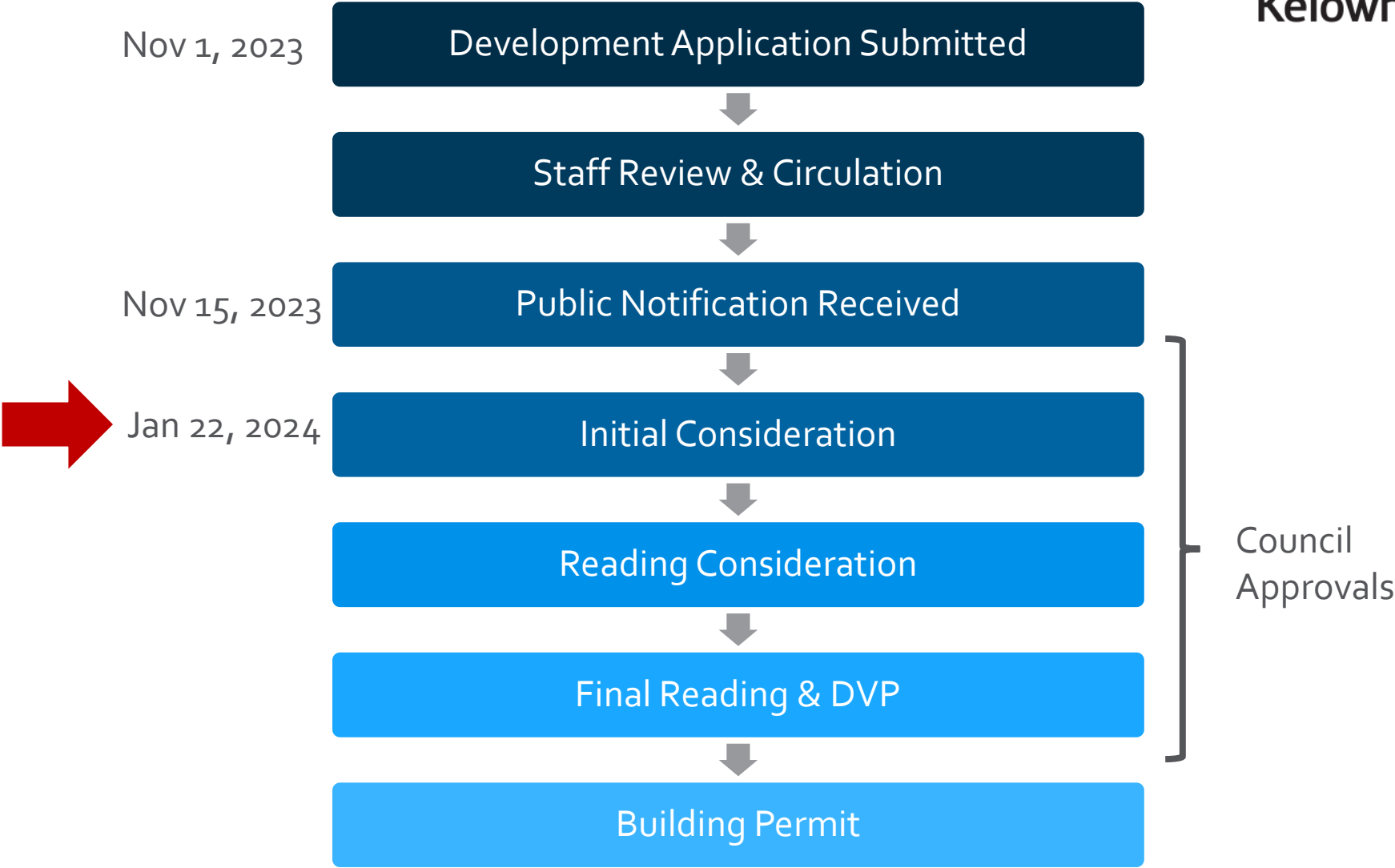
Z23-0073 2311 Ethel Street

Rezoning Application

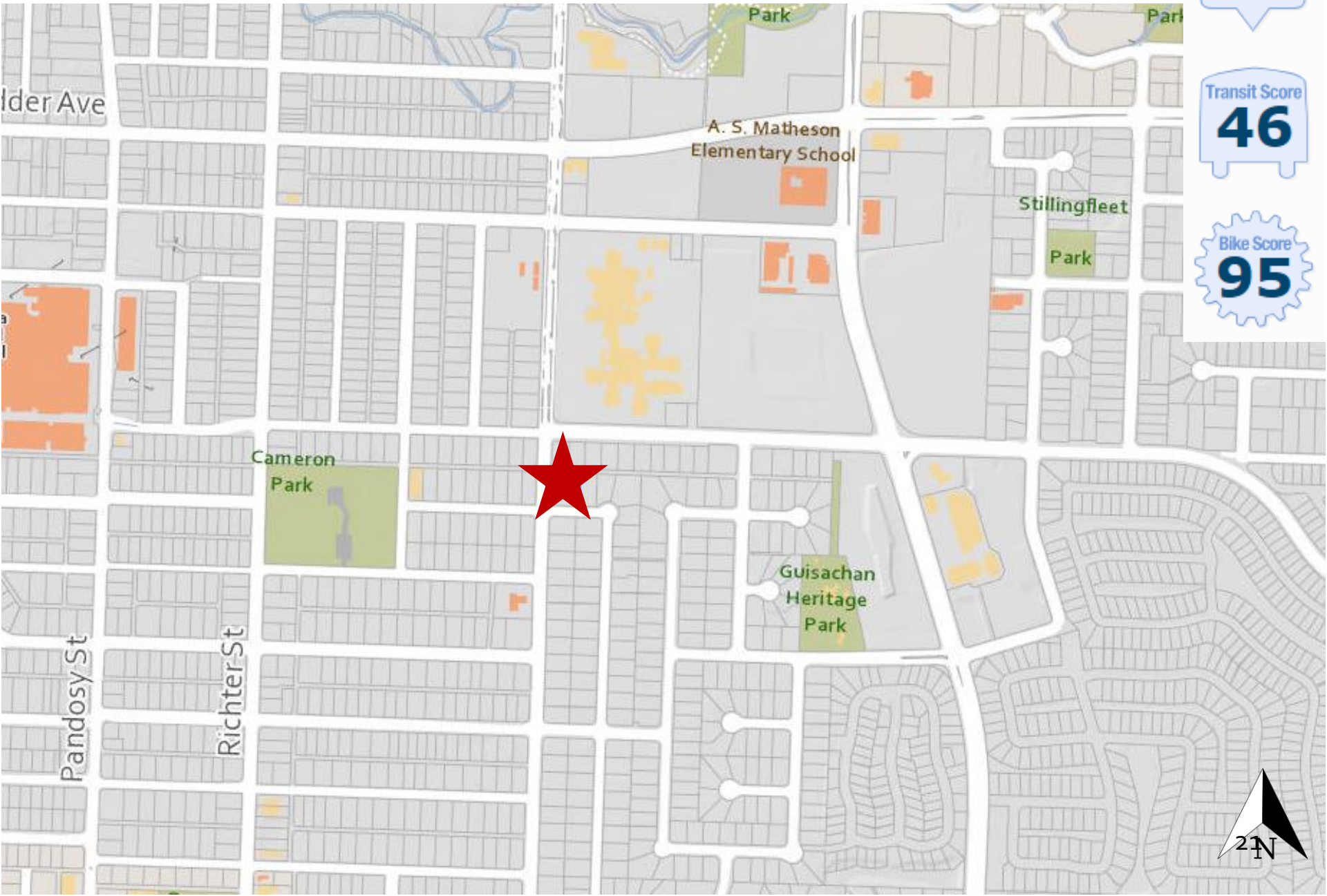
Purpose

- ▶ To rezone the subject property from the RU₁ – Large Lot Housing zone to the MF₁ – Infill Housing zone to facilitate a fourplex development.

Development Process



Context Map



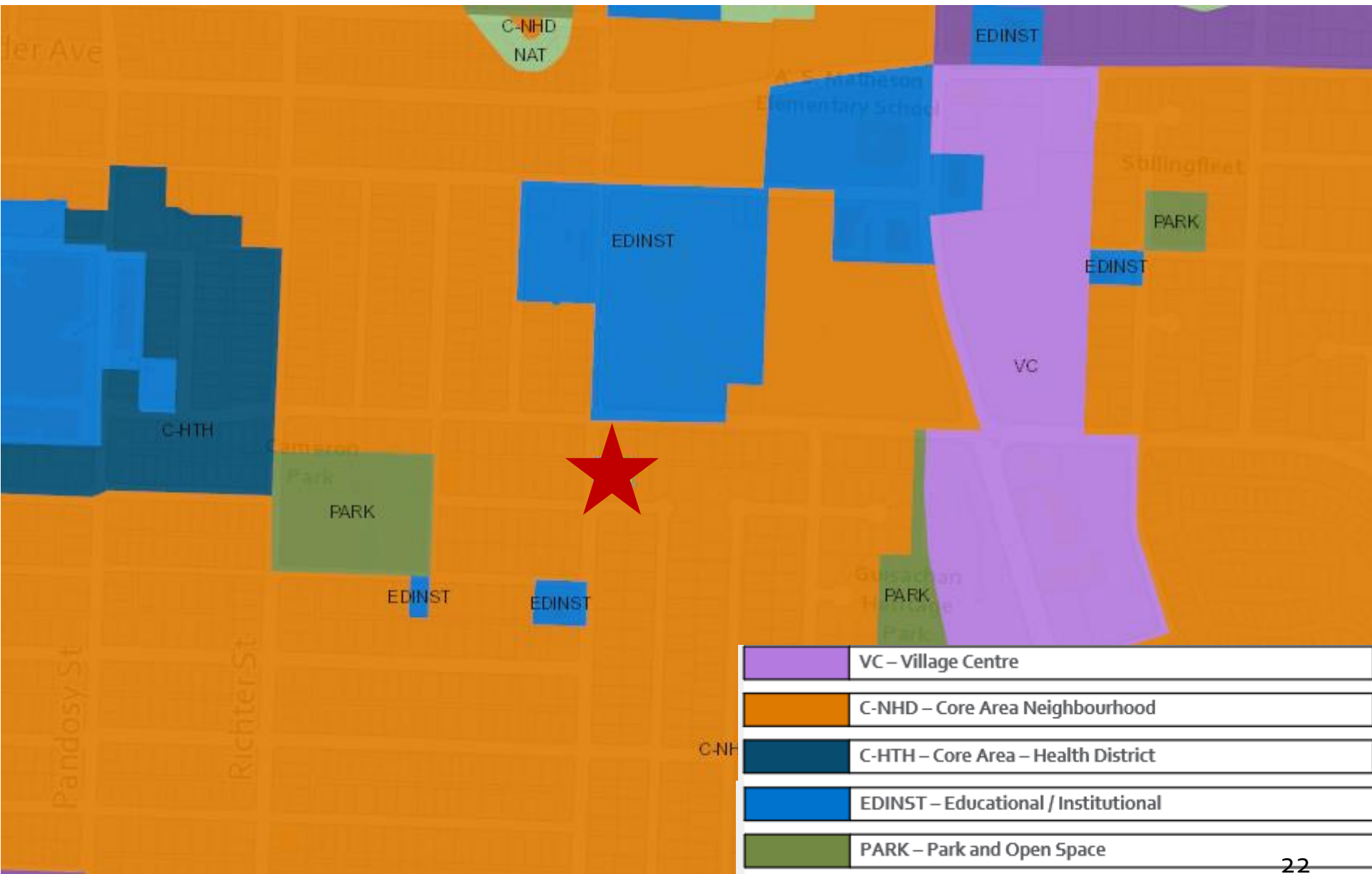
Walk Score
66






Transit Score
46

Bike Score
95



OCP Future Land Use



	VC – Village Centre
	C-NHD – Core Area Neighbourhood
	C-HTH – Core Area – Health District
	EDINST – Educational / Institutional
	PARK – Park and Open Space

Subject Property Map



Project Details

- ▶ C-NHD – Core Area Neighbourhood
- ▶ MF₁ – Infill Housing
 - ▶ Allows ground-oriented multi-unit infill developments
 - ▶ 2-storey maximum height
- ▶ Along Ethel St Active Transportation Corridor

OCP Objectives & Policies

- ▶ Policy 5.3.1: Ground Oriented Infill
 - ▶ Encourage gentle densification such as house-plexes
- ▶ Policy 5.11.1. Diverse Housing Forms
 - ▶ Encourage low and medium density housing in Core Area

Staff Recommendation

- ▶ Staff recommend **support** for the proposed rezoning as it is consistent with:
 - ▶ OCP Future Land Use C-NHD
 - ▶ OCP Objectives in Chapter 5 Core Area
 - ▶ Ground Oriented Infill
 - ▶ Housing Diversity
 - ▶ Development Variance Permit to follow

Report to Council



Date: January 22, 2024
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 January 22, 2024 with respect to two rezoning applications;

AND THAT Rezoning Bylaws No. 12607 and 12608 be forwarded for further reading consideration.

Purpose:

To receive a summary of notice of first reading for Rezoning Bylaws No. 12607 and 12608 and to give the bylaws further reading consideration.

Background:

A public hearing cannot be held for zoning bylaws for residential development that are consistent with the OCP. A public hearing is not required for all other zoning bylaws that are consistent with the OCP. 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 two Rezoning Applications were brought forward to Council for initial consideration on January 8, 2024. Notice of first reading was completed as outlined above.

Correspondence was received as per the following table:

Address	Application	Bylaw	Public Hearing Option	Recommended Readings	Correspondence Received
Bernard Ave 1660, 1670	Z23-0017	12607	No	1 st , 2 nd , 3 rd	0
Centennial Cr 1132	Z23-0068	12608	No	1 st , 2 nd , 3 rd	0

These applications were brought forward with a recommendation of support from the Development Planning Department. Staff are recommending Council proceed with further readings of the Bylaws.

Conclusion:

Following notice of first reading, staff are recommending that Council give Rezoning Bylaws No. 12607 and 12608 further reading consideration.

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,
- defeat the bylaw, or
- for non-residential bylaws, give a bylaw first reading and advance the bylaw to a Public Hearing.

Considerations not applicable to this report:

Existing Policy:

Financial/Budgetary Considerations:

External Agency/Public Comments:

Communications Comments:

Submitted by: N Beauchamp, Legislative Technician

Approved for inclusion: S Fleming, City Clerk

cc: Development Planning

CITY OF KELOWNA
BYLAW NO. 12607
Z23-0017
1660 and 1670 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:
 - a. Lot 2 Section 20 Township 26 ODYD Plan 12275, located on Bernard Avenue, Kelowna, BC;
 - b. Lot 3 Section 20 Township 26 ODYD Plan 12275, located on Bernard Avenue, Kelowna, BC;from the RU₄ – Duplex 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

CITY OF KELOWNA
BYLAW NO. 12608
Z23-0068
1132 Centennial Crescent

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 13 District Lot 137 ODYD Plan 8890 located on Centennial Crescent, 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

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

REPORT TO COUNCIL DEVELOPMENT PERMIT



Date: January 22, 2024
To: Council
From: City Manager
Address: 536 – 546 Hollywood Rd S
File No.: DP23-0103
Zone: C1 – Local & Neighbourhood Commercial

1.0 Recommendation

THAT Council authorizes the issuance of Development Permit No. DP23-0103 for Lot 3 Section 22 Township 26 ODYD Plan 22192, located at 536 – 546 Hollywood Rd S, 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 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 a Gas Bar.

3.0 Development Planning

Staff support the proposed Development Permit for the form and character of a Gas Bar. The proposal generally conforms to the Official Community Plan (OCP) Form and Character Development Permit Design Guidelines for Retail, Commercial and Industrial properties. Key guidelines that are met include:

- Distribute trees and landscaping throughout the site.
- Screen parking from the street with trees and variety of plantings.
- Locate loading, utilities, and garbage collection area away from public views.

The building contains 5 commercial units with a variety of uses including a food primary establishment and retail. A single residential security operator unit is located on the second floor. The proposed Gas Bar will support conventional and alternative fuel infrastructure including two gasoline fuel pumps and two electric vehicle charging stations.

On-site landscaping surrounding the gas bar include additional planting and trees along the Hollywood Road South frontage resulting in better tree canopy and enhanced streetscape interaction. The site

contains several mature coniferous trees that will be retained during construction. Waste and recycling areas have been identified and screened at the rear of the property adjacent to covered bicycle parking. The site is serviced by two entrances which will allow fueling trucks to safely pull through the site.

4.0 Site Context

Subject Property Map: 536 – 546 Hollywood Rd S



The subject property is located midblock on Hollywood Road South, near the intersections of Jaschinsky Road and Hollydell Road. The subject property is surrounded primarily by single detached housing and a small apartment building adjacent to the north.

5.0 Zoning Bylaw Regulations Summary

AREA & UNIT STATISTICS	
Gross Lot Area	2076 m ²
Total Number of Units	5 (existing)
Commercial	4
Residential Security Unit	1
Net Commercial Floor Area	409 m ²

DEVELOPMENT REGULATIONS		
CRITERIA	C1 ZONE	PROPOSAL
Max. Height (Canopy)	12 m	5.9 m
Max. Site Coverage (Buildings)	50 %	26%
Max. Site Coverage (Buildings, parking, driveways)	70 %	52.8 %
Setbacks (Canopy)		

Min. Front Yard (East)	3 m	4.1 m
Min. Side Yard (North)	3 m	18.5 m
Min. Side Yard (North West)	3 m	26 m
Min. Rear Yard (West)	3 m	35.1 m
Min. Side Yard (South West)	3 m	26.9 m
Min. Side Yard (South)	3 m	21.8 m
Gas Pump (East)	6 m	8.2 m
Landscaping		
Min. Number of Trees	7 trees	13 trees
Min. Large Trees	4 trees	5 trees

PARKING REGULATIONS		
CRITERIA	C1 ZONE REQUIREMENTS	PROPOSAL
Total Required Vehicle Parking	11	11
Residential	1	1
Commercial	10	10
Ratio of Regular to Small Stalls	Min. 70% Regular Max. 30% Small	100% Regular 0% Small
Bicycle Stalls Short-Term	2 stalls	2 stalls
Bicycle Stalls Long-Term	1 stalls	1 stalls

Gas Bar Regulations	
CRITERIA	Alternative Fuel Infrastructure
Electric Charging station	2

6.o Application Chronology

Application Accepted: May 17, 2023

Report prepared by: Jason Issler, Planner I
Reviewed by: Jocelyn Black, Urban Planning Manager
Reviewed by: Nola Kilmartin, Department Manager, Development Planning
Approved for Inclusion: Ryan Smith, Divisional Director, Planning & Development Services

Attachments:

- Attachment A: Draft Development Permit DP23-0103
 - Schedule A: Site Plan
 - Schedule B: Elevations & Sections
 - Schedule C: Landscape Plan
- Attachment B: OCP Form and Character Development Permit Guidelines

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

Development Permit

DP23-0103

ATTACHMENT		A
This forms part of application		
# DP23-0103		
Planner Initials	Jl	 City of Kelowna DEVELOPMENT PLANNING



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

536-540 Hollywood Rd S

and legally known as

Lot 3 Section 22 Township 26 ODYD Plan 22192

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

Gas Bar

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

Date of Council Approval: January 22, 2024

Development Permit Area: Form and Character

Existing Zone: C1 – Local & Neighbourhood Commercial

Future Land Use Designation: C-NHD – Core Area Neighbourhood

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: Hollywood Deli Ltd., Inc. No. 247048

Applicant: John Chisholm

Nola Kilmartin
 Development Planning Department 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. DP23-0103 for Lot 3 Section 22 Township 26 ODYD Plan 22192 located at 536-540 Hollywood Rd S, Kelowna, BC, subject to the following:

- a) The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
- b) The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
- c) Landscaping to be provided on the land be in accordance with Schedule "C";
- d) 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 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:

- a) An Irrevocable Letter of Credit **OR** certified cheque **OR** a Surety Bond in the amount of **\$12,827.93**

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. 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.

ATTACHMENT A

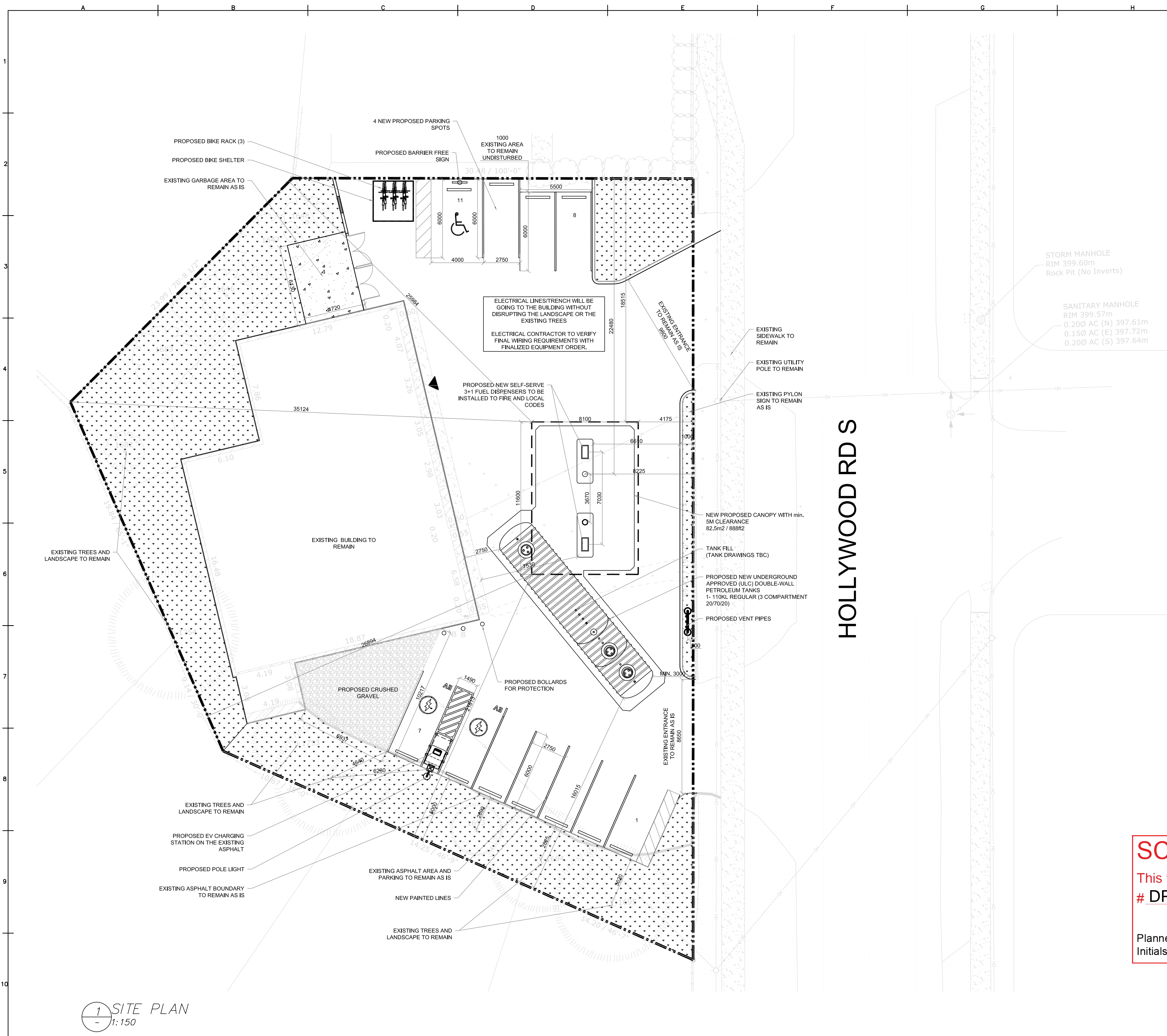
This forms part of application
DP23-0103

Planner Initials



City of
Kelowna
DEVELOPMENT PLANNING

DRAFT



KEY PLAN



MUNICIPAL ADDRESS 540 HOLLYWOOD RD S, KELOWNA, BC V1X 3T3, CANADA	LEGAL DESCRIPTION LOT 3, SECTION 22, TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 22192	APPLICANT/OWNER INFO
GENERAL NOTES: 1. ALL SITE FEATURES ARE TO BE CONSIDERED NEW UNLESS OTHERWISE NOTED. 2. CONTRACTOR TO VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION. 3. CONTRACTOR TO ENSURE ALL SETBACKS ARE MAINTAINED DURING CONSTRUCTION OF SITE. 4. OWNER OR OWNER REPRESENTATIVE ARE TO BE NOTIFIED OF ANY ERRORS OR OMISSIONS THAT ARE DISCOVERED. 5. OWNER OR OWNER REPRESENTATIVE ARE RESPONSIBLE FOR FINAL CONFIRMATION AND PLACEMENT OF ALL EQUIPMENT. 6. CONTRACTOR TO HAVE LOCATES DONE PRIOR TO ANY CONSTRUCTION ACTIVITIES. 7. ALL DIMENSIONS ARE APPROXIMATE AND NEED TO BE VERIFIED PRIOR TO CONSTRUCTION. 8. DO NOT SCALE DRAWINGS. 9. ALL THE SITE DIMENSIONS WERE PROVIDED BY THE OWNER. GC RESPONSIBLE FOR FINAL SITE LOCATES WORKING TO TRUE SITE CONDITION		

SITE PLAN BUILDING STATISTICS			
DEVELOPMENT PROPOSAL USAGE	-NEW GAS BAR -4 NEW PARKING INCLUDING NEW BARRIER FREE PARKING -NEW LANDSCAPE AREA		
SITE ADDRESS	540 HOLLYWOOD RD S, KELOWNA, BC		
LEGAL DESCRIPTION			
SURVEYOR			
OWNER			
AGENT REPRESENTATIVE	JOE FLEMMING & SIMON JONES (blueprint2build)		
ZONING & ZONING BY-LAW	C1 - LOCAL & NEIGHBORHOOD COMMERCIAL		
NO.	CATEGORY	REQUIRED	PROVIDED
	Lot Area	830m ² - 1500m ²	2076m ²
	Lot Coverage for Buildings	50% max	Building + Canopy (443m ² + 93m ² / 2076 x 100) = 26%
	Lot Area for Buildings, Structures, & Impermeable surfaces	70% max	Building (448m ²) + Canopy (93m ²) + Landscape (556m ²) = 1097 / 2076 x 100 = 52.84% (Improvement from existing)
*Landscaping Area improved with added landscaping in parking area and beside building			
	Building Area		N/A
	PARKING	EXISTING PARKING TO REMAIN	Existing Parking To Remain- 5 Proposed Parking- 4 Including 1 B.F Proposed EV Charging Parking- 2 Total Parking- 11
	Building Height	TBC	TBC
	Front Yard Setback South	2.0m	4.1m
	Exterior Yard Setback West	3.0m	14.1m
	Interior Yard Setback East	3.0m	28.1m
	Rear Yard Setback North	To Building	3.0m / 6.7m
	Entrance Width (Combined)	9.0m Req.	Existing

HOLLYWOOD RD S

SITE PLAN

540 HOLLYWOOD RD S,
KELOWNA, BC V1X 3T3, CANADA

REV	Date	Description	APRVD
1	23.03.24	ISSUED FOR PRE-CONSULTATION	SDJ
2	23.04.18	ISSUED FOR DEVELOPMENT PERMIT	SDJ
3	23.08.12	ISSUED FOR DEVELOPMENT PERMIT	SDJ
4	23.12.28	ISSUED FOR REVIEW	SDJ

File No.

SP01

SCHEDULE A

This forms part of application
DP23-0103

Planner Initials

JI

City of Kelowna
DEVELOPMENT PLANNING

1 SITE PLAN
1:150



② EAST ELEVATION
1:30

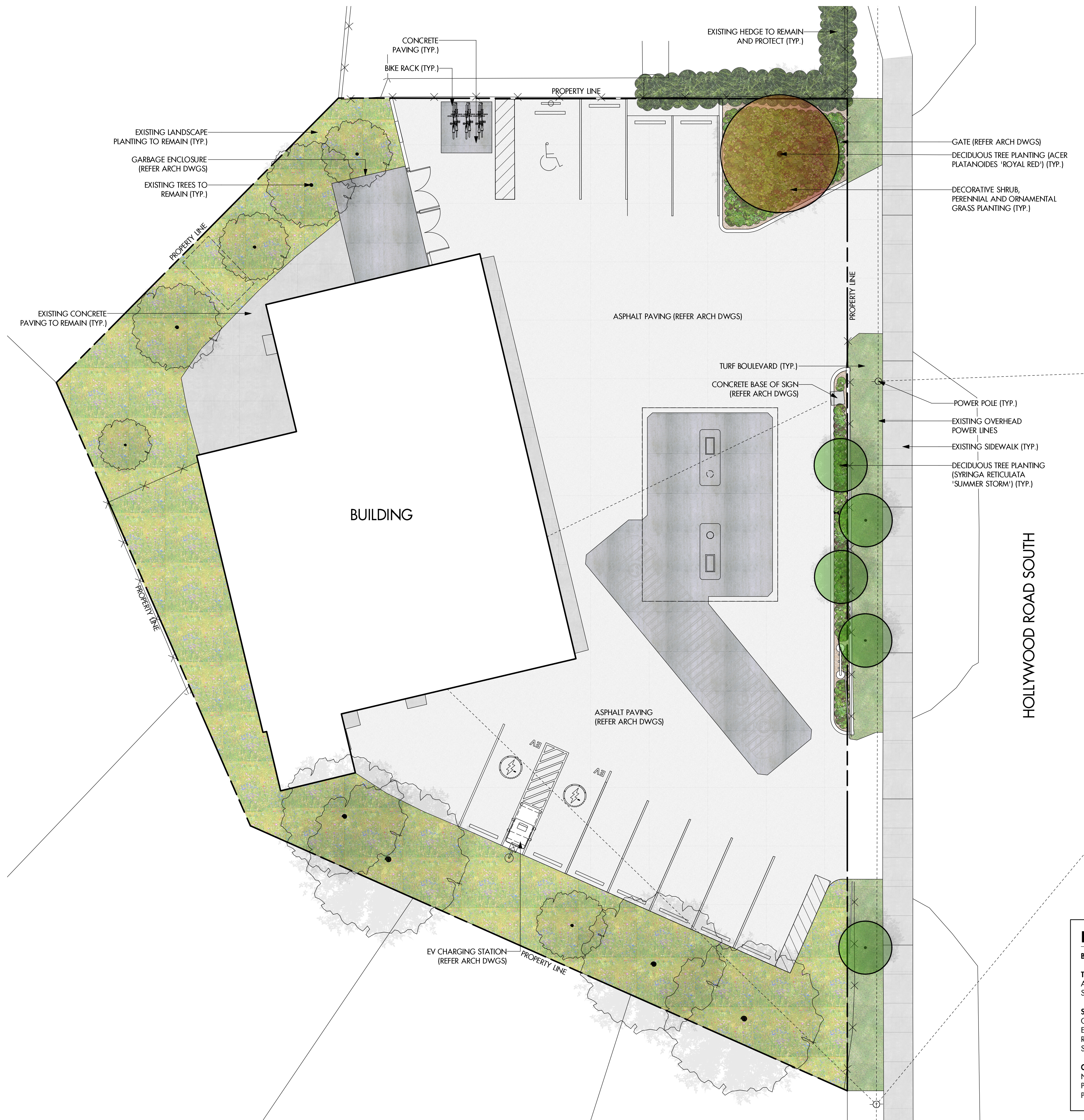
③ NORTH ELEVATION
1:30

④ WEST ELEVATION
1:30

① SOUTH ELEVATION
1:30

SCHEDULE B
 This forms part of application
 # DP23-0103
 Planner Initials **JJ**
 City of Kelowna
 DEVELOPMENT PLANNING

Date: 2023-03-20		Date: 2023-04-19 1:32:51 PM	File No. 1703-094-00
Drawn By: JN	Reviewed By: SDJ		
DWG Scale: 1:30		File No. 1703-094-00	
blueprint2build			
CANOPY ELEVATIONS			
540 HOLLYWOOD RD S, KELOWNA, BC V1Y 3T3, CANADA. LOT 3, SECTION 22, TOWNSHIP 26 OSOYOOS DIVISION YALE DISTRICT PLAN 22192			
Revisions	Description	Apr	SDJ
1	ISSUED FOR DEVELOPMENT PERMIT	23.04.18	
File No. 1703-094-00		AD35	



SCHEDULE C

This forms part of application
DP23-0103

Planner Initials **JJ**

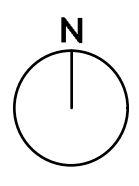
City of Kelowna
DEVELOPMENT PLANNING

- NOTES**
1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANADIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 1237'S 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.
 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. FOR CONFORMANCE WITH DEVELOPMENT PERMIT LANDSCAPE REQUIREMENTS, THE PRIME CONTRACTOR AND/OR CONSULTANTS RESPONSIBLE FOR SITE SERVICING AND UTILITIES SHALL ENSURE THAT ALL BUILDING PERMIT SUBMITTALS ARE COORDINATED WITH LANDSCAPE ARCHITECTURAL SUBMITTALS.

PLANT LIST

PLANT QUANTITIES ESTIMATED ONLY. NOT FOR PRICING

BOTANICAL NAME	COMMON NAME	QTY*	SIZE/SPACING & REMARKS
TREES			
ACER PLATANOIDES 'ROYAL RED'	ROYAL RED NORWAY MAPLE	1	6cm CAL.
SYRINGA RETICULATA 'SUMMER STORM'	SUMMER STORM LILAC TREE	5	6cm CAL.
SHRUBS			
CORNUS ALBA 'BUD'S YELLOW'	BUD'S YELLOW DOGWOOD	3	#02 CONT. /1.8M O.C. SPACING
EUONYMUS ALATA 'COMPACTA'	DWARF WINGED BURNING BUSH	4	#02 CONT. /1.5M O.C. SPACING
ROSA WOODSII	WOOD'S ROSE	6	#02 CONT. /1.2M O.C. SPACING
SYMPHORICARPOS ALBUS	SNOWBERRY	4	#02 CONT. /1.5M O.C. SPACING
ORNAMENTAL GRASSES			
NEPETA X FAASSENII 'WALKER'S LOW'	WALKER'S LOW CATMINT	10	#01 CONT. /0.9M O.C. SPACING
PANICUM VIRGATUM 'ROTSTRAHLBUSCH'	RED SWITCH GRASS	8	#01 CONT. /1.0M O.C. SPACING
PENNISETUM ORIENTALE 'KARLEY ROSE'	KARLEY ROSE FOUNTAIN GRASS	10	#01 CONT. /0.9M O.C. SPACING



PROJECT TITLE
540 HOLLYWOOD ROAD

Kelowna, BC

DRAWING TITLE
CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION

NO.	DATE	REVISION
1	23.11.17	Review
2	23.12.06	Review
3		
4		
5		

PROJECT NO: 23-0853

DESIGN BY: NM

DRAWN BY: MC

CHECKED BY: FB

DATE: DEC 6, 2023

SCALE: 1:125

PAGE SIZE: 24x36"

SEAL



DRAWING NUMBER
L1/2

NOT FOR CONSTRUCTION

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FORM & CHARACTER – DEVELOPMENT PERMIT GUIDELINES


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

SECTION 6.0: RETAIL, COMMERCIAL AND INDUSTRIAL						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE <i>(1 is least complying & 5 is highly complying)</i>	N/A	1	2	3	4	5
6.1 General Guidelines						
6.1.2 Site Planning and Landscaping	N/A	1	2	3	4	5
a. Locate buildings to ensure good sight lines for vehicular and pedestrian traffic.	x					
b. Provide direct, safe, continuous, and clearly defined pedestrian access from public sidewalks, parking areas, and transit stops to building entrances.					x	
c. Use large canopy trees to define the public realm (e.g. at the sidewalk and property edge facing the street)					x	
d. Distribute trees and landscaping throughout the site in order to: <ul style="list-style-type: none"> • Soften property edges facing the street; • Define internal roads, pedestrian routes, and open spaces; • Create pleasant pedestrian conditions; • Screen parking, loading, service, and utility areas; • Manage stormwater on-site; and • Break up large rows of parking by substituting a parking stall with a canopy tree in planter every 8-10 parking stalls; 						x
e. Provide on-site bio-retention facilities (e.g. bioswales, rain gardens) to collect, store and filter stormwater from parking areas.					x	
f. Use permeable materials such as paving blocks or permeable concrete in parking areas to maximize rainwater infiltration.					x	
g. Pedestrian pathways should provide clear sight lines and connect the following: <ul style="list-style-type: none"> • Parking areas to building entrances; • Main building entrances to public sidewalks (where applicable); • Main building entrances to transit stopes (where applicable); • Between buildings on adjacent lots. 					x	
h. Provide separation between vehicular routes (especially truck access/loading) and pedestrian routes on-site to avoid conflict and distinguish pedestrian routes from driving surfaces by using varied paving treatments and/or raising walkways to curb level.					x	
i. Base new development on an internal circulation pattern that allows logical movement throughout the site and that will accommodate, and not preclude, intensification over time.	x					
6.1.3 Site Servicing, Access, and Parking	N/A	1	2	3	4	5
a. Design site accesses to provide the potential for future shared access with neighbours and to minimize curb cuts.	x					

ATTACHMENT B

This forms part of application
DP23-0103

Planner Initials



City of Kelowna
DEVELOPMENT PLANNING

b. Where practical, link access drives and parking lots of adjacent properties in order to allow for circulation of vehicles between sites.	x					
c. The preferred location for main parking areas is at the rear and/or side of the building. Avoid locating large parking areas between the building and the street.				x		
d. Where parking areas are visible from the street, screen them using strategies such as tree planting, berming, low walls, decorative fencing and/or hedging.						x
e. Break parking areas into smaller blocks defined by landscaping in order to minimize the amount of paved areas.						x
f. Locate loading, utilities, mechanical equipment and garbage collection areas away from public view by: <ul style="list-style-type: none"> Integrating these facilities into the footprint of the building; or Screening using fencing, walls, and/or landscaping 						x
g. Provide areas for temporary snow storage that do not conflict with site circulation, landscaping, and access to utility boxes. For example, by providing access via a lane away from public view.						x

ATTACHMENT **B**

This forms part of application
DP23-0103

Planner Initials



City of
Kelowna
DEVELOPMENT PLANNING



City of
Kelowna

DP23-0103

536 - 540 Hollywood Rd S

Development Permit

Purpose

- ▶ To issue a Development Permit for the form and character of a Gar Bar.

Development Process



May 17, 2023

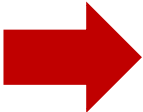
Development Application Submitted



Staff Review & Circulation



Council Consideration of Development Permit



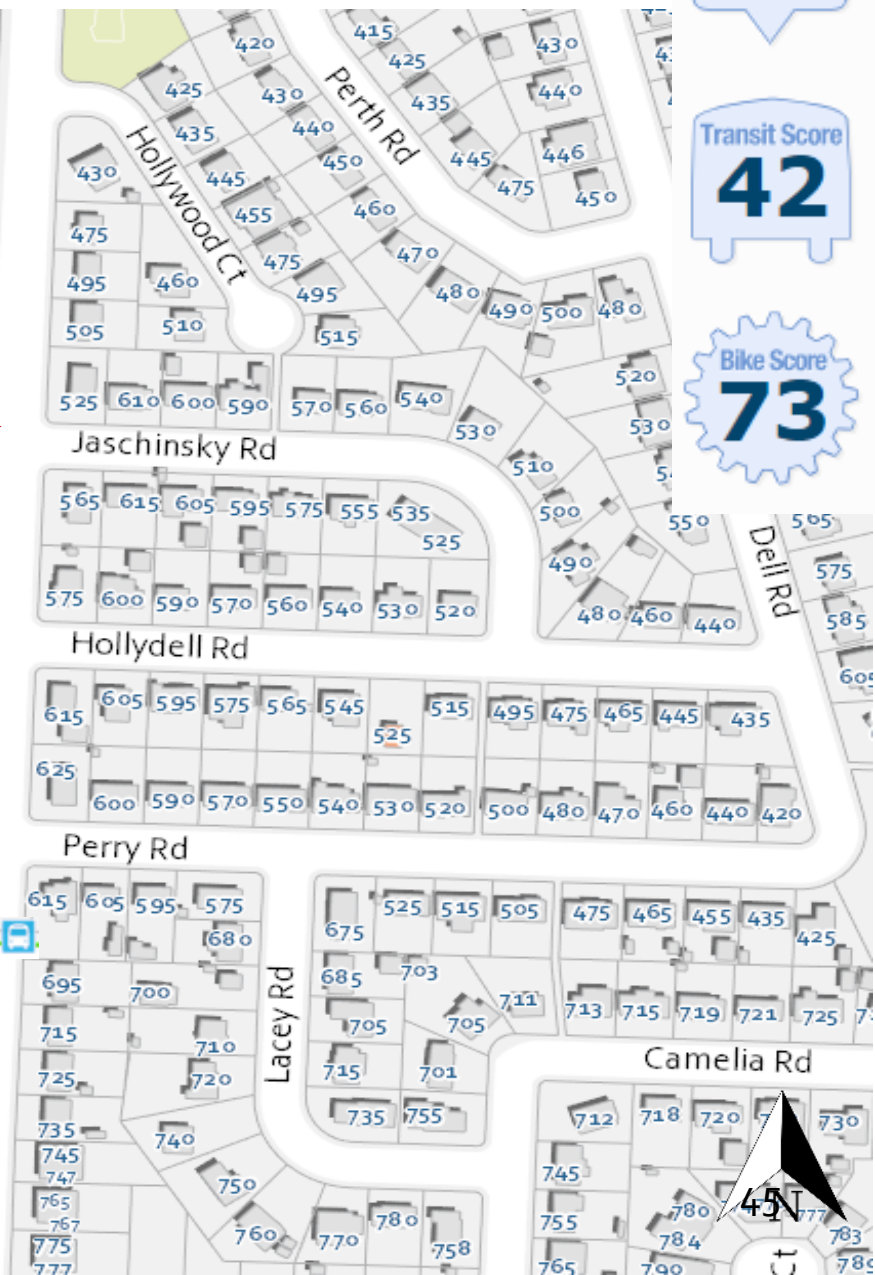
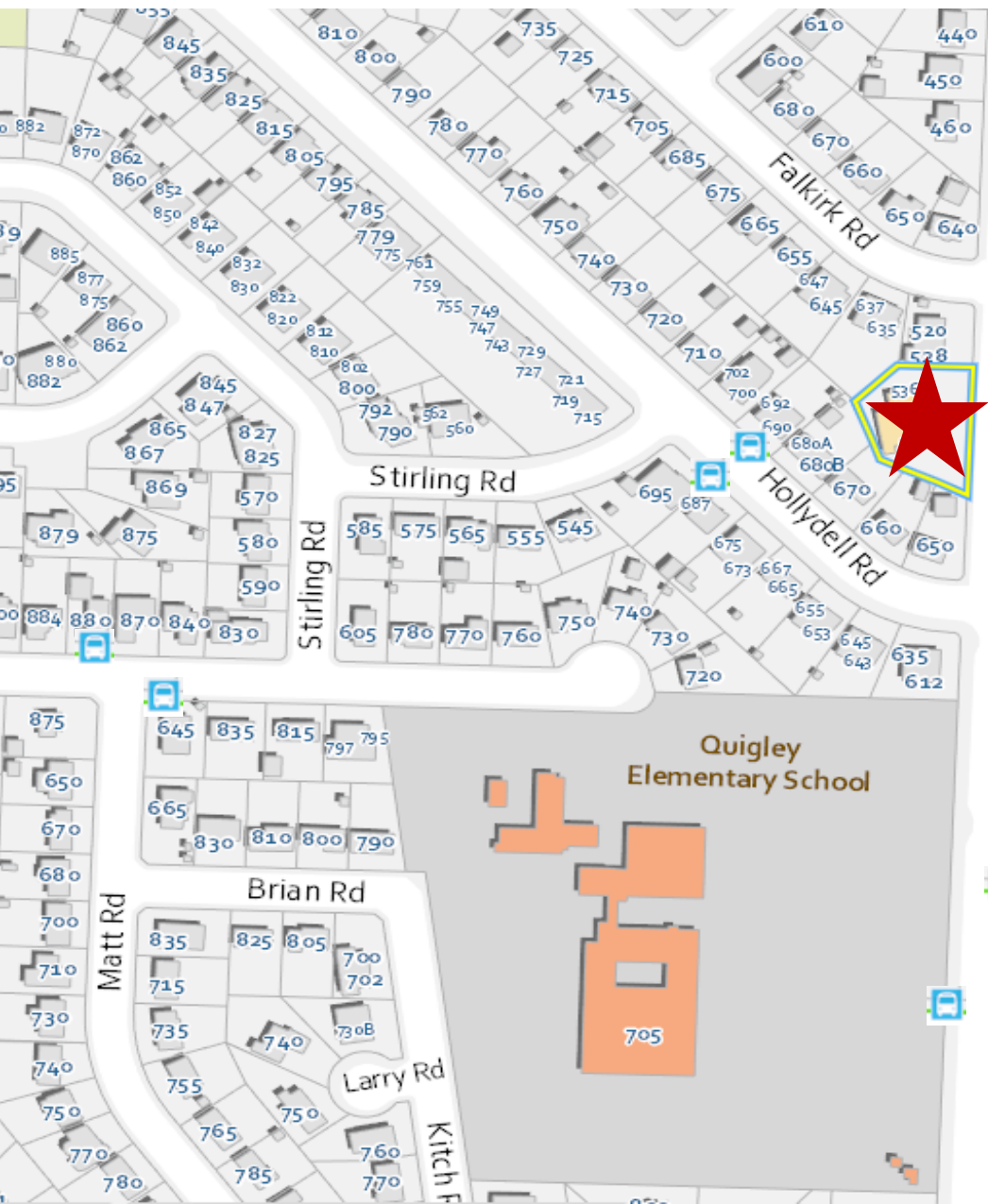
Jan 22, 2024

} Council Approvals



Building Permit

Context Map



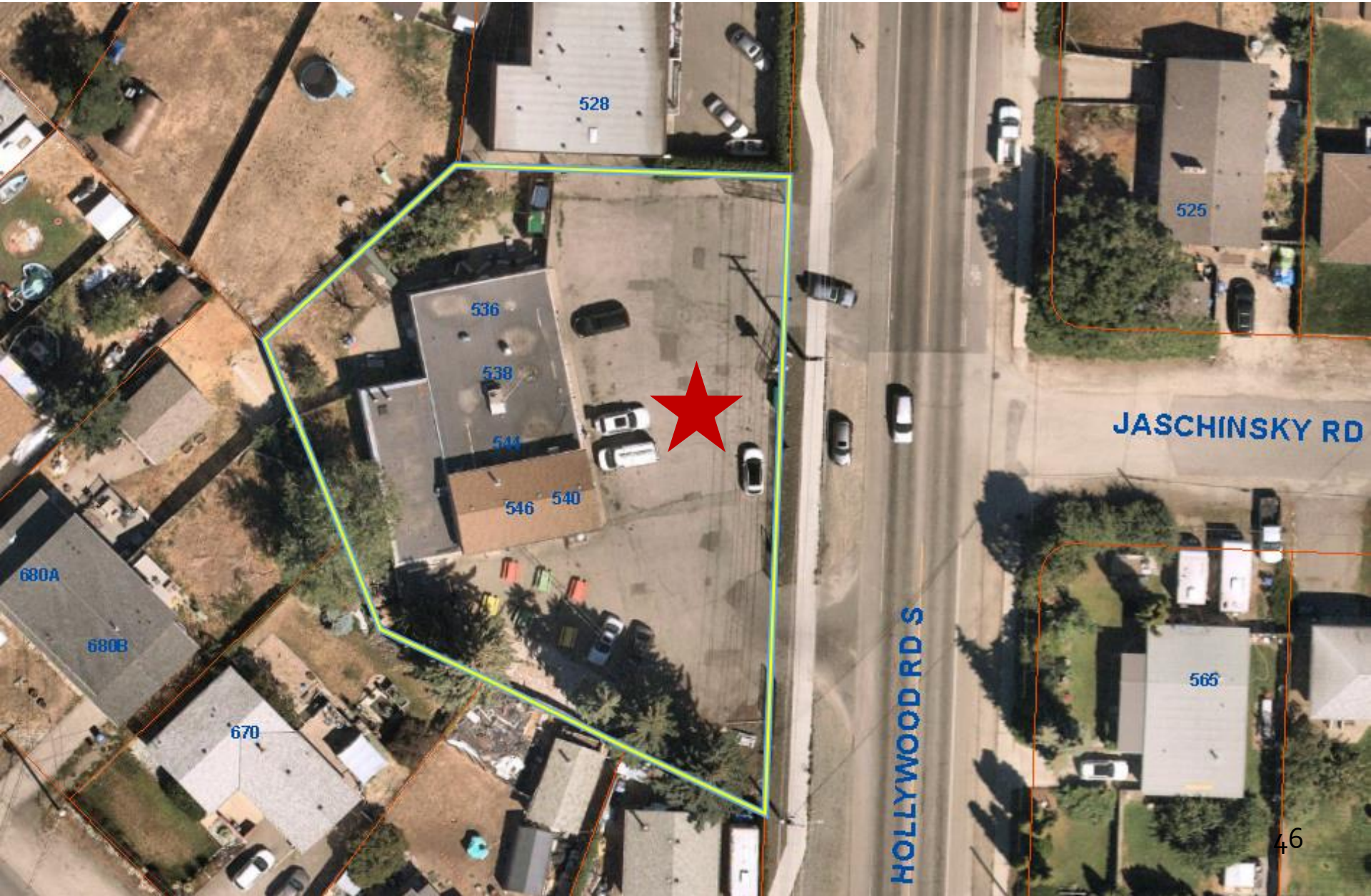
Walk Score
66

Transit Score
42

Bike Score
73



Subject Property Map



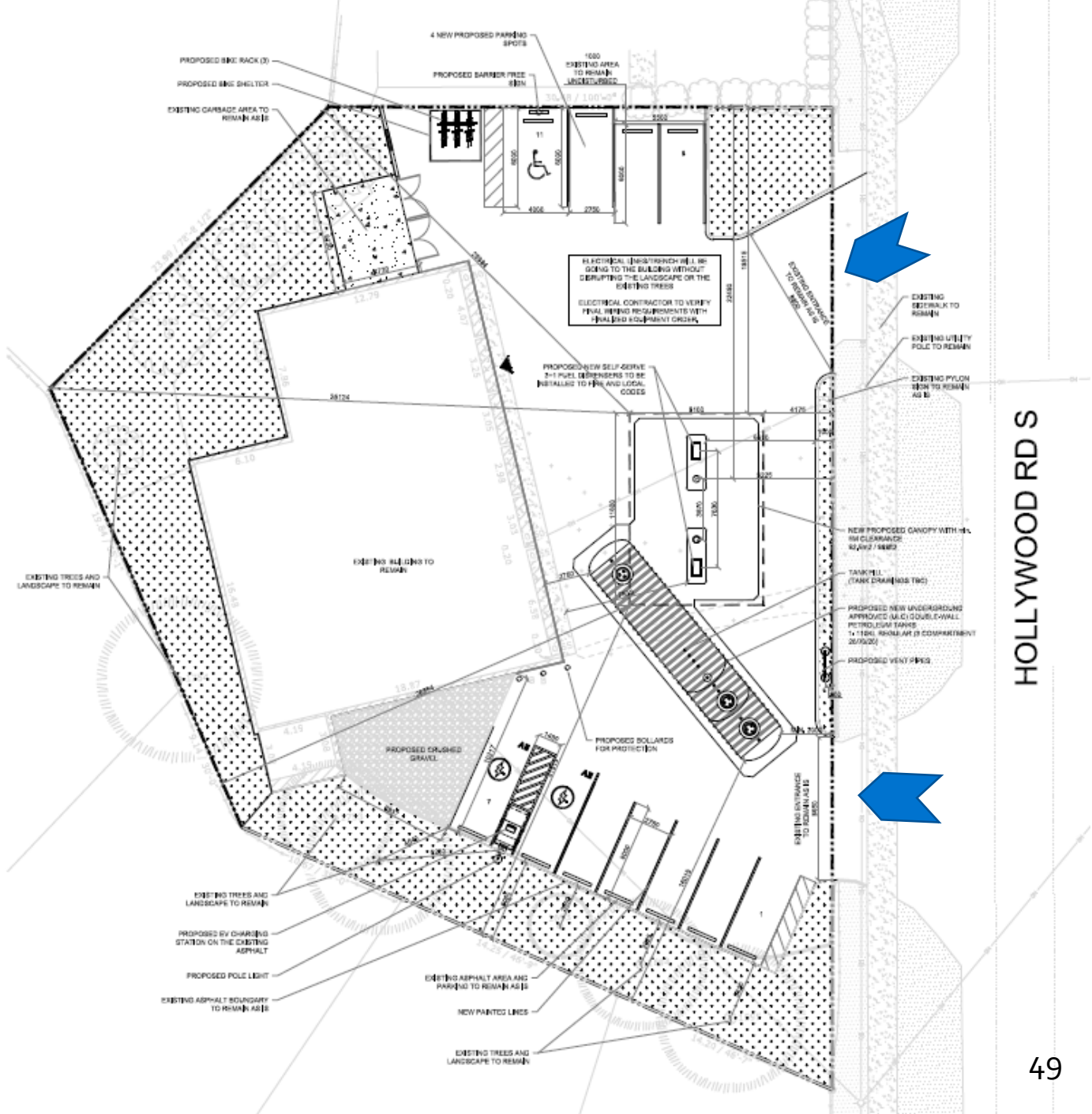
Site Photos



Technical Details

- ▶ C1 – Local & Neighbourhood Commercial
 - ▶ Existing Commercial Building
 - ▶ New Fueling Station and Canopy proposed
 - ▶ 2 gasoline pumps
 - ▶ 2 electric charging stations
 - ▶ 11 Parking Stalls
 - ▶ 3 Bicycle Parking Stalls
 - ▶ 13 Onsite Trees

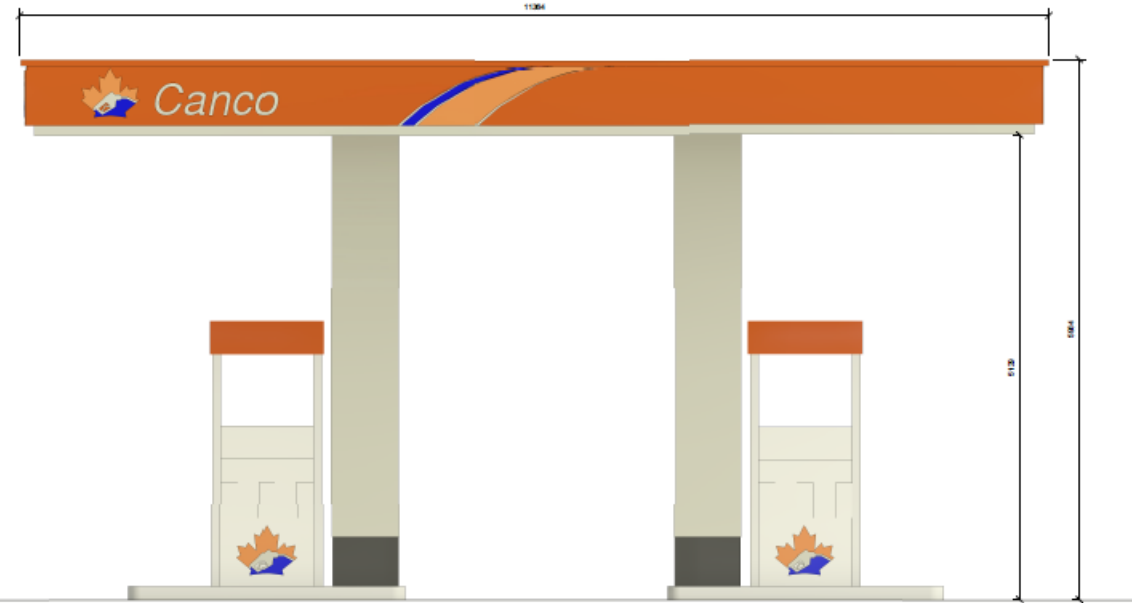
Site Plan



HOLLYWOOD RD S



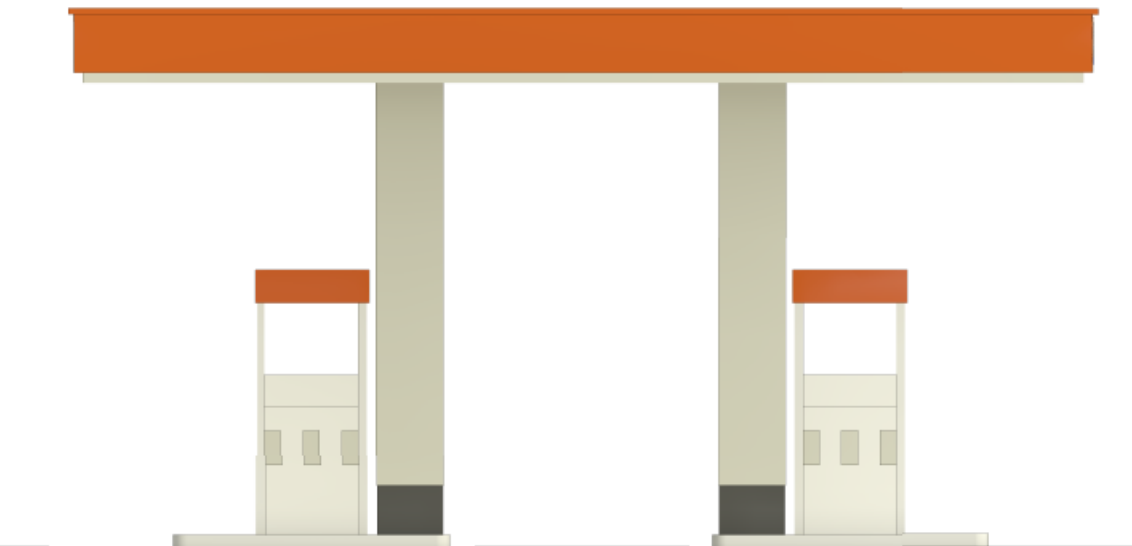
Elevation



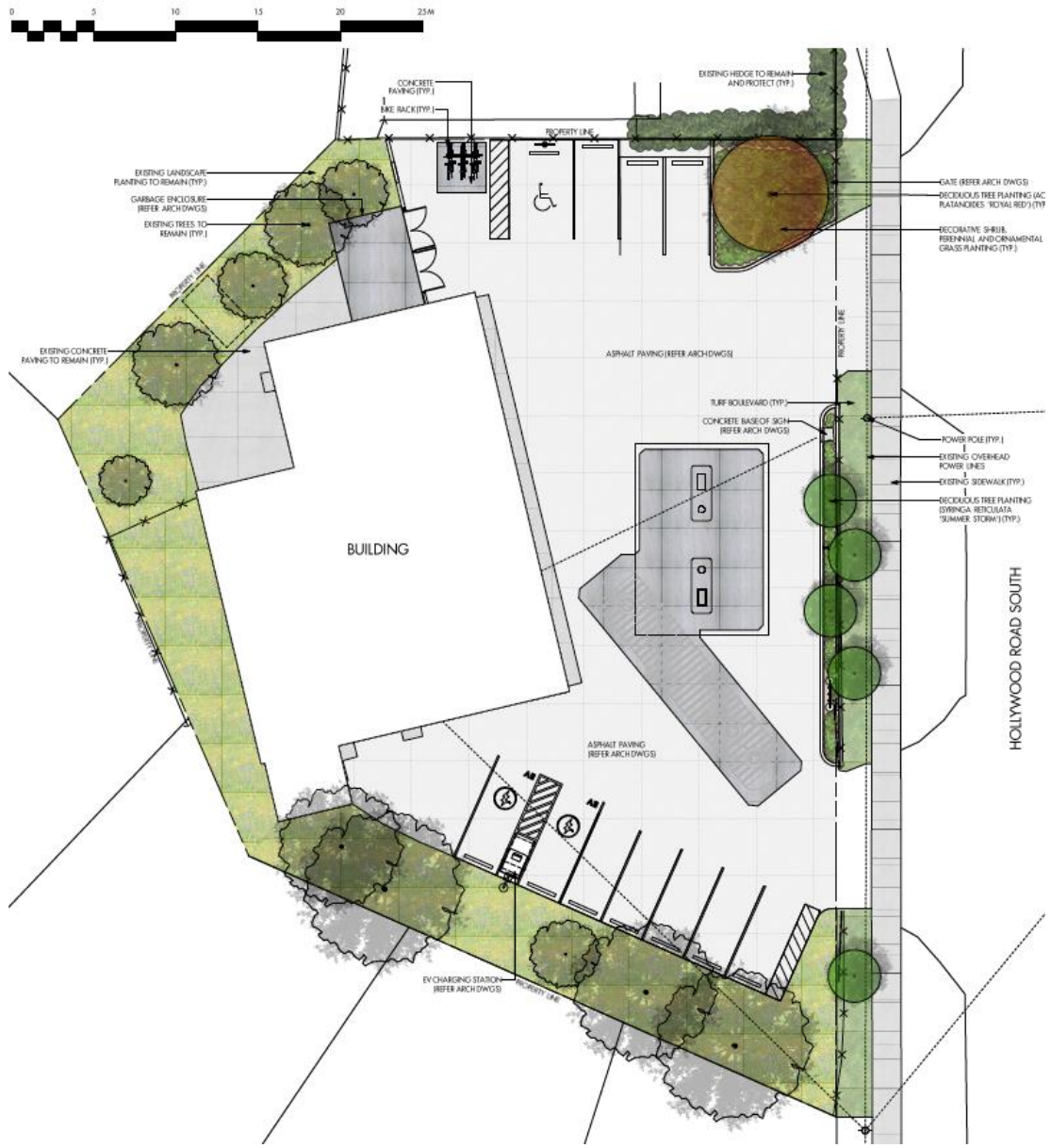
② EAST ELEVATION
1:30



③ NORTH ELEVATION
1:30



Landscape Plan



OCP Design Guidelines

- ▶ Distribute trees and landscaping throughout the site.
- ▶ Screen Parking from the street with trees and plantings.
- ▶ Locate Loading, utilities, and garbage collection areas away from public views.

Staff Recommendation

- ▶ Staff recommend **support** for the proposed development permit as it:
 - ▶ Meets majority of OCP Design Guidelines

CITY OF KELOWNA
BYLAW NO. 12590
TA23-0013 – Short-Term Rental Accommodation Regulatory
Amendments

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, SHORT-TERM RENTAL ACCOMODATIONS** be amended by deleting the following:

"If the **short-term rental accommodation** is a **secondary use** then the **short-term rental accommodation** must only occur within **principal dwelling unit** and must be operated by a resident who resides for more than 240 days of the year at that **dwelling unit.**";

2. AND THAT **Section 8 – Parking and Loading, Section 8.2 – Off-Street Parking Regulations, Table 8.2.7.b Ratio of Parking Space Sizes** be amended by deleting the "Short-term rental accommodation" row in its entirety;
3. AND THAT **Section 8 – Parking and Loading, Section 8.3 – Required Off-Street Parking Requirements, Table 8.3.1a Other Residential Parking** be amended by deleting the "Short-Term Rental Accommodation: Agriculture & Rural Zones and Single & Two Dwelling Zones" row in its entirety;
4. AND THAT **Section 9 – Specific Use Regulations, Section 9.10 – Short-Term Rental Accommodation, 9.10.3** be amended by deleting the following:

"The maximum number of **sleeping units** that may be used for **short-term rental accommodation** within **dwelling units** in the **agriculture & rural zones** and the **single & two dwelling zones** is three (3) **sleeping units.**";

5. AND THAT **Section 10 – Agriculture & Rural Residential Zones, Section 10.3 – Permitted Land Uses** be amended by deleting the "Short-Term Rental Accommodations" row in its entirety;
6. AND THAT **Section 11 – Single and Two Dwelling Zones, Section 11.3 – Permitted Land Uses** be amended by deleting the "Short-Term Rental Accommodations" row in its entirety;
7. AND THAT **Section 13 – Multi-Dwelling Zones, Section 13.3 – Permitted Land Uses** be amended by deleting the "Short-Term Rental Accommodations" row in its entirety;

8. AND THAT **Section 14 – Core Area & Other Zones, Section 14.9 – Principal and Secondary Land Uses** be amended by deleting the “Short-Term Rental Accommodations” row in its entirety;
9. AND THAT **Section 15 – Comprehensive Development Zones, Section 15.3 – CD17 – High Density Mixed Use Commercial, Section 15.3.3 – CD17 Permitted Land Uses** be amended by deleting the “Short-Term Rental Accommodations” row in its entirety;
10. AND THAT **Section 15 – Comprehensive Development Zones, Section 15.4 – CD18 – McKinley Beach Resort, Section 15.4.3 – CD18 Permitted Land Uses, Short-Term Rental Accommodations** be amended by deleting the “S” under “AREA II Winery and Resort Accommodation”, under “AREA III Hillside Resort Accommodation”, and under “AREA IV Waterfront Resort Accommodations” and replacing it with “-”;
11. AND THAT **Section 15 – Comprehensive Development Zones, Section 15.5 – CD20 – University, Section 15.5.3 – CD20 Permitted Land Uses** be amended by deleting the “Short-Term Rental Accommodations” row in its entirety;
12. AND THAT **Section 15 – Comprehensive Development Zones, Section 15.6 – CD22 – Central Green, Section 15.6.3 – CD22 Permitted Land Uses** be amended by deleting the “Short-Term Rental Accommodations” row in its entirety;
13. AND FURTHER THAT **Section 15 – Comprehensive Development Zones, Section 15.7 – CD26 – Capri Centre, Section 15.7.3 – CD26 Permitted Land Uses** be amended by deleting the “Short-Term Rental Accommodations” row in its entirety;
14. 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 23rd day of October, 2023.

Considered at a Public Hearing on the 21st day of November, 2023.

Read a second and third time by the Municipal Council this 15th day of January, 2024.

Approved under the Transportation Act this 16th day of January, 2024.

Damian Kusiak

 (Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: January 22, 2024
To: Council
From: City Manager
Subject: Climate Resilient Kelowna Strategy – Engagement Summary & Focus Areas
Department: Climate Action & Environmental Stewardship

Recommendation:

THAT Council receives, for information, the report from the Climate Action & Environmental Stewardship Department dated January 22, 2024, with respect to the Climate Resilient Kelowna Strategy key drivers and strategies.

Purpose:

To provide Council with an update on the progress of the Climate Resilient Kelowna Strategy and to discuss its key drivers and strategies.

Council Priority Alignment:

Climate & Environment

Background:

The climate landscape has changed significantly in recent years, requiring aggressive greenhouse gas (GHG) emissions reduction now and a stronger focus on resilience. In 2021 the City embarked on a process to create a new community climate action plan as outlined in Figure 1, the Climate Resilient Kelowna Strategy (CRKS). Based on a low-carbon resilience approach to climate change, when complete the CRKS will address both reductions in GHG emissions and adaptation to the changes in climate our community projects to see in the coming decades. This new strategy is being developed at a critical point in time, as last spring the Intergovernmental Panel on Climate Change (IPCC) stressed the urgency for immediate climate action on all fronts – a need for “everything, everywhere, all at once” as the world continues to edge closer to the 1.5-degree global temperature threshold. Taking action away from a business-as-usual approach will help sustain our quality of life, natural environment, citizen health and affordability.

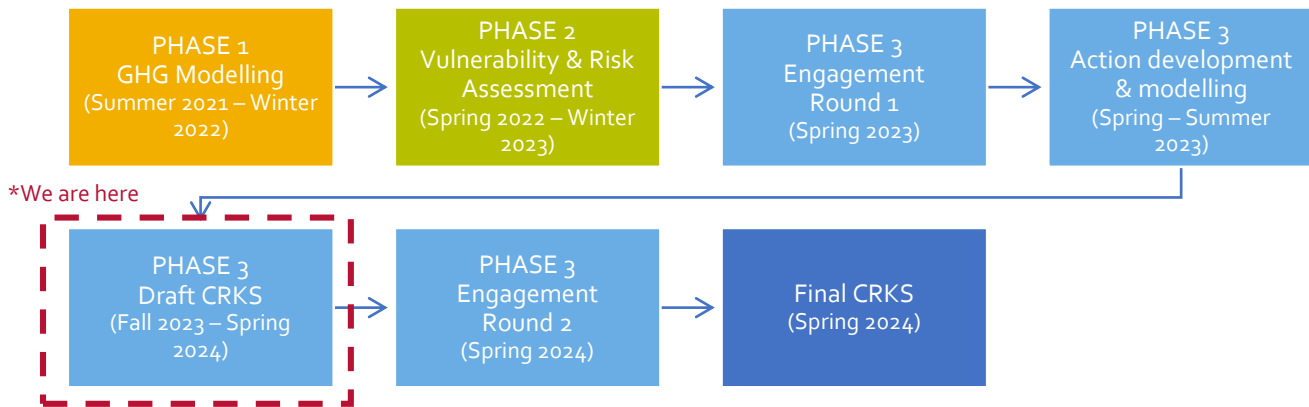


Figure 1: Process for developing the CRKS

Previous Council Resolution

Resolution	Date
THAT Council receives, for information, the report from Policy & Planning, dated April 3, 2023 with respect to the Climate Resilient Kelowna Strategy: Vulnerability and Risk Assessment and Public Engagement Kickoff.	April 3, 2023
THAT Council receives for information, the report from the Policy & Planning Department dated June 20, 2022, with respect to Climate Modelling: GHG Reduction Targets and Next Steps for Climate Resilient Kelowna Strategy; AND THAT Council direct staff to update the 2040 OCP with new GHG reduction targets as outlined in the report; AND THAT Council direct staff to use these new GHG reduction targets as a basis for developing a Climate Resilient Kelowna Strategy;	June 20, 2022

Discussion:

Mitigating (i.e., reducing GHG emissions) and adapting to climate change are two interconnected efforts that are crucial for addressing the challenges posed by a changing climate. While each effort has distinct goals and strategies, combining mitigation and adaptation efforts through a low-carbon resilience approach is essential for effectively managing the impacts of climate change and ensuring the long-term sustainability of ecosystems, economies, and societies. Addressing climate adaptation and mitigation simultaneously in the CRKS will also maximize the Strategy’s implementation and co-benefits.

A variety of inputs are being utilized to inform the development of the CRKS. These include:

- **Council and corporate priorities:** Climate & Environment is one of Council’s six 2023 – 2026 priorities. Some of Council’s other priority areas, such as Transportation, Agriculture and Affordable Housing also have a direct link to becoming a more climate resilient community.

- **Senior government plans and policies:** Canada’s 2030 Emissions Reduction Plan, National Adaptation Strategy, as well as the Province’s CleanBC Roadmap to 2030, and Climate Preparedness and Adaptation Strategy provide a pathway and synergies to reach goals.
- **Technical analysis and modelling:** The GHG Emissions Modelling Study provided the technical foundation for Council to direct staff to use new targets that aligned with the Province (40 per cent below 2007 levels by 2030 and achieve net zero by 2050) in the development of the CRKS. This together with the Climate Vulnerability and Risk Assessment, and Adaptation Modelling provided technical inputs to identify focus areas to reduce GHG emissions and prepare for climate change impacts.
- **Existing plans and strategies:** The City isn’t starting from scratch. The CRKS will build on the progress made in the 2018-2023 Community Climate Action Plan as well as on the implementation of plans and strategies already endorsed or currently in development such as the Official Community Plan, Transportation Master Plan, Electric Vehicle & E-Bike Strategy, Urban Forest Strategy, Water Security Plan, Community Wildfire Resiliency Plan, among many others.
- **Staff input:** Multiple departments across the organization have provided input on how climate can be integrated with other City of Kelowna priorities.
- **Community input:** The community was engaged through several different tactics to provide input on key priorities and actions to reduce GHG emissions and prepare for climate change (see *Appendix A: Climate Resilient Kelowna Strategy Engagement Summary* for details). Most participants reinforced the urgency for taking action on climate. In fact, over 80 per cent of survey respondents felt the City’s current GHG emissions targets (reductions below 2007 levels by 25 per cent by 2033 and 80 per cent 2050) should be revised to align with or be more ambitious than the Province’s targets (40 per cent reduction below 2007 levels by 2030 and net zero by 2050).

Based on these inputs, 13 key drivers in nine key focus areas have been identified as having the biggest impact where the City can help the community transition to a low carbon, resilient community (see figure 2 for the proposed structure of the CRKS and figure 3 for details of the key drivers). These focus areas and drivers have been modelled, where possible, for potential GHG emissions reduction and adaptation impact in the community. The drivers have been further broken down into 28 strategies, as illustrated in *Appendix B: Climate Resilient Kelowna Strategy: Focus Areas, Drivers & Strategies*.



Figure 2: proposed CRKS structure/hierarchy

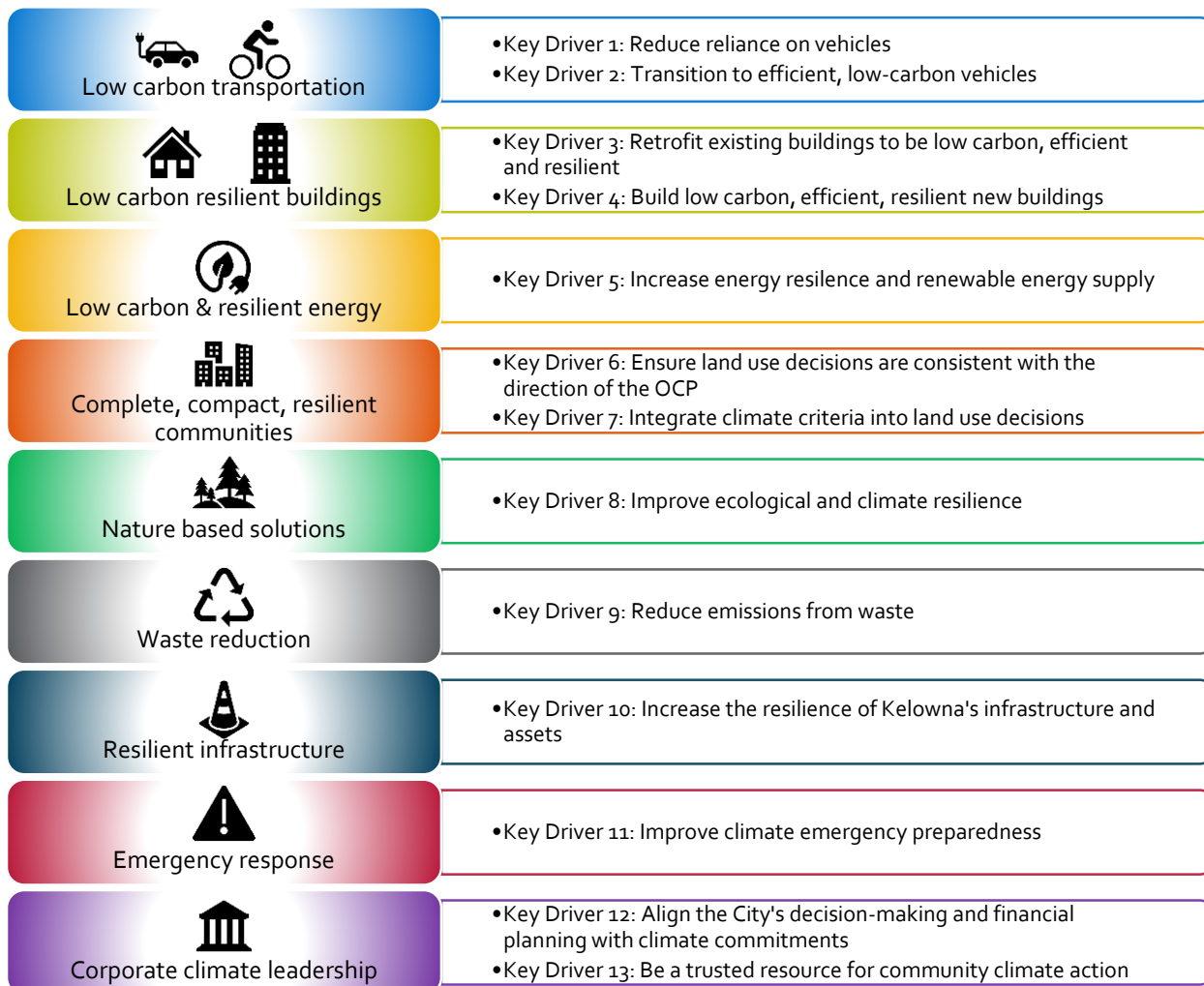


Figure 3: Key drivers to achieve climate resiliency

Conclusion and Next Steps:

For Kelowna to become resilient to climate change, it will require collective action – by all levels of government, businesses, organizations, and the broader community. As local governments control or influence over 50 per cent of Canada's GHG emissions and are on the front lines of many climate impacts, many municipalities and regional districts in BC have responded with more aggressive climate action plans. The City is well positioned to improve Kelowna's resiliency as well, by influencing how our community grows, commutes, interacts and protects natural assets for continued quality of life.

Based on the input received to date, staff are currently working with the consultant to complete the Climate Resilient Kelowna Strategy which will include a series of recommended actions to deliver on each of the key drivers and associated proposed strategies.

It is anticipated that the draft CRKS will be shared with Council this Spring, and subsequently used to facilitate the final round of public engagement.

Internal Circulation:

Capital Planning & Asset Management
Community Communications
Development Engineering
Energy Management
Fire Communications & Emergency Management
Policy & Planning
Risk Management
Solid Waste
Integrated Transportation
Suburban and Rural Planning
Urban Forestry
Utility Services
Utility Planning

Considerations applicable to this report:***Existing Policy:***

- 2040 OCP
 - Objective 12.1 Design the community to be more resilient to a changing climate
 - Objective 12.3 Encourage the community to take action to mitigate and adapt to climate change
 - Objective 12.4 Improve energy efficiency and reduce greenhouse gas emissions of new buildings
 - Objective 12.5 Improve energy efficiency and reduce operational greenhouse gas emissions of existing buildings
 - Objective 12.6 Transition toward 100 per cent renewable energy by 2050
 - Objective 12.7 Support the transition to emerging low and zero-emission transportation technologies
 - Objective 12.8 Invest in ecosystem services and green infrastructure to mitigate and adapt to a changing climate
 - Objective 12.9 Support the community to prepare for and become resilient to the impacts of climate change
 - Objective 12.10 Adapt to a changing water supply
 - Objective 12.11 Increase resilience to extreme weather events
 - Objective 12.12 Reduce risk to public health, the local economy and the environment related to invasive species.

- Imagine Kelowna
 - Goal: Take action in the face of climate change

Consultation and Engagement:

The public had an opportunity to provide their input on the development of the Climate Resilient Kelowna Strategy through multiple avenues. Through social media posts, e-bulletins, news releases and paid newspaper, radio, and website advertising, the public was encouraged to visit the Get Involved platform to learn how to provide their feedback. Get involved had nearly 4,500 site visits, and 286 people completed the online survey during the month of April. Nearly 80 people attended one of the two open houses (hosted April 18 and 27, 2023). An Invested Organizations Working Group and a Youth Working Group have also each met 4 times over the past year to provide their input. Further input was

also gathered from the Agricultural Advisory Committee at their September 2022 meeting. This engagement is summarized in *Appendix A: Climate Resilient Kelowna Strategy Engagement Summary*.

The next opportunity for public engagement will be this spring after the Climate Resilient Kelowna Strategy is drafted and presented to Council.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Financial/Budgetary Considerations:

Communications Comments:

Submitted by:

T. Guidi, Sustainability Coordinator

Approved for inclusion: C. Ray, Climate Action & Environment Manager

Attachments:

- Appendix A: Climate Resilient Kelowna Strategy Engagement Summary
- Appendix B: Climate Resilient Kelowna Strategy: Focus Areas, Drivers & Strategies



CLIMATE RESILIENT KELOWNA STRATEGY

Engagement Summary

CONTENTS

- 1** Key Theme Summary
- 3** Engagement Overview
- 5** What We Heard
 - 5 Agricultural Advisory Committee (September 8, 2022)
 - 6 CRKS Working Groups (January – May)
 - 7 Open Houses (April 18 and 27, 2023)
 - 8 Survey (April 2023)
 - 14 Focus Group (May 16, 2023)
- 18** Next Steps
- 19** Appendix A: CRKS Working Groups Input
- 28** Appendix B: Open House Action Ideas
- 31** Appendix C: About Our Survey Participants

PURPOSE OF ENGAGEMENT

To inform citizens and invested organizations about the Climate Resilient Kelowna Strategy and to seek input on key priorities and actions to reduce GHG emissions and prepare for and adapt to a changing climate.

ENGAGEMENT TIMELINE

September 2022 – June 2023



We would like to acknowledge that engagement took place on the traditional, ancestral and unceded territory of the syilx/Okanagan people.



KEY THEME SUMMARY

The past five years have seen the region, most of the province, and much of the country experience the impacts of a changing climate due to wildfires, drought, flooding, heat domes and polar intrusions.

Senior government has responded to these climate impacts, and the warnings published by the Intergovernmental Panel on Climate Change (IPCC), by adopting more aggressive greenhouse gas (GHG) emission reduction targets and policy and actions to help mitigate and adapt to climate change. Recognizing these changes, and that our current Community Climate Action Plan is near its end of life, developing a new plan, the Climate Resilient Kelowna Strategy (CRKS), was initiated. While the previous plan addressed GHG emissions reduction only, the CRKS will go a step further by addressing both reductions in GHG emissions and climate resilience (i.e., actions that help our community prepare for and adapt to the changes in climate that our community projects to see now and in the coming decades).

From fall 2022 until spring 2023 the community was engaged on the development of this new strategy. The purpose of engagement was to inform and consult with the community and invested organizations about the CRKS and to seek

input on key priorities and actions to reduce GHG emissions and prepare for and adapt to a changing climate.

Most participants across the various engagement tactics utilized reinforced the importance of taking action on climate. **In fact, over 80 per cent of survey respondents felt the City's current GHG emissions reduction target (4 per cent reduction below 2007 levels by 2023) should be revised to align with or be more ambitious than the provincial target (40 per cent reduction below 2007 levels by 2030 and achieve net-zero emissions by 2050).**

Participants recognized that it won't be an easy feat to achieve these targets as they had concerns with lack of local infrastructure to make change, the community's dependency on fossil fuels, as well as concerns that there is a lack of community motivation for behavioral change.

Key themes that emerged from the engagement on how the City could support climate action include:

KEY THEMES	SAMPLE SOLUTIONS
 <p>Development and land use planning</p>	<p>> More compact communities created through urban centres or land use plans</p>
 <p>Municipal regulations, policies and standards</p>	<p>> Early adoption of Energy Step Code and/or Zero Carbon Step Code</p>
 <p>Rebates and incentives</p>	<p>> Incentives or rebates to retrofit existing buildings for both homeowners and landlords</p>
 <p>Infrastructure</p>	<p>> Expanded, safer bike lanes, increased transit frequency, more public EV charging</p>
 <p>Nature-based solutions</p>	<p>> Create more parks in urban heat island areas, require more trees</p>
 <p>Education and information</p>	<p>> Information on how to make energy upgrades or assistance with finding contractors</p>
 <p>Demonstrate leadership</p>	<p>> Right size municipal fleet vehicles</p>

Participants also stressed the importance of climate equity and justice. Many expressed the need to continue to engage Indigenous and vulnerable community members in both the creation and implementation of the CRKS.

It should be noted that despite the overwhelming direction to take action, there were a few engagement participants who conveyed their distrust in climate change, some who felt it is a natural phenomenon, and others who felt that addressing climate change is outside of municipal jurisdiction.



ENGAGEMENT OVERVIEW

Preliminary engagement started in Fall 2022 with a meeting with the Agricultural Advisory Committee followed by outreach to assemble an Invested Organizations Working Group and a Youth Working Group who began meeting in early 2023. The more robust engagement happened in April 2023 when open houses and an online survey allowed the public to provide their input on climate action in Kelowna.

Invested Organizations Working Group:

A group of representatives of external organizations (e.g., academia, energy utility provider, local health authority, regional government, development industry, community environmental organizations) with interest and/or expertise in climate action that engage with City staff during the development of the CRKS.

Youth Working Group: a group of youth representatives from local secondary and post secondary institutions with interest in climate action that engage with City staff during the development of the CRKS.

Engagement to date has included the following:

- 1** workshop with Kelowna's Agricultural Advisory Committee
Sep 8, 2022
- 1** community survey
April, 2023
- 4** sessions with the CRKS Invested Organizations Working Group
Jan – May, 2023
- 2** open houses
April 18 & 27, 2023
- 4** sessions with the CRKS Youth Working Group
Jan – May, 2023
- 2** equity seeking focus group sessions
May 16, 2023

PUBLIC OUTREACH

CHANNEL	REACH
GET INVOLVED	<p>Aware (visited at least one page but have no taken any further action): 3,305</p> <p>Informed (has taken it one step further from being aware and clicked on something. That could be a photo, downloaded a document, visited the Key Dates page, etc.): 536</p> <p>Engaged (participated in one or more engagement activity. For example, completed the survey, dropped a pin on a map, contributed to a forum): 286</p>
DAILY COURIER ADS x1 (City in Action)	Average 12,000 readers total
CASTANET ADS x1	Reach is approximately 360,000
VIRGIN RADIO ADS 60 x 30 sec ads	Approximately 157,600 listeners
NEWS RELEASE x1, PSA x1	Sent to media and put on kelowna.ca
SOCIAL MEDIA (organic)	
1. Info session, April 14	<p>Facebook: 19k followers, 1 like</p> <p>Instagram: 15.7k followers, 71 likes</p> <p>Twitter: 20.9k followers, 613 views, 2 reposts, 1 quote</p>
2. Info session, April 18	<p>Facebook: 19k followers</p> <p>Instagram: 15.7k followers, 15 likes</p>
3. Info session, April 24	<p>Facebook: 19k followers, 1 like</p> <p>Instagram: 15.7k followers, 23 likes</p>
SOCIAL MEDIA (paid)	
1. April 11 – 17	Reach: 59,905 Clicks: 2,181
2. April 16 - 22	Reach: 33,624 Clicks: 1,587
E BULLETINS (subscriber lists)	
News Release	4400 subscribers
PSA	4373 subscribers
Environment	1400 subscribers
MEDIA COVERAGE	<p>Kelowna Now – April 14</p> <p>AM1150 – April 17</p> <p>CBC Interview – April 18</p> <p>Global News – April 18</p>

Limitations

While a variety of tactics were used to reach a diverse range of citizens, input received from the survey, open houses, working groups and focus groups do not represent a statistically significant, random sample of all Kelowna citizens. Due to the opt-in and open nature of participation, results do not necessarily reflect the views of all Kelowna citizens. Advertising efforts spanned several channels, including news releases, social media, e-newsletters, and traditional media. Additional efforts were made to connect with harder-to-reach communities via the focus groups; however, traditionally under-represented groups and individuals (e.g., low income, those with health challenges, people of colour) remain under-represented in the overall results.

PARTICIPATION AT A GLANCE

4.5 engagement site visits



536 informed citizens

248 survey submissions



77 open house participants

~15 youth participated in Youth Working Group



6 equity seeking focus group participants

15 different Invested Organizations participated in working groups





WHAT WE HEARD

A variety of tactics were used to gather input from a diverse range of people and organizations. This included workshops, surveys, open houses and focus groups.

Agricultural Advisory Committee (September 8, 2022)

On September 8, 2022, a session was hosted with the City’s Agricultural Advisory Committee (AAC) to gather input on the agricultural sector’s vulnerability and risks due to climate change and to identify opportunities for agriculture to become more resilient to a changing climate.

Climate adaptation is a concern in the agricultural sector as outlined in the work completed by BC Agriculture & Food Climate Action Initiative’s [Regional Adaptation Strategies Update: Okanagan](#) which identified four impact areas of climate change in the Okanagan as:

- Warmer and drier summer conditions
- Changes to pest populations (insects, diseases, weeds, and invasive species)
- Increase in extreme precipitation events; and
- Increasing wildfire risk

Discussion with the committee identified some of the climate change challenges and opportunities that the agricultural sector is experiencing. These include:

- Heat impacts to crops and operations (increased need for cooling technologies, operations happening earlier in the day to avoid heat, etc.);
- Supply chains have been impacted (e.g., cost increases to inputs, climate events strand supply chains, etc.);
- Invasive species challenges (e.g., introduction of new species, and life cycles lasting longer time periods);
- Operation schedules have changed (e.g., helicopters are being used later in the season than previously);
- Higher elevation properties are being farmed to expand harvest and be more resilient to impacts; and
- Different crops planted that wouldn’t have been successful 20 years ago.

The [2017 Agriculture Plan](#) includes nine actions related to a changing climate (related to water, emergency preparedness and invasive species), in addition to these actions, the AAC provided input on other actions that may need to be considered during the CRKS development:

- Water use and water prioritization (concerns about drought, shortages, capacity and water costs);
- Agriculture's positive role in climate resiliency; and
- Environmental Farm Plan Beneficial Management Practice Program to benefit farms and ecosystems.

CRKS Working Groups (January – May)

Two Working Groups, one of invested organizations and a second of youth representatives, were engaged in the development of the CRKS with the purpose of providing input on the CRKS goals, strategies, priorities and actions, and community engagement activities. The Working Groups purpose was to:

- Ensure diverse voices and perspectives are brought together to shape the CRKS;
- Engage community members who can assist the project team in connecting with and hearing from residents and groups who may have barriers or challenges to participating in public engagement opportunities;
- Provide a sounding board on the clarity and content of materials being developed for public engagement in the project;
- Provide input on issues and opportunities to reduce community GHG emissions related to land use, transportation, buildings, solid waste, and other local sources;
- Provide input on ways the City can plan, prepare for, respond to, and reduce the risk from climate change impacts; and
- Inspire community solutions and action.

The two Working Groups met separately, so that we could create a comfortable environment where the Youth could feel their ideas and comments would feel heard.

To date the Working Groups have met four times to discuss different aspects of climate action. Discussion topics have included:

January 2023: Challenges to reducing GHG emissions

February/March 2023: Local climate change vulnerabilities

April 2023: Action ideas to adapt and/or prepare for the impacts of climate change

May 2023: Action ideas to reduce GHG emissions

A summary of input from their sessions can be found in Appendix A. The working groups provided a wide breadth of knowledge and ideas on all topics discussed. Some highlights from the sessions include:

- **Challenges to reducing GHG emissions:** A variety of challenges were identified by both working groups including growing population, cost premiums to retrofit existing buildings or constructing new buildings, concerns about “first costs” not life cycle costs, access to transit for those who need it, affordability, lack of climate apathy, and unwillingness for community behavioral change.
- **Climate change vulnerabilities:** Working groups identified climate change vulnerabilities across four categories. It was highlighted that Kelowna has a semi-arid climate and drought can impact all four of these categories:
 - *Built Environment:* Climate hazards such as wildfire, flooding, wind, and landslides can impact all aspects of the built environment. Older buildings, those without shade, homes that still use septic tanks, and buildings surrounded by more pavement may be more vulnerable to climate hazards.
 - *Social Justice:* Many different groups were identified as being vulnerable to the impacts of climate change including those who have physical or mental health challenges, low income households, Indigenous people, those experiencing homelessness, seniors, and evacuees.
 - *Economic Systems:* Tourism, agriculture, small business, goods and services and supply chains can all experience impacts due to changing climate.
 - *Ecosystem Health:* Aquatic and terrestrial species are all susceptible to climate impacts such as smoke, warmer temperatures, drought, and loss of habitat (e.g. due to floods or fire). The groups also pointed out that because of climate change invasive species will have an impact on natural habitats.
- **Action ideas to adapt and prepare for climate change:** Both groups had numerous ideas on how to prepare for and/or adapt to climate change. Some of the common action ideas that are applicable to multiple hazards include nature-based solutions / green infrastructure, incentives, education, new regulations and policies (e.g. changes to the BC Building Code to address heat, development regulations to require large setbacks from waterways) and community supports for climate emergencies (e.g. cooling centers, wellness checks, etc.)

Action ideas to reduce GHG emissions: Like the adaptation discussion, both working groups had a multitude of ideas to reduce GHG emissions, particularly for the transportation and building sectors.

These ideas focused on areas such as:

- Policy and regulation (e.g., parking reductions in the Zoning Bylaw, changes to development regulations and cost charges to incent infill instead of sprawl, landscaping standards to sequester carbon)
- Incentives (e.g., to encourage landlords to make efficiency upgrades)
- Making the low carbon choice the easy choice (e.g., more frequent transit and expanded active transportation corridors)
- Infrastructure changes (e.g., road diets to incent other modes)
- Education (e.g., to promote incentives and provide support to those going through retrofits).
- Natural assets (e.g., protecting and restoring grasslands and wetlands, expanding tree canopy and more greenspace)

While both groups often had similar ideas for actions, it was noted that the Youth Working Group often brought a lens of climate equity and justice to the discussion.

Open Houses (April 18 and 27, 2023)

In April, two open houses were hosted (one in person and one virtual) to give the public an opportunity to ask questions about the project and share their thoughts and views on climate action in Kelowna.

Sixty-five people attended the in-person session, and an additional 12 people attended the virtual open-house. At both sessions attendees had the opportunity to share their thoughts on actions to reduce GHG emissions and/or to

adapt to climate change.

Some of the common discussion themes included suggestions to:

- Expand/protect the urban forest and other green space;
- Take more action to reduce emissions and prepare for climate change;
- Expand and offer more frequent transit ;
- Strengthen active transportation (e.g., expanded and safer bike lanes, secure bike parking, etc.);
- Require more efficient / zero carbon buildings ahead of provincial timelines;
- Create more compact communities with amenities and services but in lower rise buildings;
- Use a multi-solve approach to develop the strategy to address multiple issues together;
- Integrate climate justice to address disproportionate harm, differentiated scales of accountability and responsibility, race, gender, class, disability etc.;
- Integrate syilx, youth and other organizations perspectives into the Strategy's development; and
- Understand the impacts of climate change on Okanagan Lake.

A list of action ideas generated from both the in-person and virtual sessions can be found in Appendix B.

Sample of action ideas generated from in-person (left) and virtual (right) open house.



Tell us what you think!

We'd like to hear your thoughts on actions to reduce GHG emissions or to adapt to climate change.

REDUCING GHG EMISSIONS

- Start conversations about energy saving and practices? Practical approaches for electric home energy auditing?
- Let a municipality on fossil fuel gas stations (or should we have charging focus)
- Composting program to reduce waste in high rises
- Remove gas stations as an allowable use in C4
- Education hub by the City so people can get answers about heat pumps, electric, etc.
- Antitriding - short term idling with bylaw officers to put more education out for people who are idling
- More LV's and less idling

ADAPTING TO CLIMATE CHANGE

- More street trees - valuable reducing temperatures for people who are trying to walk and bike around
- Keeping watch on our bird population (most of the birds are in the downtown core and low birds are affecting our ecosystem)
- Preservation of green space
- More LV's and less idling
- More compact neighborhoods - valuable reducing temperatures for people who are trying to walk and bike around
- Keeping watch on our bird population (most of the birds are in the downtown core and low birds are affecting our ecosystem)
- More compact neighborhoods - valuable reducing temperatures for people who are trying to walk and bike around
- Keeping watch on our bird population (most of the birds are in the downtown core and low birds are affecting our ecosystem)

getinvolved.kelowna.ca/climatestrategy

Survey (April 2023)

The CRKS survey asked participants to respond to a series of multiple-choice, ranking, and open-ended questions related to climate hazard concerns, climate preparedness, and GHG emissions reduction. The survey sought to understand the community's feelings about the changing climate in the region and what role the City should have in reducing GHG emissions and preparing for the impacts of climate change.

Hosted on the City's Get Involved platform, 248 participants completed the survey between April 4 and May 1, 2023 (see Appendix C for information about the survey's participants). The results were analyzed using both qualitative and quantitative methods to develop a thematic analysis.

Climate Adaptation

The climate adaptation questions were structured to discern the extent of respondents' concerns surrounding potential and existing climate hazards and impacts, and their thoughts on how the City can provide support in preparing for climate change and emergencies.

Overwhelmingly, wildfires, extreme heat, and water security were the respondents' top three climate hazards concerns. A few respondents (6 per cent) commented that it was their perception that climate change is a natural phenomenon.

Many of the respondents had personally experienced these and other climate impacts while living in the region, including:

1. Stress on plants or animals due to weather (52%)
2. Health impacts (e.g., due to extreme heat or wildfire smoke) (50%)
3. Financial impacts due to increased home operational costs (e.g., additional air conditioning during heat waves) (42%)
4. Uncomfortably hot indoor temperatures during summer months (40%)
5. Water restrictions that impacted daily decisions about water use (20%)

Interestingly, 16 per cent of participants selected "*I have not experienced any listed impacts.*" However, this may not accurately represent their lived experiences since many of these respondents also selected this in addition to other climate impacts.

Despite many respondents having experienced various climate impacts, the majority (41 per cent) feel well prepared for some but not all climate emergencies. Only 28 per cent felt extremely or well prepared for these types of events, indicating that additional action may be needed to help the community feel prepared.



Survey feedback

77%

Participated because they cared about the topic

70%

Found the information easy to understand

71%

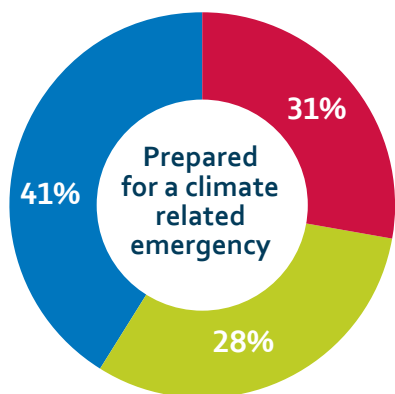
Had enough information to participate in a meaningful way

76%

Understood how their input was being used



When asked what top three areas the City should prioritize to be more prepared for climate change, the top selected response was to integrate climate change adaptation into development and land use planning (such as urban centre planning and new subdivisions). As illustrated, the remaining options were relatively evenly selected among participants. A few respondents (11 per cent) chose to add their own ideas of what could be prioritized, many of which reinforced selections offered in the multiple choice question. New ideas included nature-based solutions and Energy Step Code advancements. Two per cent of respondents added comments about their distrust in climate change and/or a perception that climate change is outside municipal jurisdiction, which highlights the need for the City to continue to raise awareness of the role that local governments can play in taking action at a local scale.



- Well or extremely well prepared
- Prepared for some, but not for all
- Not prepared or unsure

Areas the City should prioritize to be more prepared for changes in local climate

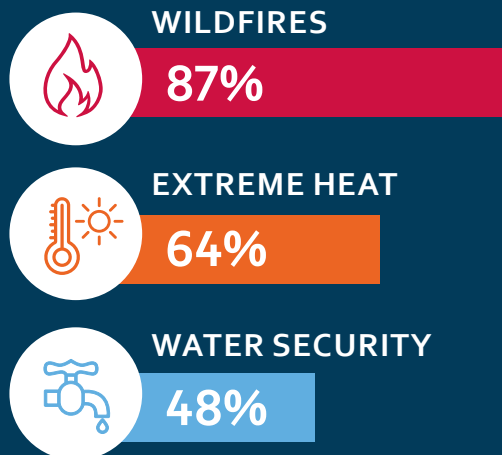
- 53%** Development and land-use planning
- 35%** Regional efforts
- 35%** Municipal policy and standards
- 30%** Rebates and incentives
- 27%** Community climate related emergency preparedness
- 25%** Funding and support for those most vulnerable to climate change hazards
- 22%** Retrofit city owned facilities and operations
- 21%** Education and information



"...when the November 2021 atmospheric river washed out the main highway between Vancouver and Kelowna, it was shocking how quickly food shelves were emptied in grocery stores due to transportation delays and disruption and how the flooding in the lower mainland impacted Kelowna."

– Survey respondent (food security worries and strains due to climate impacts)

Respondents' top climate hazard concerns



Climate Mitigation (reducing GHG emissions)

The climate mitigation questions were designed to understand survey respondents' priorities and supports needed to reduce community GHG emissions.

In 2022, Council directed staff to develop the CRKS using the same targets as the Province of BC, which aims to reduce emissions by 40 per cent below 2007 levels by 2030 and achieve net-zero emissions by 2050. Overwhelmingly, **almost 80 per cent of respondents agreed that the City's GHG emissions reduction target should align or be higher than the Province.** Only 11 per cent felt it should be lower.

The survey results conveyed that it is not easy for respondents to reduce personal GHG emissions, however 85 per cent of respondents felt it is either somewhat or very important for the City to take action to help the community reduce its emissions. The same number of respondents though had concerns about the community being able to reduce its GHG emissions due to reasons such as:

1. Lack of local infrastructure to make changes (e.g. bike lanes, transit, clean energy) **(56%)**
2. Community's dependence on fossil fuels **(46%)**
3. The personal changes made won't be enough because not enough of the community is motivated to change their behavior **(38%)**
4. The absence of relevant climate change policies and programs **(30%)**
5. The high cost associated with implementing the necessary changes to reduce GHG emissions **(27%)**

Twelve per cent of respondents chose to add other concerns including lack of community buy-in, inconsistencies with existing plans, and lack of urgency in climate response. Like other open-ended questions, there were several comments about the lack of trust in climate change and the perception that it fell outside of municipal jurisdiction.



Areas the City should prioritize to reduce GHG emissions

61% Regulations, policies & standards

48% Rebates and incentives

47% Regional efforts

40% Demonstrate leadership

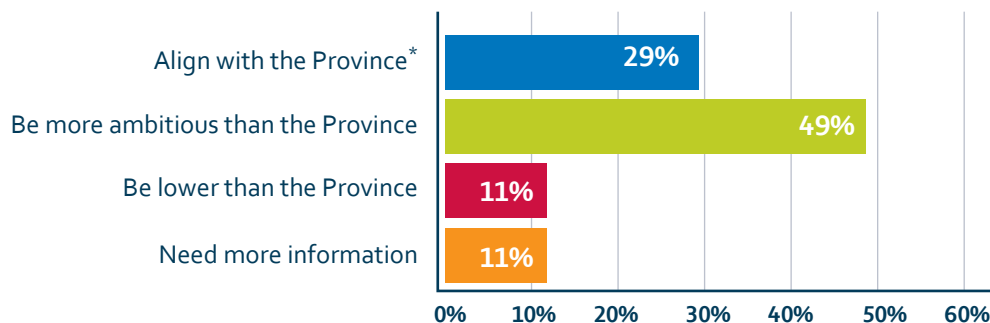
33% Education and information

17% Other

To reduce community GHG emissions respondents would like to see the City prioritize regulations, policies, and standards; rebates and incentives; and working with others regionally (business, utilities, and local government). This overlaps with the same direction provided to address climate adaptation. Seventeen per cent of respondents chose to add other suggestions for action including transportation support (e.g., better trail networks and transit services), nature-based solutions, and climate training for senior staff and officials. As with other open-ended questions, there were a few comments regarding climate distrust and/or climate mitigation being outside of municipal jurisdiction.

To reduce GHG emissions, the survey focused on two of the top three community GHG emission sources: transportation (accounting for 55 per cent) and buildings (accounting for 38 per cent).

Survey respondents feel that Kelowna's GHG emissions reduction target should:



* The Province of BC's GHG emissions reduction targets are 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050.

Transportation

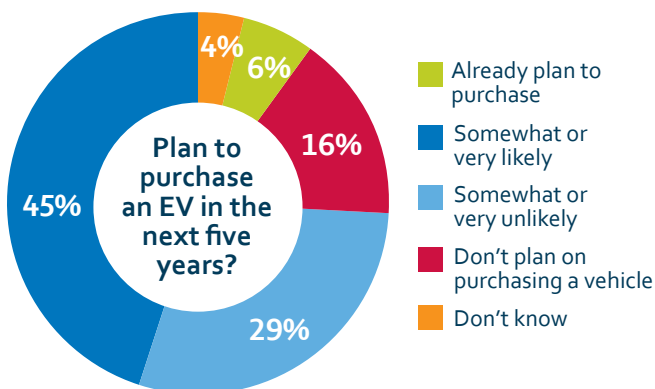
The survey asked questions to gain a better understanding for motivations to encourage more frequent use of low carbon transportation options compared to what they use now.

Transit. Approximately 19 per cent of survey respondents said they used transit or other active modes, while a further 15 per cent of respondents are not able or interested in using transit more often. The biggest ways to encourage more transit use are more reliable and/or frequent transit (50 per cent), more direct transit routes (34 per cent) and transit stops closer to origin or destination (24 per cent). While many of the other suggestions overlapped with multiple choice options, one other common suggestion was to improve safety at public transit spots and on public transportation.

Active transportation. While you would anticipate a similar response as above, only 11 per cent of respondents indicated they used active transportation or transit as primary mode of transportation (indicating confusion with the way the survey was worded). Compared to transit, there is more interest in active transportation as only eight per cent of respondents indicated that they were not able or interested in using active transportation more. More dedicated bike lanes and/or multi-use paths was the top recommended action to encourage more active transportation.

Electric Vehicles (EVs). Over half of respondents were either somewhat, very likely or already plan on purchasing an EV for their next vehicle in the next five years. Top actions that would help encourage the future purchase of an electric vehicle include help with upfront purchase costs, more public charging, and longer range EVs.

Nearly 21 per cent chose to add suggestions of their own, many of which echoed the options provided in multiple choice selections. However, over one quarter of the other ideas provided included concerns about the technology, ranging from apprehension to lithium mining and battery recycling to the practicality of EVs in Canada's climate.



“Having moved back from Vancouver, I’ve noticed a huge stigma here that only poor, homeless, dirty, mentally unwell, or dogmatic people take transit. That using the bus is often laughed at and scoffed at. It’s also seen as inefficient and unreliable. The majority of the local population don’t even consider it an option for getting places.”

– Survey respondent



Top recommended actions to increase active transportation

- 43% More dedicated bike lanes
- 35% Better protection against bike theft
- 31% More direct walking/cycling routes
- 21% Snow cleared bike lanes
- 17% Electric bike incentive



Top recommended actions to encourage transition to EVs

- 40% Help with upfront purchase costs
- 37% More public charging
- 35% Longer range
- 23% Availability of at home charging in condos and apartments
- 22% Easier access to used EVs

Buildings

The questions regarding building energy efficiency and low-carbon upgrades aimed to gather insights into the perception of homeowners, renters, and youth regarding the energy performance of their homes, retrofit priorities, and the support needed to carry out upgrades. Depending on tenure, different types of initiatives may be needed to encourage energy and carbon retrofits.

Renters. Renters represented less than one fifth of respondents and many of them did not have an understanding of the efficiency of their home (24 per cent). A further 24 per cent of renters stated the energy performance of their home was below or far below average.

The top three supports selected by renters for improving efficiency of rental homes:

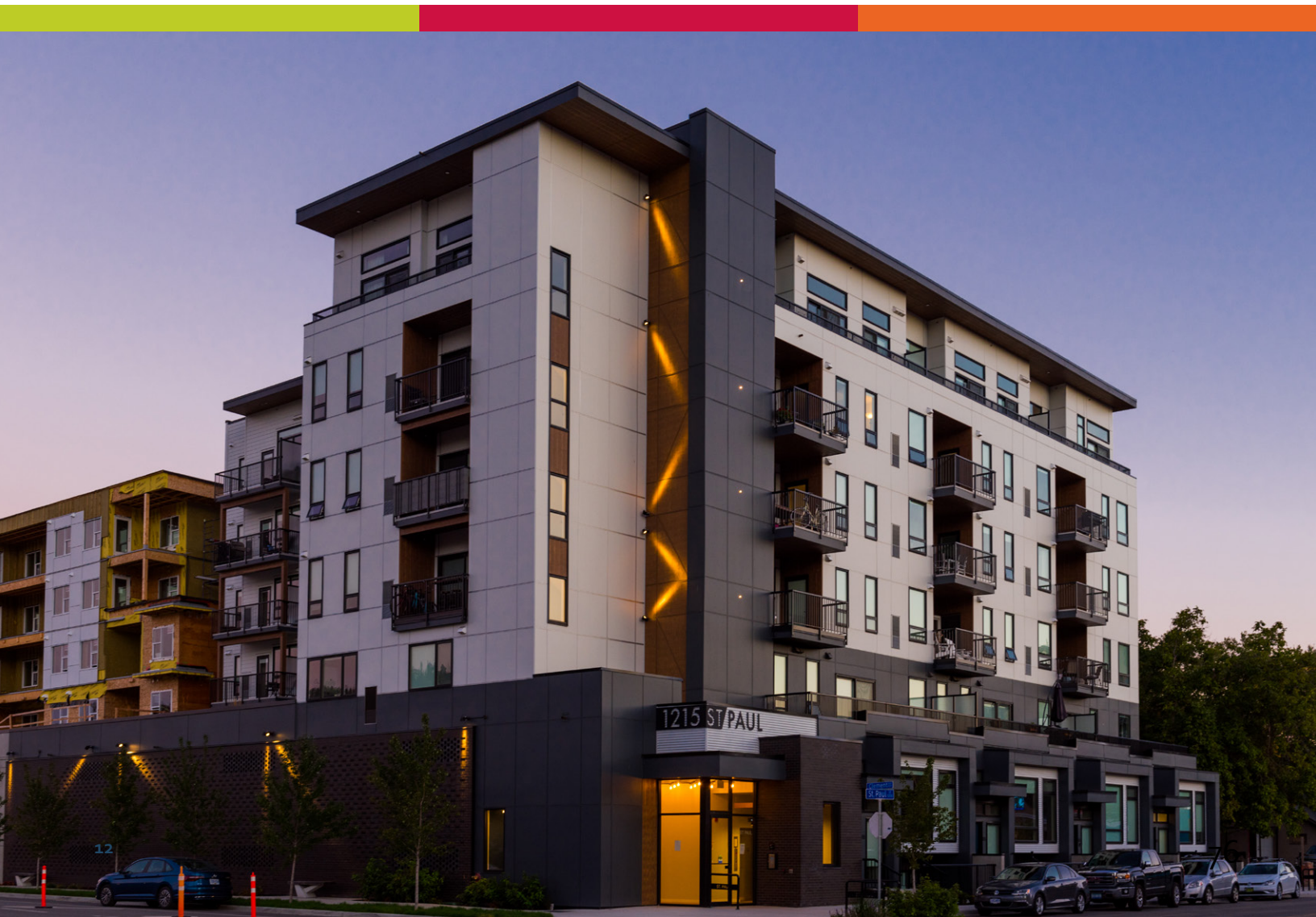
- Incentives for landlords to complete upgrades **(29%)**
- Ensuring new rental buildings are built with high energy efficiency standards **(26%)**
- Regulations requiring energy saving or low carbon upgrades **(21%)**

For youth living with family (21 per cent of respondents), only 10 per cent perceived their homes to be below average energy efficiency. This group of respondents did not provide input on supports to improve energy efficiency.

Homeowners. Nearly 60 per cent of respondents were homeowners, and over 43 per cent of them are planning home renovations in the next five years (with a further 27 per cent unsure about future home renovations). Nearly 90 per cent of homeowners said they were likely or somewhat likely to consider energy efficiency and resilience improvements as part of future upgrades.

The top three supports selected by homeowners to assist in implementing energy efficiency and resilience improvements were:

- Help with upfront costs (e.g., incentives, grants or financing) **(58%)**
- Information on how to make some of the upgrades on their own **(12%)**
- Assistance with finding contractors who could make the upgrades **(9%)**




Homeowners were asked about types of upgrades they were interested in to improve their home's efficiency (and consequently reduce GHG emissions) as well as to help prepare their home to the impacts of climate change. Many of the upgrades homeowners are interested in can both help reduce GHG emissions and prepare for climate change. While FireSmart upgrades had low interest at the time of this survey, it would be interesting to know if there will be more interest following the recent devastating fires that happened in the region this summer.

Many of the open-ended responses indicated that some homeowners had already completed home retrofits, while others who lived in condo buildings noted they were unable to undertake the listed retrofits due to building regulations.

An overwhelming number of homeowner respondents (72 per cent) have conventional natural gas, heating oil, or propane for space and/or water heating. Only a third of these respondents were somewhat or very likely to switch to a lower carbon option in the next five years. The top three supports that could encourage fossil fuel users to transition to lower carbon fuels were:

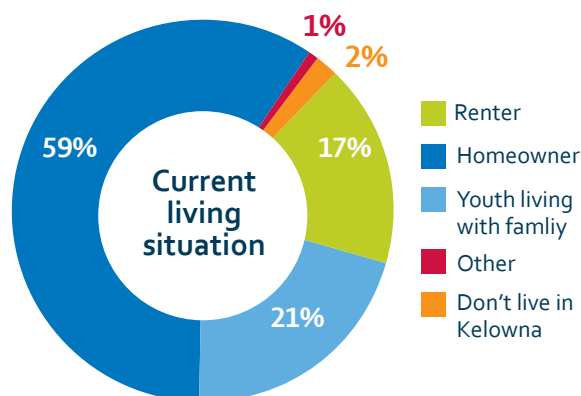
- Help with upfront costs (e.g., incentives, grants or financing) (74%)
- Assistance with finding contractors (33%)
- Help with keeping operating costs low (e.g., insulation, air sealing, etc.) (33%)

Other suggestions included reduced upfront capital costs, additional support for strata bylaws, and improved heat pump efficiency to accommodate Kelowna's colder climate.

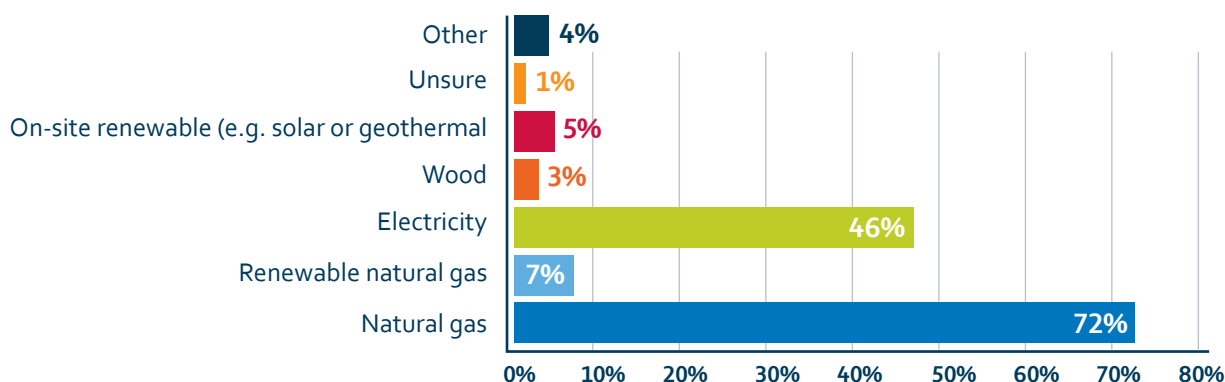


Upgrades homeowners are interested in

- 42% Efficient windows and doors
- 39% Renewable energy system (e.g., solar)
- 36% Plant trees
- 32% Improved insulation
- 31% Heat pump
- 24% Efficient appliances
- 19% Low-flow showers, faucets and toilets
- 9% Fire smart



Energy used for space and/or water heating



Supporting an Equitable Transition

The final open-ended responses revealed a prevalent theme, which emphasized the importance of building community-wide support by involving all members in decision-making and solutions development. Many participants expressed the need to actively engage vulnerable community members and Indigenous communities in the creation and execution of the CRKS. This recommendation aligned with the findings from the co-benefits question, where health and well-being emerged as the most frequently selected co-benefit, chosen by 68% of survey respondents.



“Do as you have done here, include the community in decision-making and active participation.”

“Make sure to consider and consult marginalized and low income groups when making decisions.”

“Begin with compassion for those at greatest risk.”

“Do not put the cost of this on those of us who are struggling financially.”

“Provide better education and incentives about retrofitting, planting trees etc. so that it is accessible to lower incomes too.”

— Comments from CRKS Survey Respondents

Focus Group

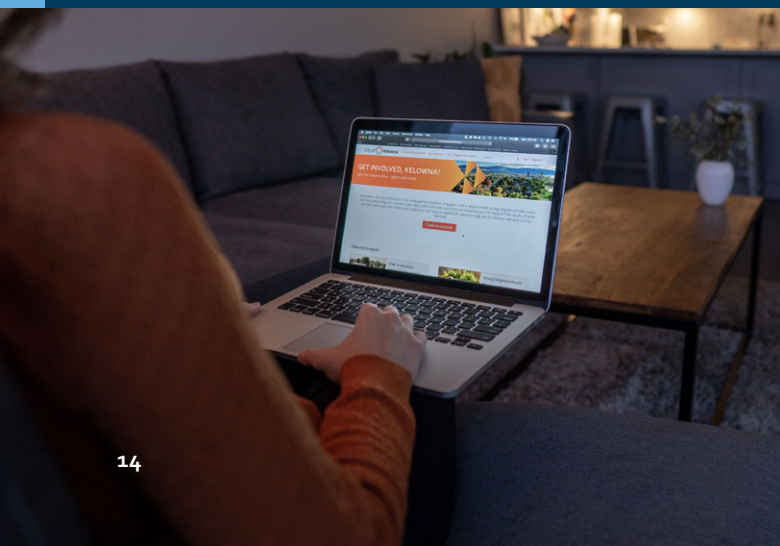
(May 16, 2023)

Two virtual CRKS equity focus groups were hosted on May 16, 2023 to gain a better understanding of lived experiences of equity seeking community members. Organized by the City’s consultant for the CRKS (Sustainability Solutions Group - SSG), without any participation from the City, the focus groups allowed for feedback and participation to be anonymous. This enabled participants to share authentic and valuable insights into how climate change affects their lives, including unique vulnerabilities, strategies, and community perspectives.

Twenty-two organizations and/or individuals involved in equity-related issues or belonging to equity-seeking groups were invited to participate in one of the two focus groups. These groups were contacted based on pre-engagement input, online resources, and/or expressions of interest through the Get Involved webpage. Between the two virtual equity focus groups, a total of six individuals participated. Although a formal demographic analysis was not conducted, participants voluntarily self-identified as representatives of various groups, including mobility-limited and people with disabilities, new immigrants, members of Black, Indigenous, and people of colour (BIPOC) communities, and senior citizens. It should be noted that the focus groups were not designed or intended to serve as a representation of all equity-seeking community members in Kelowna, therefore, the results cannot be extrapolated to represent the views of the entire community.

The sessions were designed to encourage active participation and collaboration in a safe space to allow hosts to uncover the connection between climate change and other social, economic, and environmental factors affecting participants. The roundtable discussion focused on three questions:

1. What climate hazards are you most concerned about and why?
2. What actions have you taken to prepare for climate change, and how can the City support action?
3. What outcomes do you hope the CRKS will achieve?





What We Heard

The following qualitative analysis of the focus group summarizes feedback by key themes.*

Highly impacted community members and vulnerable community members should be included in the CRKS decision-making process.

Participants voiced the need to enhance engagement with community members who are highly vulnerable to climate change and who may bear a disproportionate burden from climate action. They expressed concern about the inadequate representation of these communities in Kelowna's current decision-making process and underscored the significance of their inclusion in future efforts. While acknowledging the value of the focus group as an initial step toward inclusivity, participants emphasized the necessity of ongoing consultation to avoid imposing disproportionate burdens on equity-seeking communities throughout the development and implementation of the CRKS.

Equity-seeking community members face unique and diverse challenges.

Participants emphasized the unique challenges faced by vulnerable community members. One participant highlighted their vulnerability to extreme heat due to their disability, expressing concerns about power outages and advocating for strategies that prioritize grid resilience. They also recommended the provision of programs to support vulnerable community members in accessing cooling centers and backup generators.

Another participant, a senior citizen, shared their experience of feeling unsafe while riding a bicycle. They expressed a desire to reduce reliance on their vehicle but noted that

* Please note that quotes are not verbatim, but based on detailed notes. Some quotes have been lightly edited for clarity.



The majority of people making decisions are least impacted by climate change, the people most affected by climate change are not being represented in the decision-making. I know what SSG is doing with these focus groups is an amazing first step, and I hope we can overcome the barriers for participation from those communities who are being most impacted.”

– Focus Group 1 participant

“I want to be able to see a just transition, that we are including more people and vulnerable people in the decision-making process. I don't want to leave anyone behind because we are all vulnerable in one way or another.”

– Focus Group 2 participant

“In collaboration with Interior Health, a program could be created to prioritize people in geographical areas. Crisis prevention officers or consultants could be used to prepare people ahead of time, for example they could go to seniors' buildings and take assessments of their emergency preparedness and raise awareness of that building's emergency response plans.”

– Focus Group 2 participant



“I feel an urgency, I feel the city should be engaging with a climate emergency plan for a safe pathway to 1.5C.”

– Focus Group 1 participant

“We cannot be afraid to do [the climate actions] now. We need written direction on what we can do now.”

– Focus Group 2 participant

“... let’s not do thousands of surveys and talking. People have learnt that green roofs can go elsewhere and it can work, get programs that can work in other communities and get them moving here. ...I would like to see urgency at the City, to see them listen to science and what works elsewhere.”

– Focus Group 1 participant

existing bicycle lanes do not adequately support safe active transportation options for seniors. They highlighted the importance of street designs and a culture of mutual respect to create a safer biking environment. Transportation concerns were also discussed for individuals who rely on public transit to commute. One participant, who relies on public transit to commute shared that despite living on a direct bus route, their commute has been frequently disrupted by climate events.

In addition, strategies specific to community members with disabilities and senior citizens were discussed in both sessions. For instance, a participant who cares for a senior relative mentioned that their family member lacks access to a smartphone and therefore doesn’t receive emergency messages. They suggested a tailored approach, such as crisis prevention officers who can provide outreach to senior and support homes prior to an emergency.

Climate change is an urgent issue that requires immediate action.

Despite the diverse range of actions and supports prioritized by focus group participants, a common underlying theme emerged: a sense of urgency. One participant shared their transition into an advocacy role during retirement, driven by the desire to secure a safe future for their grandchildren.

Numerous participants emphasized the importance of taking immediate action and highlighted the need for swift development and implementation of a comprehensive plan that draws on best practices from successful initiatives in other communities. In the face of a climate emergency, participants expressed that it is imperative to rely on scientific evidence and act swiftly.



Financial support is necessary for low-income groups to participate in climate actions.

Participants explained that the cost of climate actions are expensive and lower-income groups will need financial support and incentives to participate. Participants said existing rebate programs are not suited to the needs of low- and middle-income groups because they cannot afford to pay for upfront capital costs or long-term maintenance.

Additionally, one participant highlighted the interconnectedness between affordability, housing insecurity, safety, and climate change.

Information about the CRKS needs to be accessible and transparent.

Multiple participants expressed the need for clear communication strategies to educate community members about mitigation and adaptation actions included in the CRKS, specifically emphasizing the importance of making this information available through various channels such as newspapers, social media campaigns, and peer-to-peer outreach.

Participants also mentioned the importance of establishing dialogue between Councillors and staff to address the perceived lack of information sharing. They suggested the formation of an advisory committee consisting of knowledgeable individuals who already live and work in the community, including experts from local organizations and University of British Columbia Okanagan (UBCO), to provide valuable insights and resources to both staff and councillors.

Furthermore, participants noted that communication efforts should be inclusive and considerate of different segments of the population. They highlighted the need for language that is easily understood and accessible to ensure that information related to climate preparedness reaches and resonates with these communities.

Finally, they highlighted the desire to hear about the CRKS' annual success and progress, such as an annual GHG and adaptation report.



“We wanted an EV but it wasn’t feasible. If the government wants to see lower income and middle-income families move to EV purchasing then the rebates need to be available for them to do this.”

– Focus Group 2 participant

“Majority of people are dealing with other issues such as affordability and insecurity, and safety. It was clear during the last municipal election that these issues were top concerns for community members. In my mind, these are all very interrelated issues and are related to climate change. The strategies we develop need to address the intersection of these concerns.”

– Focus Group 2 participant



NEXT STEPS

The information gathered through the various engagement activities will be used to inform the draft Climate Resilient Kelowna Strategy.

Once the draft strategy is reviewed by Council, the public will have a final opportunity to provide input on the draft content and recommended actions before a final Strategy is presented to Council for endorsement.

APPENDIX A

CRKS Working Groups Input

To date, the Interested & Affected Organizations Working Group and the Youth Working Group have met four times each. Below is the input received from each of the sessions.

January 2023 Workshops

CHALLENGES TO REDUCING GHG EMISSIONS

Interested & Affected Organizations Working Group Responses	Youth Working Group Responses
BUILDINGS	
<ul style="list-style-type: none"> Housing affordability is a challenge Building retrofits are costly and not a priority for homeowners Training for builders, and trades for higher level of step code City Communications can play a bigger role in promoting retrofit incentives, Manufactured home manufacturers are not considering efficiency at all. Improve home energy efficiency in the short term, as they will be around 50+yrs. Cost premium on capital projects to build to higher standards. Often developers concerned about “first costs” and not life cycle costs. See UBCO example https://www.zebx.org/skeena-residence/ Taller, denser buildings are a good priority, but not a solution unto themselves. Extensive green/community space, parks, gardens, playgrounds, multi-modal transport, traffic calming/ reduction needed 	<ul style="list-style-type: none"> Growing population causes more GHG emissions and waste from construction.
TRANSPORTATION	
<ul style="list-style-type: none"> UBCO modelled and came up with very similar trends as community GHG emissions modelling. Transportation due to commuting was also the largest source of emissions for UBCO (55%). UBCO’s key reduction strategies are around transit service, improved active transportation infrastructure, updated parking price models to disincentivize single vehicle use. Transportation should be a focus since they account for 55% of emissions Transportation should be a focus since they account for 55% of emissions More focus on public and active transportation (getting people out of their cars) Promote solar panels in combination with EVs Working from home data available from Census and shows increase comparing 2021 and 2016 	<ul style="list-style-type: none"> Behavior/ perception towards public transit - many people don’t like and critique efficiency of transit – or positive perception as long as they don’t have to use it. Transit strikes impacts many. Public transit justice is climate justice. People want better transit system if it doesn’t get in the way of cars. The people who need transit sometimes don’t have access. Transit along main roads is also along more expensive homes, so those that can’t afford housing are further away from transit. Make pedestrian and bike travel more comfortable for people (e.g. don’t shovel snow onto bike paths in winter)
WASTE	
	<ul style="list-style-type: none"> People’s consumptive lifestyle that ultimately ends up in the landfill. (e.g., could use sharing economy) Repurpose some of the “waste” food to feed those less fortunate or distribute back to farmers for feed.

Interested & Affected Organizations Working Group Responses

Youth Working Group Responses

OTHER

Data and modelling

- Availability of data and models to accurately quantify the behavioral responses to plans and policies

Energy use

- Concerns models don't take into account increase of electricity use for vehicles and how this could cause electricity that is generated from fossil fuels and isn't as "clean"

Natural Environment

- Removal of trees (particularly old, well-established ones)

- Food deserts in some parts of Kelowna leads to transportation emissions
- Action to reduce GHG's requires social change which requires effort and discomfort.
- Many people don't see climate as a big issue.
- The public doesn't care enough
- Poverty doesn't allow people to be more sustainable. There is a big homeless problem in Kelowna, if there were more affordable housing options, then people would have more available funds to invest, improving quality of life, etc. More choices for everyone, not just the wealthy.
- People rely on others to make the change instead of themselves.
- Culture change needed. Make the eco-friendlier option more convenient option.
- Have broad community involvement in plan development to get buy in.
- Fast fashion has big impacts on our planet
- Support traditional Indigenous knowledge (e.g., prescribed burning to reduce wildfire)

February/March 2023 Workshops CLIMATE CHANGE VULNERABILITY DISCUSSION

Interested & Affected Organizations Working Group

BUILT ENVIRONMENT

- Vulnerable to wind
- We need wetlands to mitigate flood damage
- Air quality exposure based on location
- Active cooling will add more heat to environment creating positive feedback loop
- Pavement creates heat island
- Rutland Waterworks aquifer
- Landscaping impacts water consumption –
- Natural gas reliance influences climate and air quality
- Buildings & infrastructure (natural and human built) at risk when in flood/fire or fire zones
- Areas that still use septic tanks
- Homes that are in sprawled areas of City
- Buildings with poor ventilation or without shade
- Older buildings
- Drought – we are in a semi-arid environment

SOCIAL JUSTICE

- Those with no air conditioning – or lower income may not be able to install or operate
- People's health being outside during smoke or heat events
- Eco-anxiety and mental health
- Seniors & those with low socio-economic status
- Those with chronic disease or health or mobility challenges
- Youth, children, and infants (also from a mental health perspective)
- Indigenous
- Food security (especially for lower income)
- Low-income homes have the least resources and ability to adapt to or recover
- Evacuees
- Homes on slopes

ECONOMIC SYSTEMS

- Goods and services / supply chains
- Small business impacts
- All major disruptions cause economic challenges/risks for tourism, agriculture, insurance, government, utilities, etc.
- People may not move here
- Invasive mussels could impact lake, water, economy,
- Impact on source water protection
- Food security
- Cost of hydro goes up

ECOSYSTEM HEALTH

- Heat and wind stress to existing trees
- Smoke stresses wildlife
- Invasive species tough on natural habitats
- Water management affects fish habitat
- Aquatic species due to warmer water temperatures
- Fires will speed up ecosystems shifts to grasslands
- Loss of crops and natural plants
- Natural habitats destroyed during floods
- Need to use more natural infrastructure methods

Youth Working Group

BUILT ENVIRONMENT

- Wildfires and its damage to homes and other built structures
- Powerlines
- Flooding/homes
- Infrastructure damage to roads/buildings - landslides

SOCIAL JUSTICE

- Elderly citizens
- Those who experience homelessness
- Those who experience poverty
- Those experiencing health issues
- Blocking off vulnerable people
- Children unable to play outside
- People with limited accessibility
- Measures used to protect against disease harming those with mental health struggles
- Wildfires effect on seniors and children

ECONOMIC SYSTEMS

- Orchards, farms, general agriculture
- Tourism
- Invasive species – agriculture
- Increased expenditures to help reduce heat or in terms of using more air conditioning and challenging power systems and grids
- Extreme heat will affect the salmon spawn, the fishing industry of the lake
- Extreme heat – Kelowna has a lot of annual crops (cherries, apples, etc.) and many of those crops depend on colder temperatures to 'wake them up'.

ECOSYSTEM HEALTH

- Kelowna ecosystems already quite dry and affected by wildfire
- Trees ripped out or damaged leading to loss of habitat
- Extreme heat – salmon require a very specific temperature
- Wildfire – change the local microclimate impacts species health and soil
- Invasive species like shrimp and muscles in the lake
- Wind/landslides/flooding erosion affects the soil and what can grow , leads to increased disasters due to positive feedback
- Animal, plant, and habitat loss

April 2023 Workshops CLIMATE ADAPTATION ACTION BRAINSTORM

Interested & Affected Organizations Working Group Responses

EXTREME HEAT

Recommended top priorities

- Building retrofit programming and financial supports
- Create a tool to calculate heat island contribution for each development and then requirement to offset this contribution
- Public communication and education about managing heat at home and work (HARS tool from BC Gov't)
- Green infrastructure bylaws
- Nature based solutions
- Require solar PV ready on new development

Other responses:

Buildings:

- Accelerate Energy Step Code/low carbon building technologies
- Consider cool roof technology
- Shade for buildings (e.g., awnings, overhangs)
- Require passive cooling (building orientation, limit windows, etc.)

Education

- Educate NIMBYs why more densification is needed despite heat island

Youth Working Group Responses

Top priorities not discussed

Other responses:

Buildings

- Solar incentives (dual benefits with shading)
- Utilize materials in construction that offer cooling benefits
- Advocate to BC Government to incorporate heat into BC Building Code
- Offer incentives for heat pumps or solar for businesses

Education

- Help public understand heat risks
- Communication strategy for anticipated heat
- Communicate where people are (not just email)

EXTREME HEAT (CON'T)

Emergency Response

- Municipal cooling centres in high-heat areas, or areas of more at risk people
- Entertainment at cooling centers
- Free transit during heat
- Wellness checks by neighbourhood associations or delivery services
- Support for emergency workers to manage heat during heat waves and heat domes
- Utilize unused facilities (e.g. schools, churches, conference centers)

Green infrastructure & natural solutions

- Ban cedar hedges
- Required development to work around existing large trees
- Encourage green roof gardens and incentives
- Establish a soil bylaw to have volume requirement for tree planting
- Require shade trees be planted on north side of building
- Incorporate shade in parks
- Increase required percentage of park/green land in new development
- Return vines to buildings as a way of cooling
- Species at Risk Habitat Analysis
- Tree bylaw
- Increase canopy coverage

Other

- Energy Choices that are carbon neutral
- Increase lake access
- Solar panel shades for unshaded parking lots
- Use underground parking instead of surface to reduce the amount of paved surfaces

Emergency response

- Extreme heat kits
- Raising awareness of cooling centers
- Provide supports for those who are vulnerable or experiencing homelessness
- Policy for the new Parkinson Recreation Center to act as a cooling or warming center.
- Partnership with BC transit to have buses with frequent routes to cooling centers

Green infrastructure and natural solutions

- Use City purchasing power to buy land assembly and building a park in known heat areas or lakefront for additional cooling
- Incentivize people to plant clover, and move away from lawns
- Ensure trees are included when building new infrastructure

Other

- Incorporating CVRA findings into new infrastructure projects
- Provide shade at transit stops
- Policy or bylaw to include the heat impact of a project, for example as another component of an environmental impact assessment

FLOODING

Recommended top priorities

- Building codes to include flood-proofing measures in identified high-risk areas
- Supports and programming for building retrofits for flood-proofing measures
- New infrastructure to retain large flood events (i.e. parking lots to serve dual function). Permeable surfaces to be integrated into new development approvals.

Other responses:

- Critical impact of environmental integrity (i.e.. Creeks and riparian areas) to be integrated into upstream preparedness
- Co-benefits of infrastructure + flood mitigation
- Consideration to partner with the RDCO re: business continuity planning for disaster re-build and emergency response
- Partner with the Province to understand downstream geotechnical hazards and risk of logging
- Tree planting adjacent to creeks to mitigate flooding
- City to have first right of purchase of houses that have flooded - or in a flood zone
- Requirement to tell buyers a house is in a flood zone

Top priorities not discussed

Other responses:

- Policy for erosion and soil stability
- Policy for setback from streambanks
- Supports for water quality advisories (e.g. access to clean water), and educate in advance so people are aware and know where to get it. (consider equity – people who can't carry water, who don't have a car, etc.)
- Work with sylix experts on creek restoration to help prevent flooding
- Street sweeping sand reuse for flooding
- Incentivize to plant along streams

WILDFIRE

Recommended top priorities

- Implementation of the 2022 Community Wildfire Resiliency Plan
- Forest management for public lands
- Expand air quality notifications
- Education campaigns to encourage fire and evacuation preparedness
- Building Design Challenge for climate zone readiness (homes of tomorrow that are climate ready)

Other responses

- Evacuation routes and pre-planning of subdivisions to be more comprehensively resourced and completed
- Consideration of those residents that are housed in areas of the city that are high risk and do not have access to a car.

Top priorities not discussed

Other responses:

- Like cooling centers, but for AQ events (using schools?)
- Better transit and transit stops to protect from poor air quality
- Incorporate syilx knowledge about fire and strategies
- Partner with Lake Country to ensure the Knox Mountain to Lake Country Corridor has fuel mitigation
- Utilize new ways of educating people (e.g. UBCO Fire Knowledge podcast)
- Provide options for activity during air quality advisories (balance AQ with access to recreation) – concerns about youth mental health aspects of smoke or extreme heat as can't go outside.
- Better understanding of vulnerable areas in terms of wildfire response (not just exposure) (let people register so there is an indicator where vulnerable people are to provide supports during evacuation)
- Severe air quality warning messages

WATER SECURITY

Recommended top priorities

- Water use regulations
- Green Infrastructure bylaw to purchase lands for dual purpose (i.e., Floodwater retention) and/or serve as wetlands for filtration
- Energy score for MLS attributes to elevate purchasers knowledge (fire/flood ready for home purchase)

Top priorities not discussed

Other responses:

- Incentives to not use grass, combined with education and awareness
- Having business be aware of benefits of night irrigation, etc.
- Accountability on businesses not just households for water use restrictions
- Priority for water distribution (where does water get saved first, or who gets priority to water if it is scarce)

OTHER HAZARDS

- Limit development that doesn't increase risk of landslides
- Support those that are growing food locally
- Building retrofit programming and financial supports

May 2023 Workshops

GHG EMISSION REDUCTION ACTION BRAINSTORM

Interested & Affected Organizations Working Group Responses

Youth Working Group Responses

TRANSPORTATION

Consultant recommendations

- Implement land use policies from the 2040 OCP
- Continue improving public transit service delivery
- Expand protected bike lane network
- “Right-size” municipal fleet vehicles
- EV-ready requirements in Zoning Bylaw for new construction
- Restrict drive-throughs

Recommended top priorities

- Implement WFH policy for city and other employees to reduce trips
- Road diet to incent other modes
- Parking reductions to be updated in the ZBL
- Improved transit service to YLW
- Free transit downtown and/or free transit on weekends to increase ridership
- Free transit for those up to 18 (rather than 12) to encourage more students to embrace this as a primary transportation mode
- Strive for complete streets in accordance with the ‘Complete Streets for Canada’ guide.
- Expand active transportation trails to enhance connections for pedestrians and cyclists
- Explore light rail (hydrail) system to be explored.

Other responses:

Trip Distance Reduction

- Implement land use policies from the 2040 OCP
- 4 day work week to be implemented by City of Kelowna
- Create more dog friendly parks so people don’t have to drive as far
- Look at zoning change in urban core periphery areas to allow more retail/restaurants

Transit

- Make transit on-demand, expand car sharing-smart transit
- Subsidize transit passes for major employers
- Coordinate school bus and public transit expansion
- Improve transit frequency for main routes
- Incentivize transit/bike use

Active Transportation

- Host free bike tune up events
- Create safe, secure bike storage
- Increase bike lane cleaning
- Protect the rail trail from road expansion
- Expand Rail Trail to connect communities
- Increase number of bike lockers required and/or secure bike storage instead of parking in Zoning Bylaw
- Encourage e-bikes for more than recreation
- Make cycling friendly neighbourhoods
- Are ebikes displacing emissions or adding be increasing energy use

Vehicle Efficiency & Fuel

- Truck depot – don’t have large trucks make small local deliveries
- Power supply study by City / BC Hydro / Fortis to explore electricity and demand
- Solar panels on new residential units for at home EV charging (also for pool heating)
- Electrification of school bus fleet
- Curbside charging along road RoWs

Top priorities not discussed

Other responses:

Transit

- Phase in electric buses as you replace aging buses
- Generate low carbon credits and then invest them in buses
- Make buses more accessible in times of extreme heat
- Make buses less expensive
- More frequent transit
- Create more efficient lines to get places
- Figure out which routes are busier and increase frequency on those (when there are too many people on a bus it takes longer to get where you are going)
- Take away stigma of using transit (common thought if you are on a bus you are poor or a student)
- Make buses nicer/more attractive
- Park and ride programs – creating a place where there is a free safe program. Or incentivize it, secure parking and free busing somewhere (e.g., somewhere close to the 97 or park and ride in the new capri).

Active Transportation

- More streets like Ethel with protected bike infrastructure away from cars
- Focus on infrastructure for biking and sidewalks
- Safe bike storage and bike secure safety technology that doesn’t put the costs on users (people don’t feel comfortable bringing bikes downtown. EV’s are incentivized and people that have those are already privileged)
- When designing new parks or buildings include safe, secure bike parking
- Incentives for taking bike over car
- Have SD23 more equal opportunities at each school so don’t have to commute (e.g., KSS only has certain programs that other schools don’t so students have to commute)

Vehicle Efficiency & Fuel

- Challenges for younger people to have access even to used EVs due to costs

TRANSPORTATION (CON'T)

Other

- Commit to Clean BC target 50% mode shift to sustainable transport by 2050
- Increase car-share programs/opportunities
- Traffic calming in urban cores
- Build for people not cars
- Continue investments in micro-mobility
- Restrict drivethroughs
- Low carbon credits to be implemented to incentivize EV charges in existing MURBs
- DCCs or other financial incentives to onboard new

BUILDINGS

Consultant recommendations

- Require higher steps of Energy Step Code and/or Zero Carbon Step Code (in advance of provincial timelines)
- Create incentives for developers building to net-zero emissions
- Advocate for home energy labelling at time of lease or sale
- Develop pre-approved list of contractors for deep retrofit work
- Promote energy benchmarking
- Retrofit all municipal buildings to net-zero standards

Recommended top priorities

- Look at revising DCC and property tax. DCC should be based on size of land, intended use, not per door (see Kamloops as example that charges per lot)
- Incentivize retrofits for windows for shade from the outside (e.g., in Europe use external roller blinds)
- Full time communications staff to educate the public on what is available for incentives, how they work, etc. to make it easy to understand (or partner with non-profits to get message out)
- Focus on what you want us working on tomorrow

New Buildings

- Look at property tax structure on intended use of land and not what the land currently does (e.g., if Walmart uses for parking instead of mixed use then tax them higher)
- Reduce DCCs for non-profit organizations to create more affordable housing
- Build to accessible standards so people can age in place
- Incorporate shading into new buildings to reduce heat load
- Incentivize xeriscaping climate-ready landscaping
- Set a target to reduce embodied emissions by 40%
- Support for electrification (e.g., minimum EV charging station requirements in new condo/housing)
- Build a workforce for zero emission buildings
- Increase housing above single story commercial
- Climate labelling

Existing Buildings

- Eliminate fossil fuels from existing buildings through building performance standards with carbon pollution requirements and fossil fuel free time of replacement requirements
- Advocate for PACE funding
- Major incentives for landowner retrofits
- Consider energy efficiency as part of renovation (like City of Vancouver does)
- Incentive (or stick) for updates to older apartments
- Solar panels over parking lots
- Subsidize BC Hydro's and Fortis' ECAP

Top priorities not discussed

New Buildings

- Use recycled or low carbon materials (or incentives to reuse materials)
- Green roofs that have native plants
- More greenery around buildings
- A standard for all city buildings to meet a certain low carbon / energy efficiency level (practice what we preach)
- Share with public how green tech on civic buildings has saved

Existing Buildings

- Visibility of solar panels – it's a symbol
- Trees along buildings
- Incentives to reduce phantom power
- Incentives for landlords – so that younger people living there benefit from the utility saving
- Incentives that are realistic for the community (e.g., Instead of only incentivizing the highest energy efficient windows, maybe a slightly lower efficiency that is more affordable to more people)
- Building optimization (don't power/heat buildings if not fully utilized, or use office buildings that aren't being used for housing)
- Incentivize businesses which use more energy than a household

BUILDINGS (CON'T)

- Make incentives bigger and criteria more achievable, e.g., Energy rebates, EV rebates
- Support vendors in marketing/communicating incentives
- Facilitate a network of businesses to provide a continuum of support for implementing building decarbonization/efficiency
- Map building “leverage points” where other changes can be made
- Have an updated list of the top items that should be retrofitted even if they are operational

Other

- Increase renewable natural gas for heating (examples in Alberta)
- Parking minimums to also help with affordability
- Make builders build around trees to help reduce GHG emissions
- Start, try, and then improve. Do the best you can until you know better then do better (Maya Angelou)
- Total carbon intensity threshold
- Bulk buy facilitated by the City (e.g. Ebikes, heat pumps, rain barrels)

WASTE

Consultant recommendations

- Create incentives for developers to achieve 50% waste diversion rate
- Explore opportunities to partner with community organizations or businesses to develop a community reuse center
- Educate residents on waste diversion and reduction opportunities
- Build an anaerobic digestion facility for methane recovery from wastewater

Diversion

- Community composting of kitchen waste
- Food security – using the food to get to people that need it before waste (City of Revelstoke has good program)
- Smaller composter incentives for smaller families/units
- De-construction programs and policies (recycle building materials)
- Product specific life cycle education (e.g., mattresses, electronic waste)
- Work with RDCO and the National Zero Waste Council on actions the City could take to support zero food waste and the circular economy (see Metro Vancouver / City of Vancouver for examples)

Diversion

- Food scrap collection
- More education on how to reuse or recycle
- More separation (in Europe some places have more separation)

Wastewater

- Biodigesters – capture methane from compost and then team up with agriculture to see quantities of gas that could be created and then put into RNG

ENERGY

Consultant recommendations

- Develop a community solar program with access to grants and low-interest loans
- Develop a program to add solar PV to all municipal buildings
- Undertake study with UBCO to explore RNG and hydrogen in district energy system
- Develop community education materials on benefits of solar PV

ENERGY (CON'T)

- Solar ready for housing
- EV ready garages in housing
- Batter storage ready for garages in housing
- Wind turbines and wind energy
- Bulk purchase buys coordinated by the City for going green (Federal government may have funding stream to retrofit neighbourhoods)
- Education and advocacy on carbon intensity of hydroelectricity that includes construction and methane production
- Demo projects to showcase technology
- A program to shift the capital expenditure burden from individuals to the City
- Offer grants/incentives up front, people can't always afford to pay the upfront costs
- This topic not discussed due to time constraints

LAND USE AND NATURAL ASSETS

Consultant recommendations

- Continue expansion of infill housing and missing middle housing (less single-family dwellings)
- Complete natural asset assessment that characterizes and values the ecological and infrastructure services provided to inform how Kelowna develops going forward (such that high value features are protected or restored – e.g., revise Area Structure Plans and OCP)
- DCC reform suggestion from buildings would work here as well
- Develop natural asset policy
- Look at natural assets for storm water and drainage management and carbon sequestration
- Educate homeowner on what can be done on their land to support natural assets
- Increase tree canopy coverage in urban centres to 20 – 25%
- Protect/restore grasslands and wetlands for carbon sequestration
- Look for areas of co-benefits, e.g. trees sequester carbon and provide health benefits
- De-paving initiatives
- More family-friendly housing that isn't single family
- Prioritize natural asset evaluation and management
- landscape standards, green infrastructure
- cool pavement or permeable pavement
- right tree, right species, right reason, right maintenance, right spot
- Have a real emphasis for zoning/development that is really local at the street corner level
- Stronger landscaping standards for multi-use buildings. If trees/vegetation can't fit on lots, add them to streets, parking spaces, etc.
- Ground up consultation for multi-family housing to understand what people want/are missing.
- This topic was not discussed due to time constraints

OTHER IDEAS

- Job descriptions should include sustainability
- Add climate lens to city operations
- Promote local procurement at the City and encourage others to do the same
- Work to identify actions that can achieve both mitigation and adaptation for greatest impact
- Localize our food system
- Expand community gardens
- Incentives to buy local
- Larger portion of budget to go to purchasing parks
- Community grants to start initiatives like community gardens
- Cheaper seeds for food growing plants and more expensive grass (discourage lawns and encourage gardens)
- Different versions of lawns that we could use for parks (clover or more native species) or biodiversity, water conservation, etc.

APPENDIX B

Open House Action Ideas

The following is a list of action ideas generated during the in-person and virtual open houses hosted in April 2023.

MITIGATION (REDUCING GHG EMISSIONS) SUGGESTED ACTIONS

TOPIC	ACTION IDEA
TRANSPORTATION	<p>General transportation</p> <ul style="list-style-type: none"> • Stop inducing traffic with road projects / no more road expansion • Revise commercial delivery (larger trucks to peripheral areas, small trucks within city) • Impose a moratorium on gas bar/pump facilities in new City approvals • Enforce no idling • Advance mode shift TMP projects • Incentivize sustainable transport or make parking expensive and difficult • Investigate parking reform • Car share in all buildings <p>Transit</p> <ul style="list-style-type: none"> • More buses for the transit system • Use smaller community buses to take more routes reducing pressure on main transit • Electrify city buses • Light rail throughout the Okanagan Valley • Universal bus pass for major employers <p>Cycling</p> <ul style="list-style-type: none"> • Make cycling easier to outlying areas • More secure bike parking • More safe biking/protected bike lanes • Provide bike riding program for all grade 3/4 students • Offer ebike incentive program • Convert all major roadways to include optimal safe bike paths • Widen bike paths to allow for two bikes traveling in the same direction • Solar biking corridors (solar panels above bike route to generate electricity and provide shelter) <p>EVs</p> <ul style="list-style-type: none"> • Expand EV's and promote to encourage them • Incentivize EVs (e.g. free parking beyond one year) • Consider the entire electricity cycle – it may distribute the GHGs but may not lower it overall • Include EV charging stations in multi-unit buildings

TOPIC	ACTION IDEA
BUILDINGS	<ul style="list-style-type: none"> • Implement Energy Step Code 4 before 2027 • Implement Zero Carbon Step Code ASAP • Reduce/limit square footage of buildings • Reduce energy use / cost in affordable housing
WASTE	<ul style="list-style-type: none"> • Offer kitchen waste composting program • Integrate circular economy principles to reduce landfill directed goods • Apply climate friendly procurement practices • Create up-cycling /recycling / repair mall
LAND USE	<ul style="list-style-type: none"> • All commercial zones in suburban neighbourhoods to make them more complete communities • Enable co-housing • No 15 minute cities
OTHER	<ul style="list-style-type: none"> • Establish a community task force to advise the City on how to reduce GHGs • Sue big oil with other municipalities to recoup costs

ADAPTATION SUGGESTED ACTIONS

TOPIC	ACTION IDEA
BUILDINGS	<ul style="list-style-type: none"> • Green roofs on new buildings • Eliminate barriers to adopt climate solutions (e.g. stratas' preventing solar on roofs)
LAND USE	<ul style="list-style-type: none"> • Consider more 6-storey housing (less carbon intensive, reduces heat island, etc.)
NATURE & GREEN SPACE	<ul style="list-style-type: none"> • Increase urban tree canopy significantly • Free trees for residents • Protect the bees from monoculture & pesticides • Require or work with developers to preserve and plant trees • More street trees • Preserve, restore and expand green space/natural assets • Protect wildlife • Have a policy against cutting down mature trees • Require native plants in landscaping • Outdoor recreation spaces that double as water / flood detention ponds in flood situation • Use volunteers for urban tree planting • Monitor invasive species • Encourage City park plantings to reduce mowing and use native plants
ALTERNATIVE ENERGY	<ul style="list-style-type: none"> • Invest municipally in public solar or wind • Shift away from centralized electricity generation and distribution. • Offer incentives to adopt micro-grid electricity generation
CLIMATE EQUITY & JUSTICE	<ul style="list-style-type: none"> • Integrate climate justice to address disproportionate harm, differentiated scales of accountability and responsibility, race, gender, class, disability etc. • Involve youth in climate planning and decisions
COLLABORATION & RESOURCING	<ul style="list-style-type: none"> • Increased collaboration with local organizations and groups working to forward climate related goals • Engage Syilx Leadership in developing and implementing the strategy. • Seek ideas from big employers to get more people thinking about the issue • Onboard students to support the resourcing constraints

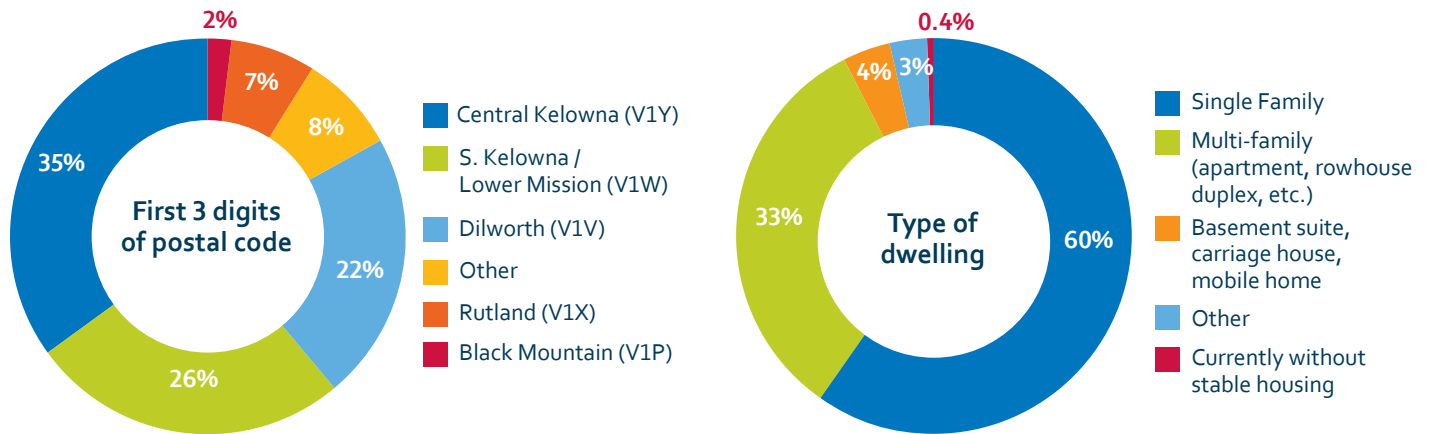
TOPIC	ACTION IDEA
EDUCATION & INFORMATION	<ul style="list-style-type: none"> • Encourage leaders to take mini course on climate science? • Create an education hub where people who have questions (e.g. about heat pumps, solar panels, EVs, etc.) could have their questions answered. • Offer learning workshops on how to transition from lawn grass to biodiverse yards spaces. • Offer community climate resilience resources and workshops.
INCENTIVES	<ul style="list-style-type: none"> • Offer incentives for drought tolerant plants and/or encourage rainwater harvesting
FOOD SECURITY	<ul style="list-style-type: none"> • Encourage agricultural practices that naturally sequester carbon and vertical farming • Make local food have more competitive prices • Engage students on eating local • Allow backyard bees and chickens • Indoor, year-round farmers market connected to up-cycling thrift mall • Create local food storage warehouse
OTHER	<ul style="list-style-type: none"> • Have strategy address multiple crisis • Declare a climate emergency • Create more indoor recreation area for when its hot, smokey,etc.

APPENDIX C

About Our Survey Participants

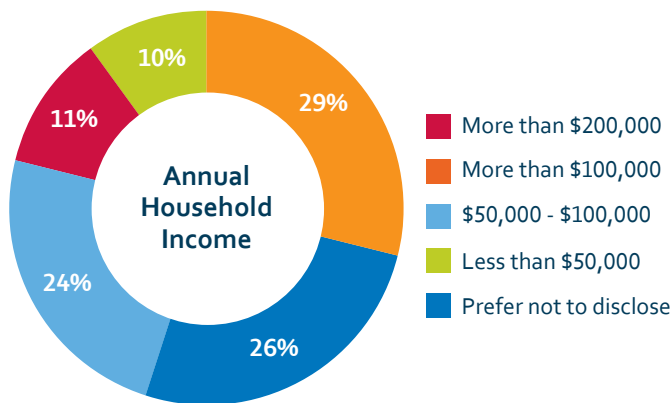
The CRKS Survey was designed to hear from a diverse array of voices and provide a platform for individuals of all backgrounds to share their feedback. Of the 248 participants who responded to the survey, 247 opted to answer voluntary demographic identifier questions.

Survey respondents were well represented across the community, however there was lower participation in Rutland and Black Mountain areas. Most of the respondents resided in single-family homes.



Most responses were from females (52 per cent), followed by 40 per cent from male and two per cent identified as non-binary (the remaining six per cent of the respondents preferred to self-describe or not answer). Nearly three per cent of respondents self-identified as Indigenous, eight per cent identified as a visible minority, and seven percent identified as having a disability.

While over a quarter of the respondents chose not to disclose, most respondents household incomes were greater than \$100,000 (40 per cent). Ten per cent of respondents had a household income less than \$50,000 and nearly 7 per cent of respondents identified as having financial hardship.





kelowna.ca

Focus Area	Key Drivers	Strategies
Low Carbon Transportation 	Reduce reliance on vehicles	<ul style="list-style-type: none"> • Create fast and reliable transit • Create safe, comfortable walking and bicycling routes • Expand shared mobility options • Reduce distance driven by vehicles
	Transition to efficient, low-carbon vehicles	<ul style="list-style-type: none"> • Increase access to EV charging on private property • Expand the public EV charging network • Support the transition to efficient and zero-emissions commercial vehicles and goods movement • Support more fuel-efficient driving
Low carbon resilient buildings 	Retrofit existing buildings to be low carbon, efficient and resilient	<ul style="list-style-type: none"> • Support retrofits to create more efficient, low carbon, resilient residential buildings • Support retrofits to create more efficient, low carbon, resilient non-residential buildings
	Build low carbon, efficient, resilient new buildings	<ul style="list-style-type: none"> • Accelerate adoption of low carbon, efficient buildings • Increase the resilience of new construction to local climate hazards
Low carbon and resilient energy 	Increase energy resilience and renewable energy supply	<ul style="list-style-type: none"> • Support the transition to a low-carbon energy supply • Advocate for increased resilience of local energy supply
Complete, compact, resilient communities 	Ensure land use decisions are consistent with the direction of the OCP (OCP objective 16.1)	<ul style="list-style-type: none"> • Target growth in climate resilient Urban Centres and Core Areas
	Integrate climate criteria into land use decisions	<ul style="list-style-type: none"> • Integrate GHG emissions reduction and resilience in land-use planning regulation and development policies • Apply a climate lens to development
Nature based solutions 	Improve ecological and climate resilience	<ul style="list-style-type: none"> • Protect and restore natural assets to reduce climate hazard risk • Utilize green infrastructure to improve climate resilience • Inventory, assess and monitor ecosystems and green infrastructure
Waste reduction 	Reduce emissions from waste	<ul style="list-style-type: none"> • Reduce waste generation and increase waste diversion
Resilient infrastructure 	Increase the resilience of Kelowna's infrastructure and assets	<ul style="list-style-type: none"> • Infrastructure is upgraded or adapted to withstand the impacts of a changing climate.
Emergency response 	Improve climate emergency preparedness	<ul style="list-style-type: none"> • Enhance climate emergency response planning • Empower the community to be prepared for climate emergencies
Corporate climate leadership 	Align the City's decision-making and financial planning with climate commitments	<ul style="list-style-type: none"> • Incorporate a Climate Lens into municipal governance and operations • Decarbonize City assets and operations
	Be a trusted resource for community climate action	<ul style="list-style-type: none"> • Empower the community to take climate action • Incorporate Indigenous Knowledge in Climate Action Initiatives

Climate Resilient Kelowna Strategy - Engagement Summary & Focus Areas

January 2024



Wildfires



Extreme
heat



Flooding



Water
security



Landslides



Extreme
cold

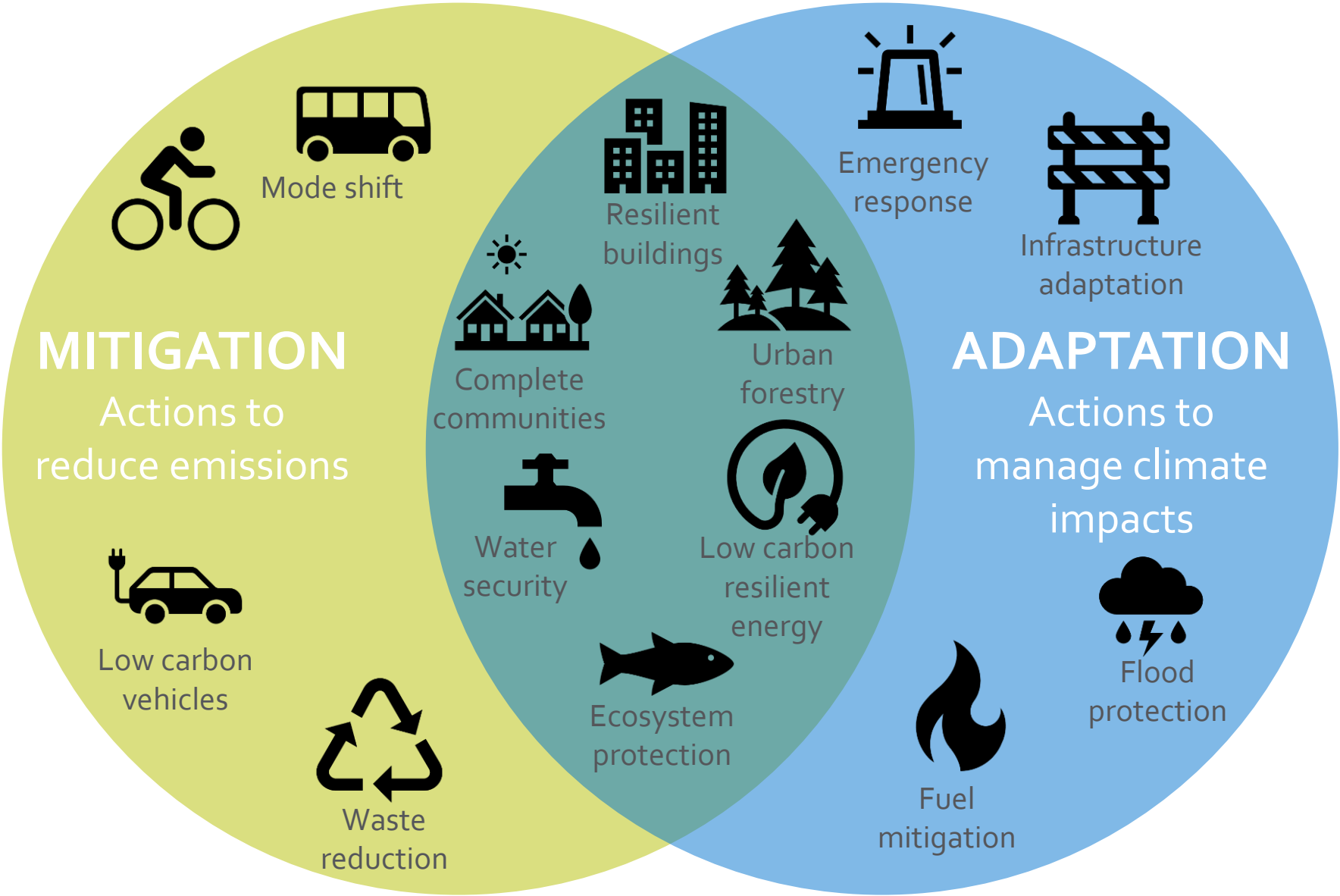


Invasive
species

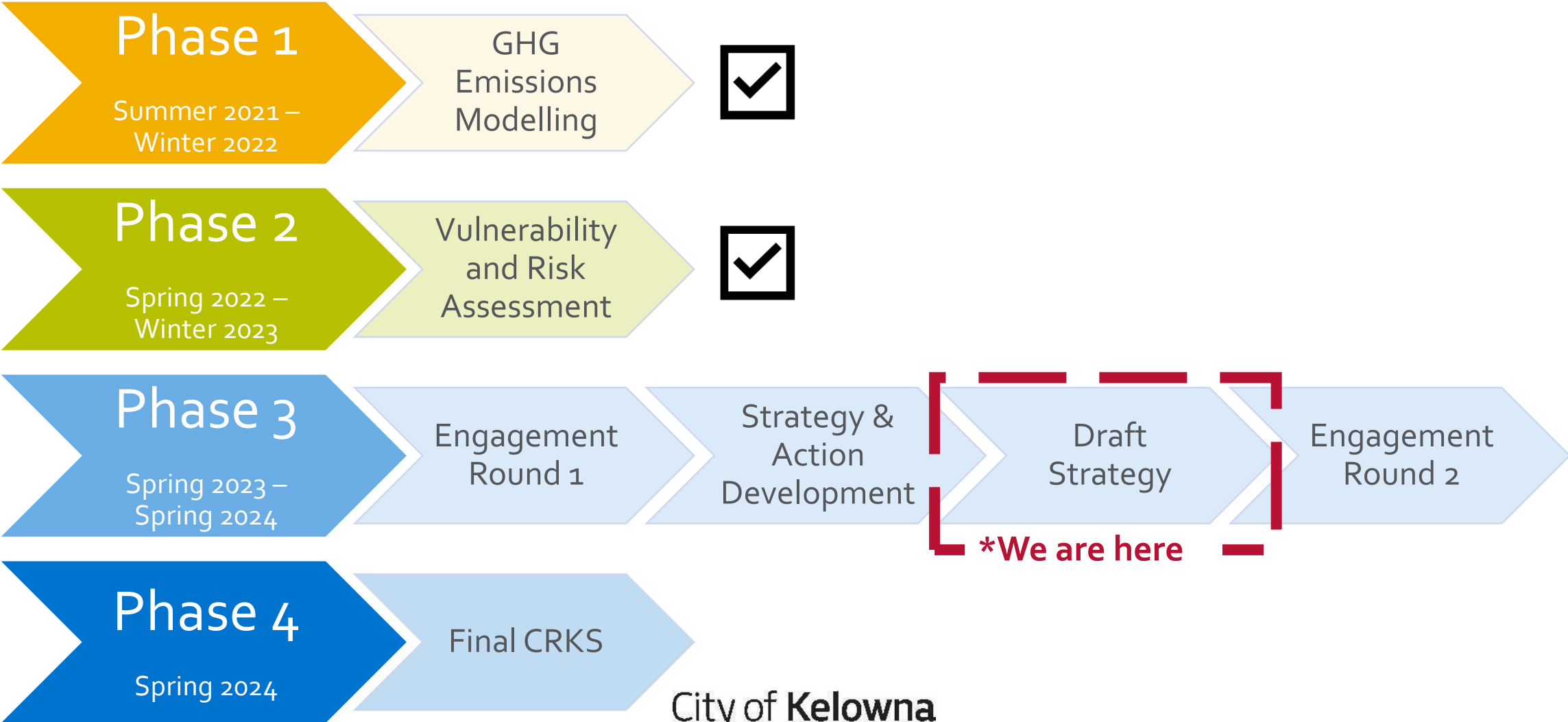
The need for stronger climate action

- ▶ Already experiencing climate change impacts
- ▶ Climate landscape has changed significantly
- ▶ Science says aggressive GHG emissions reduction needed now
- ▶ Stronger focus on resilience

A low carbon resilience approach



Developing the CRKS



Engagement summary

- ▶ **1** AAC workshop
- ▶ **4** Working Group Sessions
- ▶ **4** Youth Working Group Sessions
- ▶ **1** community survey
- ▶ **2** open houses
- ▶ **2** equity seeking focus group sessions

PARTICIPATION AT A GLANCE

4.5

engagement site visits



536

informed citizens

248

survey submissions



77

open house participants

~15

youth participated in Youth Working Group



6

equity seeking focus group participants

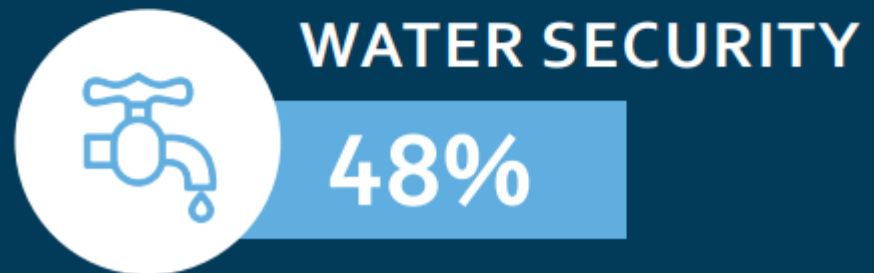
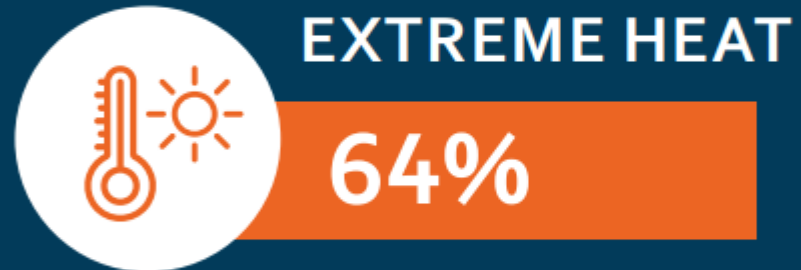
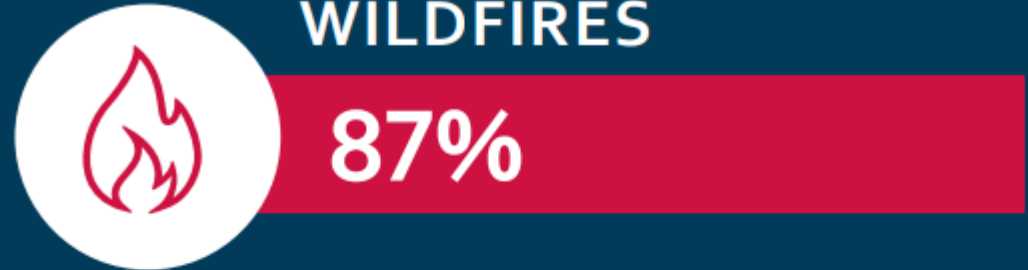
15

different Invested Organizations participated in working groups



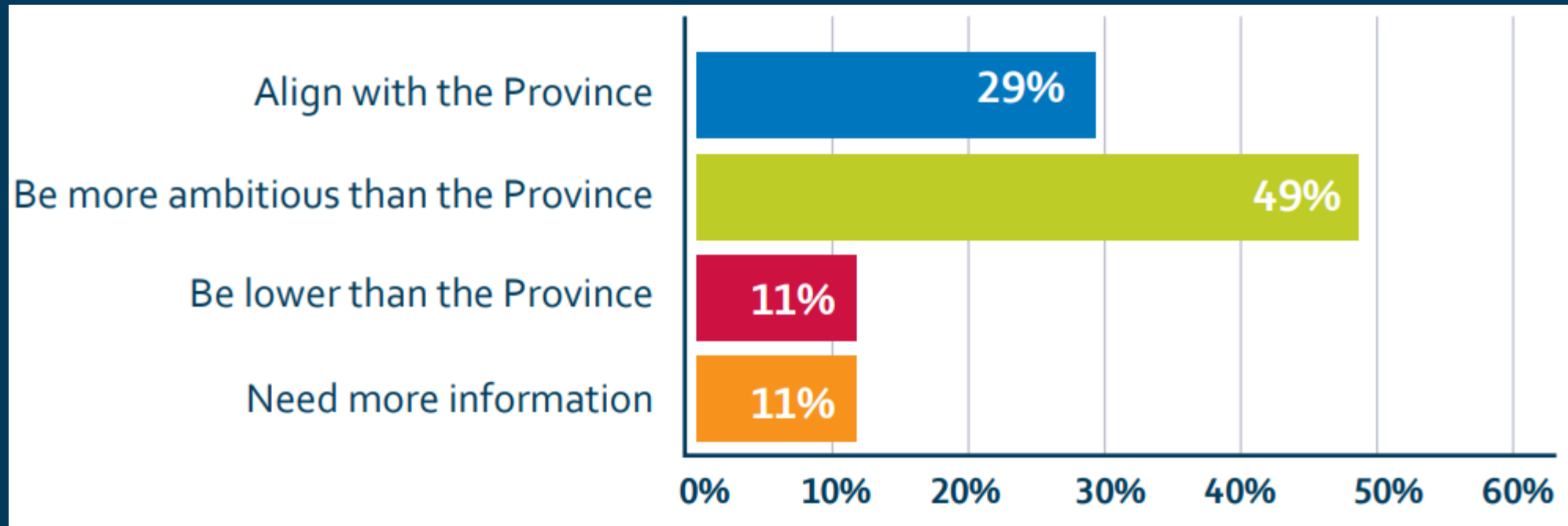
What we heard – climate hazard concerns

Survey respondents' top climate hazard concerns:



What we heard – reducing GHG emissions

Survey respondents feel Kelowna's GHG emissions targets should:



*Provincial CleanBC targets:

- 40% below 2007 levels by 2030
- net-zero by 2050

What we heard – key themes

KEY THEMES

SAMPLE SOLUTIONS



Development and land use planning

- > More compact communities created through urban centres or land use plans



Municipal regulations, policies and standards

- > Early adoption of Energy Step Code and/or Zero Carbon Step Code



Rebates and incentives

- > Incentives or rebates to retrofit existing buildings for both homeowners and landlords



Infrastructure

- > Expanded, safer bike lanes, increased transit frequency, more public EV charging



Nature-based solutions

- > Create more parks in urban heat island areas, require more trees



Education and information

- > Information on how to make energy upgrades or assistance with finding contractors



Demonstrate leadership

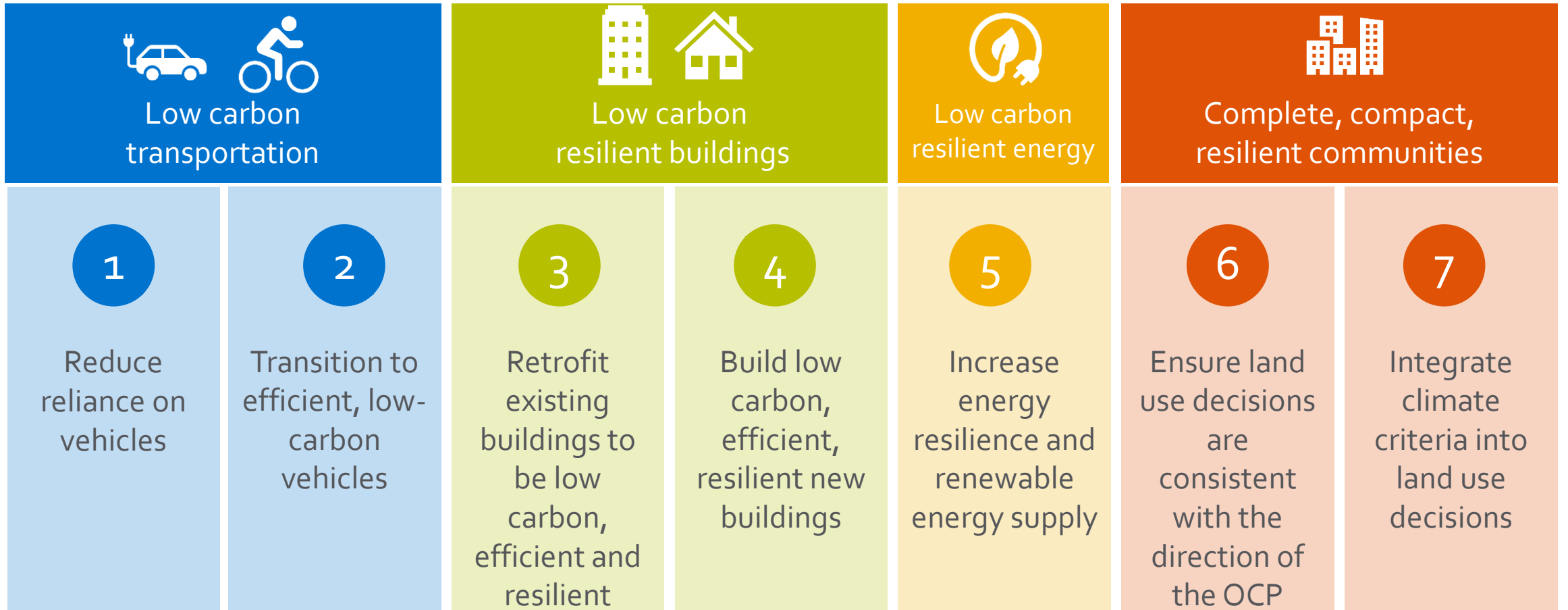
- > Right size municipal fleet vehicles

Inputs informing the Strategy

- ▶ Council & corporate priorities
- ▶ Senior government plans & policies
- ▶ Technical analysis & modelling
- ▶ Existing plans & strategies
- ▶ Staff input
- ▶ Community input



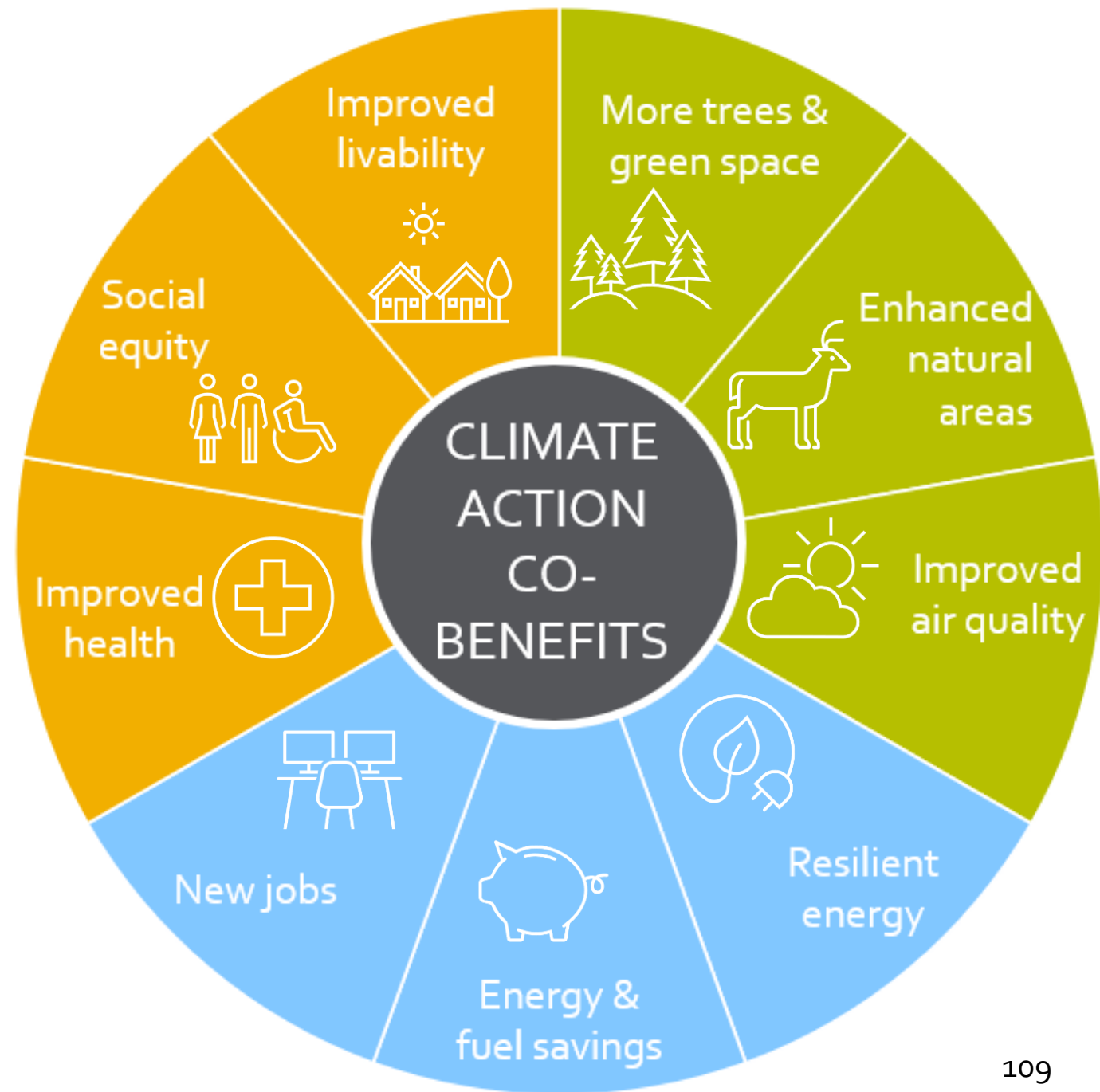
Key drivers to success



Key drivers to success



Co-benefits of action



Next steps (Winter 2024)

- ▶ Complete the draft Strategy
 - ▶ Implementation framework
 - ▶ Equity considerations
 - ▶ Co-benefits
- ▶ Present draft to Council
- ▶ Engage the community for feedback



Creating a Climate Resilient Kelowna

An aerial photograph of Kelowna, British Columbia, Canada. The city is built on a hillside overlooking a large lake (Okanagan Lake). In the background, there are mountains under a clear sky. The foreground shows residential and commercial buildings, green spaces, and a bridge crossing the lake. The lighting suggests a late afternoon or early morning setting.

- ▶ Requires collective action by all levels of government, businesses, organizations, and the broader community
- ▶ City well positioned to build on previous successes and influence how our community grows, commutes, interacts and protects natural assets for continued quality of life.



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: January 22, 2024
To: Council
From: City Manager
Subject: Micromobility Program Update
Department: Integrated Transportation

Recommendation:

THAT Council receives, for information, the report from Integrated Transportation, dated January 22, 2024, with regards to the Micromobility Program.

AND THAT Council continue Kelowna’s participation in the provincial e-scooter pilot, with the changes outlined in this report.

AND FURTHER THAT Council gives reading consideration to Bylaw No. 12609 being Amendment No. 44 to the Consolidated Traffic Bylaw No. 8120

Purpose:

To provide Council with an update on the provincial e-scooter pilot, Kelowna’s Micromobility Program, and recommended changes.

Council Priority Alignment:

Transportation

Background:

The City of Kelowna is one of 13 communities participating in the provincial e-scooter pilot project which was first announced on March 23, 2021. Subsequently, Council amended the Traffic Bylaw in April 2021 to allow e-scooters to be ridden on city streets under the same rules as bicycles.

Previous Council Resolution:

Resolution	Date
THAT Council adopt Bylaw No. 12183 being Amendment No. 39 to the Consolidated Traffic Bylaw No. 8120	April 19, 2021

Shared e-scooters and e-bikes are regulated through the City’s Micromobility Permit Program. There is currently one operator permitted until April 2024.

The provincial pilot was slated to end April 5, 2024. However, in December 2023, the provincial government announced a four-year extension of the e-scooter pilot from April 2024 to April 2028. The purpose of the provincial extension is “to study the benefits and effects of people using e-scooters in detail to help more local governments across B.C. evaluate how this clean and popular mode of personal transportation can be safely integrated into local transportation networks.”

Discussion:

Current Pilot Summary

Ridership

Over one million trips have been made on shared micromobility in Kelowna since the pilot began in April 2021. Ridership more than doubled between 2022 and 2023. Kelowna has the sixth-highest ridership of the 30 Canadian cities with shared micromobility and is among the highest in per capita ridership.

Surveys of shared e-scooter and e-bike riders indicate that the share of trips that replace driving has been steadily increasing from 33 per cent at the start of the pilot to 51 per cent as of 2023. Therefore, shared micromobility reduces congestion and emissions by providing an alternative to driving.

In the summer months, when the pressure on the road network is greatest, usage was equivalent to one-quarter of transit ridership. This data suggests that shared micromobility has prevented 900,000 kilometres of driving since 2021, with an estimated annual public benefit of \$500K to \$600K in terms of reduced emissions, collisions and deferred infrastructure costs.

Roughly one-third of shared e-scooter riders also said they never ride bicycles, demonstrating that this service is reaching new user groups for our active transportation network.

One change for 2023 was the addition of e-scooters to UBC Okanagan. Over 89,000 trips were made on the campus and surrounding area in 2023, or approximately 15 per cent of total ridership. A letter of support from UBCO is attached to this report (Attachment 4).

Safety

Interior Health has partnered with the City since 2021 to monitor the health and acute care impacts of the program. In 2021, Interior Health suggested several safety recommendations. Following the adoption of these recommendations, e-scooter related emergency department (ED) visits decreased, indicating a positive effect from the safety measures.

Interior Health has continued to monitor the program and provided an update for this report (Attachment 2). An excerpt is below:

"Since the launch of the e-scooter pilot in April 2021, there was a sharp rise in confirmed e-scooter related injury visits in 2021 which was reduced and stabilized in the following years, from 72 visits in 2021 to 48 in 2022. While data for 2023 is incomplete (only reflecting January to August) we see a similar stable trend of 41 presentations.

In comparison, bicycle presentations at the KGH ED [emergency department] accounted for 373, 345, and 245 in 2021, 2022, and 2023 respectively, and motor vehicle presentations accounted for

290, 168, and 120 in the same time period pointing towards the need to expand efforts to a broader road safety strategy to encompass all modes of transportation.”

Using ridership data, the City is able to calculate the rate of emergency department visits from the shared micromobility program. There were 41 ED visits at Kelowna General Hospital related to e-scooters from January to August 2023. This includes both shared and privately owned e-scooters. During that time, there were 324,000 trips on shared e-scooters. The number of trips on privately owned e-scooters is unknown. Overall, 99.99 per cent of e-scooter trips finished without serious incident.

Using the number of trips on shared e-scooters only, staff estimate the rate of emergency department visits has decreased by 55 per cent since the first year of the pilot. Another notable finding is that the rate of ED visits has decreased the most on weekends. The highest rates are now midweek.

Staff have incorporated Interior Health’s recommendations into the program moving forward. Staff are also working on a Safe Mobility Action Plan that will look comprehensively at reducing injuries and fatalities across all modes of transportation. This aligns with both Interior Health’s recommendations and Council’s Priority on traffic safety.

Education and Enforcement

The Micromobility Program uses technology, education, incentives, and operator-led enforcement to minimize the use of RCMP or Bylaw resources. For example, e-scooters must have sidewalk detection technology and deliver audible warnings to riders. Riders must also take a photo of how they parked to end their trip. In 2023, the operator issued 18,900 warnings and fines for improper riding and parking (~3% of trips). There were also 244 fines and 107 account suspensions.

Operators provide the City with a continuous feed of their vehicles' locations. This data is used to monitor compliance with the terms of the Micromobility Program, including restricted or “geofenced” areas. Approximately 60 slow speed, no-parking, and no-riding areas have been established throughout Kelowna, most notably the no-riding zone on the Downtown Waterfront.

Staff have tested the operators’ geofencing technology to confirm it is active and will continue to monitor as concerns arise. E-bikes and e-scooters lose all electric assist when entering this zone. People can manually push e-scooters or pedal e-bikes into this zone, but they cannot end their rental until they leave.

The RCMP has 28 files related to e-scooters from January to August 2023. Most of these (21) were related to privately owned e-scooters. Seven files were related to shared e-scooters out of roughly 324,000 trips made during this period.

Parking and Accessibility

One of the key concerns staff have heard is that improperly parked e-bikes and e-scooters block sidewalks for people with disabilities. As noted above, riders must take a photo of how they parked to end their trip. The operator reviews these photos and issues warnings and fines for improper parking. In addition, the Micromobility Program includes a mechanism for random parking audits by City staff to ensure operators are in compliance. Operators who fall below the 97 per cent parking standard can be fined and have their fleet size reduced.

Staff conducted 16 audits this year, assessing between 15 and 25 per cent of the operator's fleet at a time. Audits are focused on high-traffic areas but have covered all neighbourhoods in the service area. In 2023, parking compliance has been consistently near or above the 97 per cent standard.

If residents see a vehicle that needs to be moved, they can call the phone number printed on the vehicle. Residents can also submit a service request to the City that will be forwarded to the operator for action, though these are not monitored outside of business hours.

The operator is required to move vehicles within 1 hour (4 hours between midnight and 4am).

Service Requests

Staff have monitored feedback from the community through various channels including the City's service request system. The rate of service requests and other correspondence has decreased 99 per cent since the start of the pilot. In total, the City received 51 service requests in 2023, approximately one for every 11,000 trips.

Changes for the New Pilot

Changes to Shared Micromobility Rules

The current rules allow e-scooters and e-bikes to be parked on boulevards or sidewalks in the 'furniture zone' in line with streetlights, parking meters, benches, etc. There must be at least 1.5m of clear space, and e-scooters should not block the path of travel for people on the sidewalk. E-bikes and e-scooters can be parked along the curb on residential streets without paid parking.

There are designated parking spaces downtown that people currently receive a discount for using. If the program continues, these parking areas will become mandatory to better manage accessibility issues and clutter. Riders will not be able to stop their rental until they have parked the e-bike or e-scooter in designated spaces.

This change is only foreseen to be implemented in the downtown. Outside of downtown, people would be able to park according to the current rules. This will retain the convenience of the service in more suburban neighbourhoods where other alternatives to driving are less viable.

The Downtown Kelowna Association has requested that shared e-scooters be allowed on Bernard Avenue during the summer closure. Riding on the sidewalks would be prohibited, and vehicle speeds would be limited to 15 km/h (i.e., slower than most pedal bikes). The Downtown Waterfront would continue to be off-limits.

Further, in response to recommendations from Interior Health, staff would continue the shared mobility education campaign, with an increased educational focus on preventing underage and double riding.

Shared Micromobility Program Changes

If the program continues, the shared micromobility program would change from a permit to a contract model. This would be more in line with procurement for other services with the City where the number of operators is limited.

The contract term would be two years, with two optional extension years at the City's discretion with the number of operators limited to one, and the maximum fleet size (700 e-scooters and 300 e-bikes) unchanged from previous years.

Single-operator markets are becoming more common in Canada. Recent examples include Vancouver, Surrey, Hamilton, and Waterloo. A single-operator model would maximize ridership, minimize staff time related to monitoring adherence to the contract terms, and provide the certainty needed for companies to invest in local staff and facilities.

The existing financial penalties for not meeting service standards (e.g., 1 hour response time to move improperly parked vehicles) would remain in place.

Traffic Bylaw Update

If the program continues, the City's Traffic Bylaw would need to be updated to reference the new Provincial pilot regulation to allow privately owned or shared e-scooters to be ridden in Kelowna after April 5th 2024.

Conclusion:

Micromobility is becoming an everyday transportation option in Kelowna. Shared e-bikes and e-scooters are reducing congestion and emissions without impacting taxation. Three years of safety data show that e-scooters are not uniquely dangerous compared to other ways of getting around. However, like other modes of transportation, user behaviour requires ongoing education and management to ensure the program operates as successfully as possible.

Based on strong performance on the key metrics of safety, congestion, and emissions reduction to date, staff recommend continuing Kelowna's participation in the provincial e-scooter pilot.

If approved, staff will begin a competitive selection process for the new operating contract as soon as possible to have a contract in place prior to the current permit expiring in April of 2024.

Internal Circulation:

City Clerk
Climate Action and Environment
Communications
Community Safety
Purchasing
Real Estate
Risk Management

Considerations not applicable to this report:

External Agency/Public Comments:
Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:

Submitted by: C. Noonan, Transportation Planner

Reviewed by: M. VanZerr, Strategic Transportation Planning Manager

Reviewed by: B. Hallam, Integrated Transportation Department Manager

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachment 1: 2024 Micromobility Program Update Presentation

Attachment 2: Interior Health Report

Attachment 3: DKA Letter of Support

Attachment 4: UBCO Letter of Support

cc: Divisional Director Financial Services
Divisional Director, Corporate and Protective Services
Divisional Director, Corporate Strategic Services
Divisional Director, Partnership & Investments
Divisional Director, Planning, Climate Action & Development Services
City Clerk

December 8, 2023

Mariah VanZerr
Strategic Transportation Planning Manager
City of Kelowna

Sent via email: MVanZerr@kelowna.ca

Dear Ms. VanZerr,

We are pleased to provide you with an updated e-scooter injury report; the original report was submitted on [November 4, 2021](#). Attached is an updated epidemiological analysis of visits to the Kelowna General Hospital (KGH) emergency department (ED) for e-scooter injuries. The data indicates that since our last report a majority of the transport related injury visits to KGH ED were due to bicycle injuries followed by motor vehicle incidents. It is worth noting that scooter-related injuries were the third most prevalent cause of injury.

It is important to recognize there are many limitations to this analysis, which are articulated within the Data Source & Methodology section of the report. As such, this analysis underestimates the total injuries caused by e-scooters, and injuries cannot be distinguished between privately owned and publicly available e-scooters.

Since the launch of the e-scooter pilot in April 2021, there was a sharp rise in confirmed e-scooter related injury visits in 2021 which was reduced and stabilized in the following years, from 72 visits in 2021 to 48 in 2022. While data for 2023 is incomplete (only reflecting December to August) we see a similar stable trend of 41 presentations.

In comparison, bicycle presentations at the KGH ED accounted for 373, 345, and 245 in 2021, 2022, and 2023 respectively, and motor vehicle presentations accounted for 290, 168, and 120 in the same period pointing towards the need to expand efforts to a broader road safety strategy to encompass all modes of transportation. Vision Zero is a strategy which has achieved international recognition, and in 2004 the World Health Organization identified it as an effective policy to prevent road traffic injury. [Vision Zero BC](#) is currently accepting applications for new projects.

Since 2023, Interior Health has worked with City staff to advance the recommendations in our previous letter. We are pleased to see a number of safety strategies adopted by the City, such as attaching helmets to scooters to encourage use, increasing knowledge and awareness among users via a knowledge quiz for riders, a safety education campaign, and the introduction of engineering features.

Among emergency department visits for e-scooter injuries, upper extremity fractures and concussions were the most common reason for seeking care. The proportion of individuals not wearing helmets at the time of the injury appears to have decreased from 95% in 2021 to 88% in 2022 and 87% in 2023, pointing towards a possible cause effect with the

introduction of helmets in the pilot. Interestingly, the data shows an increase in injury among adolescents; underage riding and, anecdotally, an increase in double riders could be potential causes for this increase. As such, we encourage the City to continue the safety education campaign, with perhaps a targeted focus on adolescent users and discouraging double riding. We also encourage the upgrading of e-scooters to include turn signals when this feature becomes available in Canada.

While e-scooters, like any other modes of transportation, have inherent risks, the City has made great efforts to mitigate the risk of injury by adopting previous recommendations and working closely with Interior Health staff to monitor the data. We would like to see these efforts continue.

We would like to thank the City of Kelowna for seeking our input and collaboration throughout the duration of the shared e-scooter pilot program. We welcome the opportunity to continue to collaborate with City staff on this and other topics contributing to the health and wellbeing of the community. Please reach out if you have any questions or concerns.

Sincerely,



Silvana Mema, MD MSc FRCPC
Deputy Chief Medical Health Officer



Tanya Osborne
Community Health Facilitator

Attachment

BACKGROUND

On April 19th, 2021, shared or rental electric scooters (e-scooters) were launched in The City of Kelowna as a part of the provincial e-scooter pilot program. This report intends to provide a summary of e-scooter related injuries for riders who had a visit to the emergency department (ED) of Kelowna General Hospital (KGH) .

KEY FINDINGS

- Since 2018, majority of the transport related injury visits to KGH ED were due to bicycle injuries followed by motor vehicle incidents (Figure 1). Higher proportion of bicycle injuries were observed in young males aged 20-39 years. In recent years, scooter related injuries were among the top three types of transport related injuries registered at KGH ED following bicycle and motor vehicle incidents.
- Since the launch of e-scooter pilot, there was a sharp rise of confirmed e-scooter related injury visits in 2021 among riders aged 16-64 years which reduced in the following years (confirmed e-scooter related ED visits: 6, 72, 48 and 41 in 2016-2020, 2021, 2022 and 2023 YTD respectively).
- According to data provided by the City of Kelowna, number of LIME e-scooter trips were highest in 2023 (total LIME e-scooter trips: 245,000; 180,000 and 248,000 in 2021, 2022, 2023 YTD respectively).
- E-scooter injury visits showed a seasonal pattern of mostly happening in summer months from May to September. 89% of confirmed e-scooter injury visits in 2021 and 63% of confirmed e-scooter injury visits in 2022 were observed from May to September.
- Majority of confirmed e-scooter related injury visits were observed in the afternoon hours between 12 to 6 PM (73%), and involved young adults of 20-39 year (56%) and adolescent of 10-14 year (12%) age groups.
- Most common part of body affected by e-scooter related injuries was upper extremity resulting in fracture and soft tissue injuries. Injuries to the head and neck region were second most frequent areas of impact that can be potentially prevented by use of helmet.
- However, only 16% of riders aged 16-64 years who visited KGH ED for e-scooter related injuries reported to have used a helmet (2016-20: 41%, 2021: 5%, 2022: 12%, and 2023: 13%).

TRANSPORT RELATED INJURIES

Transport related injuries include any unintentional incident involving a moving vehicle including water transport injuries and other unspecified injuries related to air transport, cable car, ski, chairlift etc. The injuries were identified based on the intent and primary mechanism.

FIGURE 1. Number of Transport Related Injury Visits at KGH ED by Vehicle Type and Year, April 2016 to August 2023

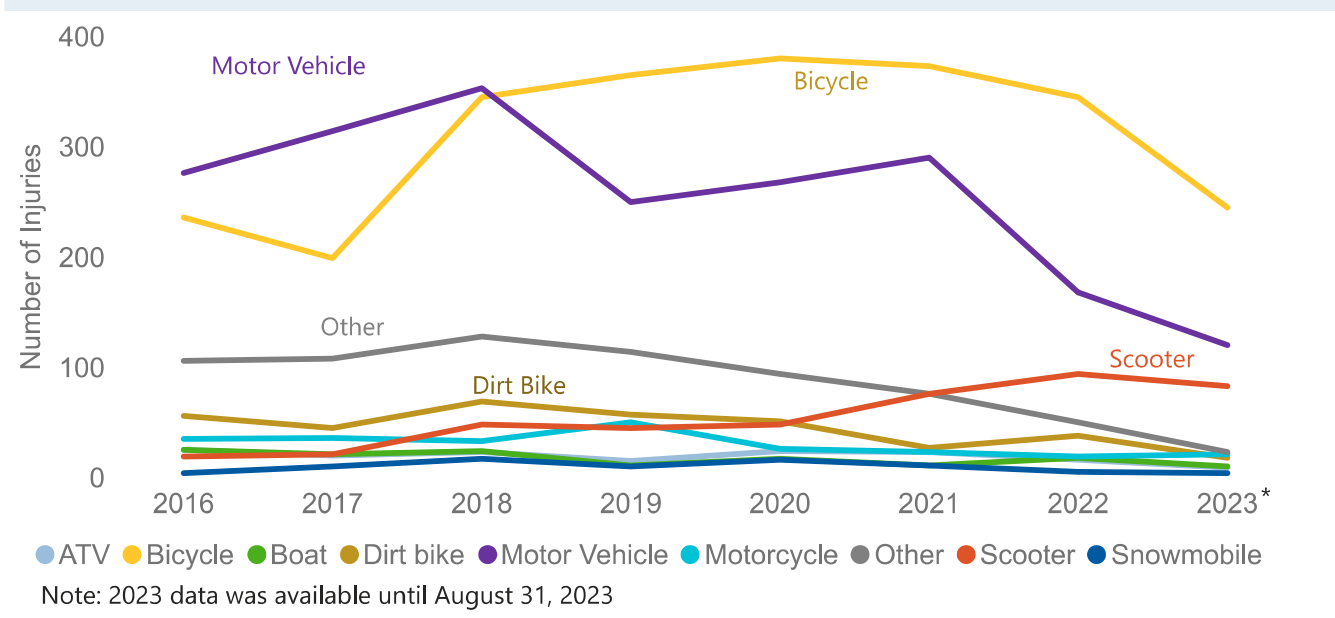
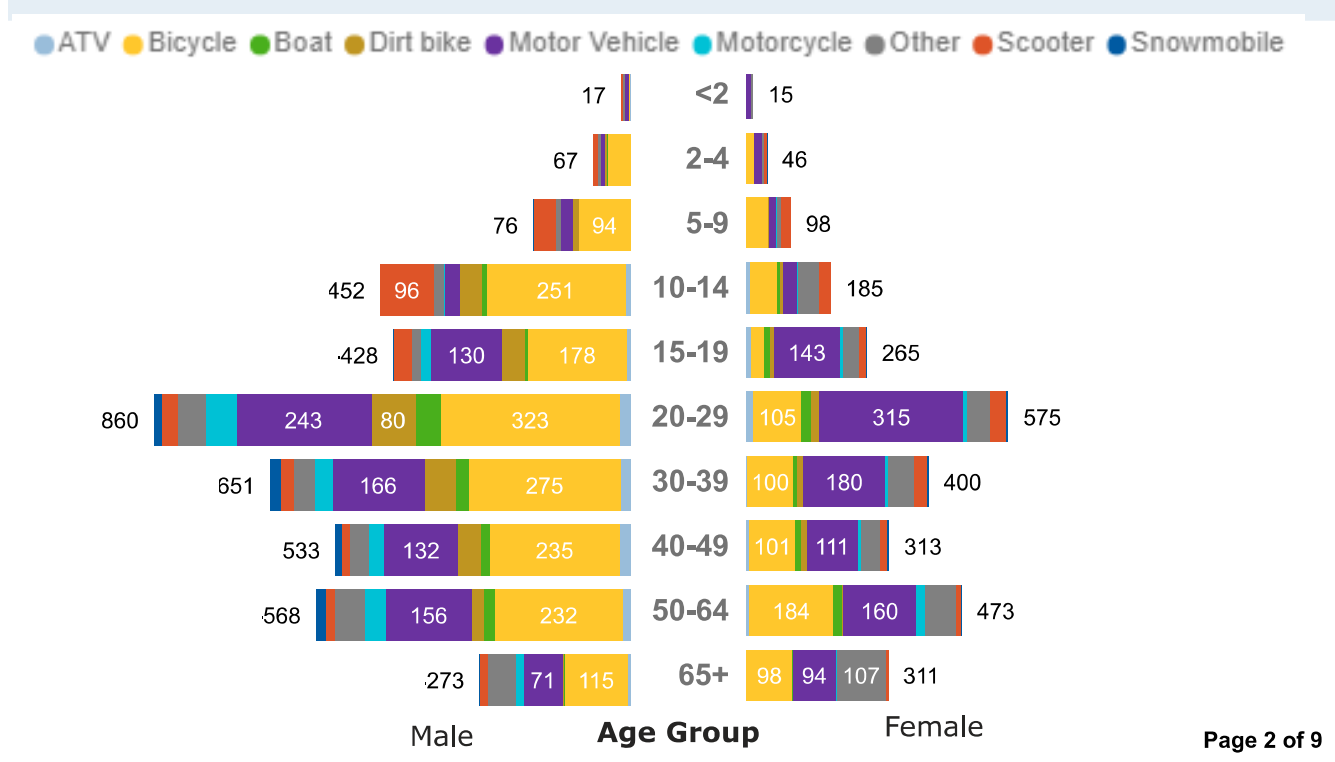


FIGURE 2. Number of Transport Related Injury Visits at KGH ED by Age Group and Sex, April 2016 to August 2023



E-SCOOTER RELATED INJURIES AMONG INDIVIDUALS AGED 16-64 YEARS

E-scooter injuries in this report focused on the individuals aged 16 to 64 years. We limited the age groups in this analysis as people outside this range are more likely to have possible use of other types of scooters.

Since the launch of e-scooter pilot in April 2021, there was a sharp rise of confirmed e-scooter related injury visits in 2021 among riders aged 16-64 years which reduced in the following years (confirmed e-scooter related ED visits: 6, 72, 48 and 41 in 2016-2020, 2021, 2022 and 2023 YTD respectively).

E-scooter related injury visits showed a seasonal pattern of mostly happening in summer months as warmer weather triggers the outdoor activities and the city gets busier with tourists (Figure 4). 89% of confirmed e-scooter injuries in 2021 were observed from May to September. Similarly, 63% of confirmed e-scooter injuries in 2022 happened in that peak season.

Although we had data until August 31, 2023, the current trend suggests that the e-scooter related injury visits in 2023 is most likely similar to 2022 compared to the first year of the pilot, also as seen in monthly breakdown in Figure 4.

FIGURE 3. E-scooter Related Injury Visits at KGH ED Among Individuals Aged 16-64 Years by Type of E-scooter and Year, April 2016 to August 2023

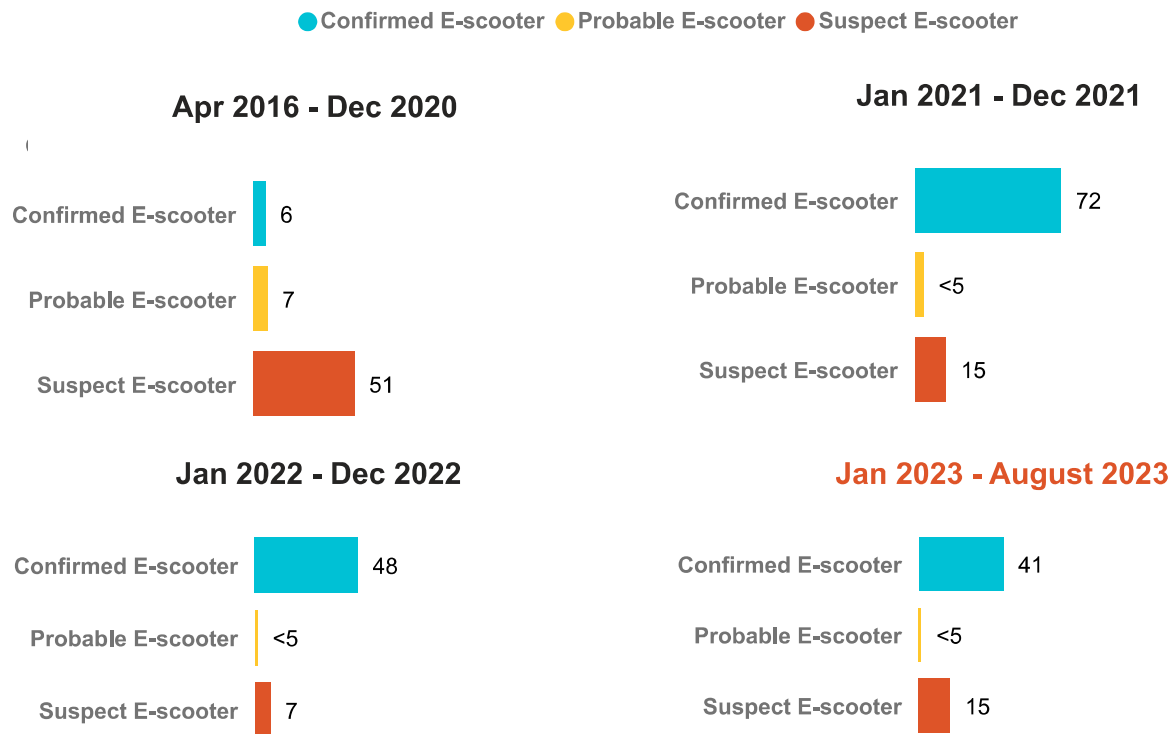


FIGURE 4. Number of Confirmed E-scooter Related Injury Visits at KGH ED Among Individuals Aged 16-64 Years and Number of LIME E-scooter Trips by Month and Year, April 2016 to August 2023

According to the data provided by City of Kelowna, there was approximately 245,000 shared e-scooter (LIME e-scooter) trips in calendar year 2021; 180,000 trips in 2022 and 248,000 trips recorded in 2023 YTD. In the figures below, number of e-scooter injuries include injuries among 16-64 years and was not possible to separate for shared e-scooters such as LIME program vs. private e-scooters while the number of LIME e-scooter trips include all ages.

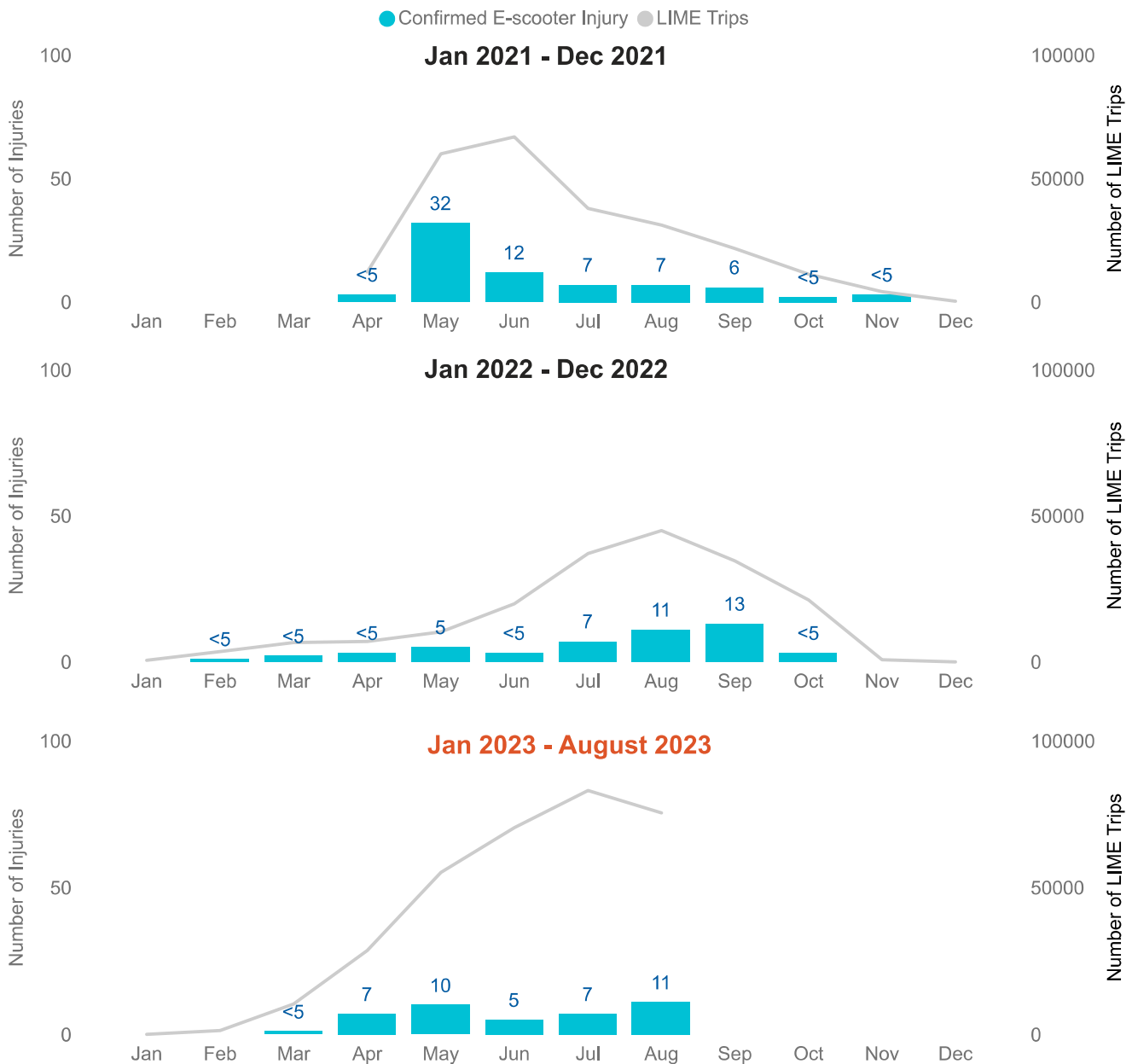
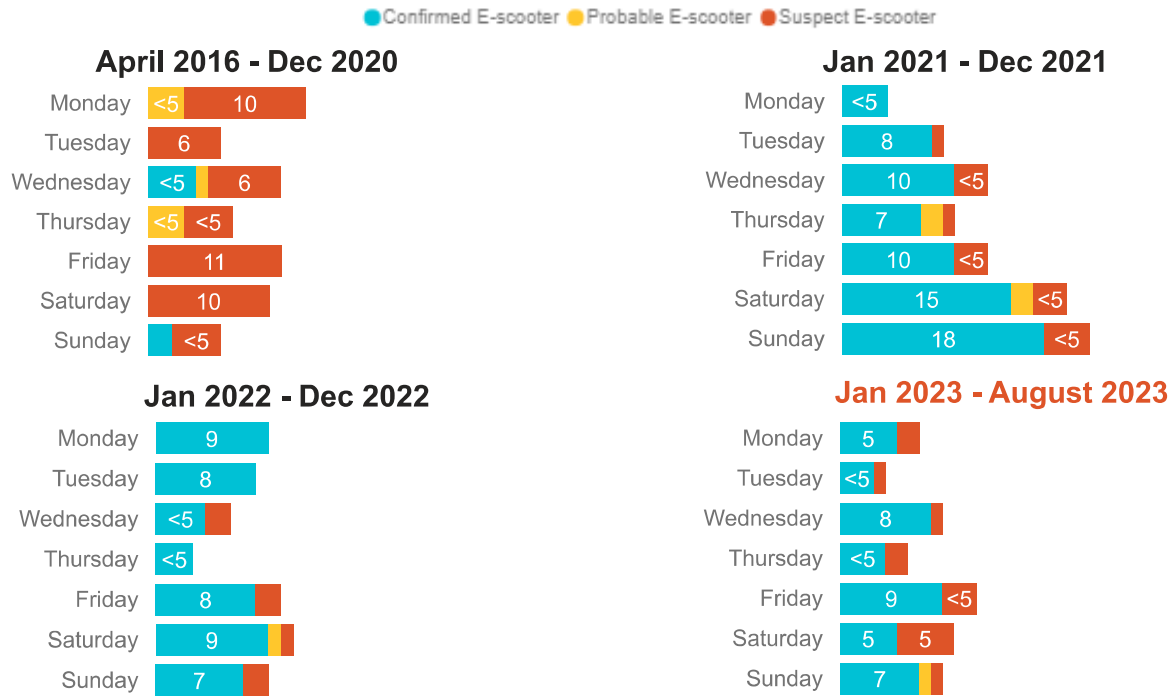
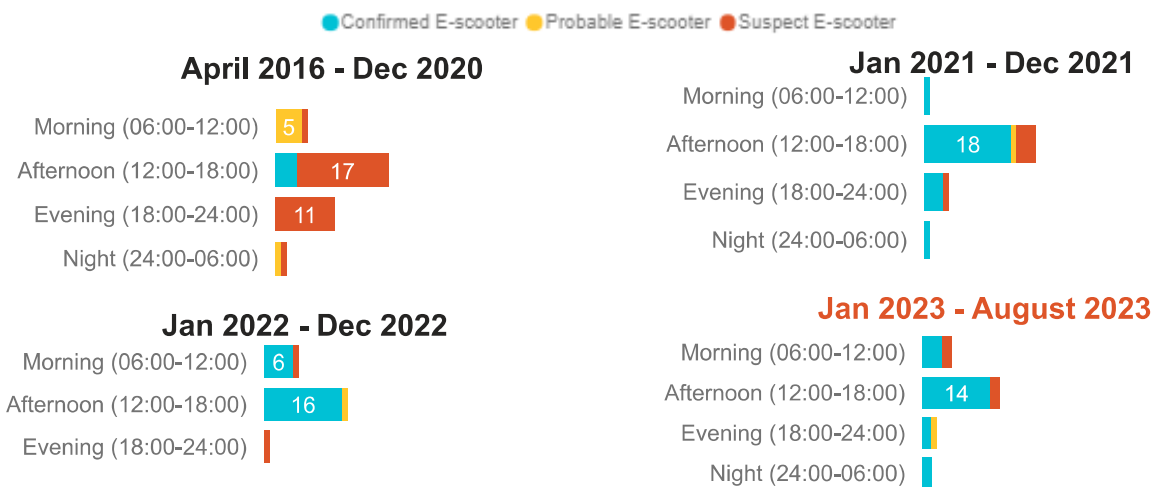


FIGURE 5. Number of E-scooter Related Injury Visits at KGH ED Among Individuals Aged 16-64 Years by Day of Week, April 2016 to August 2023



In 2021, majority of e-scooter related injuries happened from Friday to Sunday. However, in 2022 and 2023 no similar trends were observed most likely indicating a shift in e-scooter use for leisure activities in weekend to day to day transportation throughout the week.

FIGURE 6. Number of E-scooter Related Injury Visits at KGH ED Among Individuals Aged 16-64 Years by Time of Day, April 2016 to August 2023



Almost half of the identified e-scooter injuries did not have a record of time of injury (54%). Of those that had a record, majority of injuries were observed in the afternoon hours (73%), specifically between the hours of 12 to 6 PM.

FIGURE 7. Number of E-scooter Related Injury Visits at KGH ED by Age Group, April 2016 to August 2023

ED visits for confirmed e-scooter injuries were mostly observed in younger adults of 20-39 year and adolescents of 10-14 year age groups.

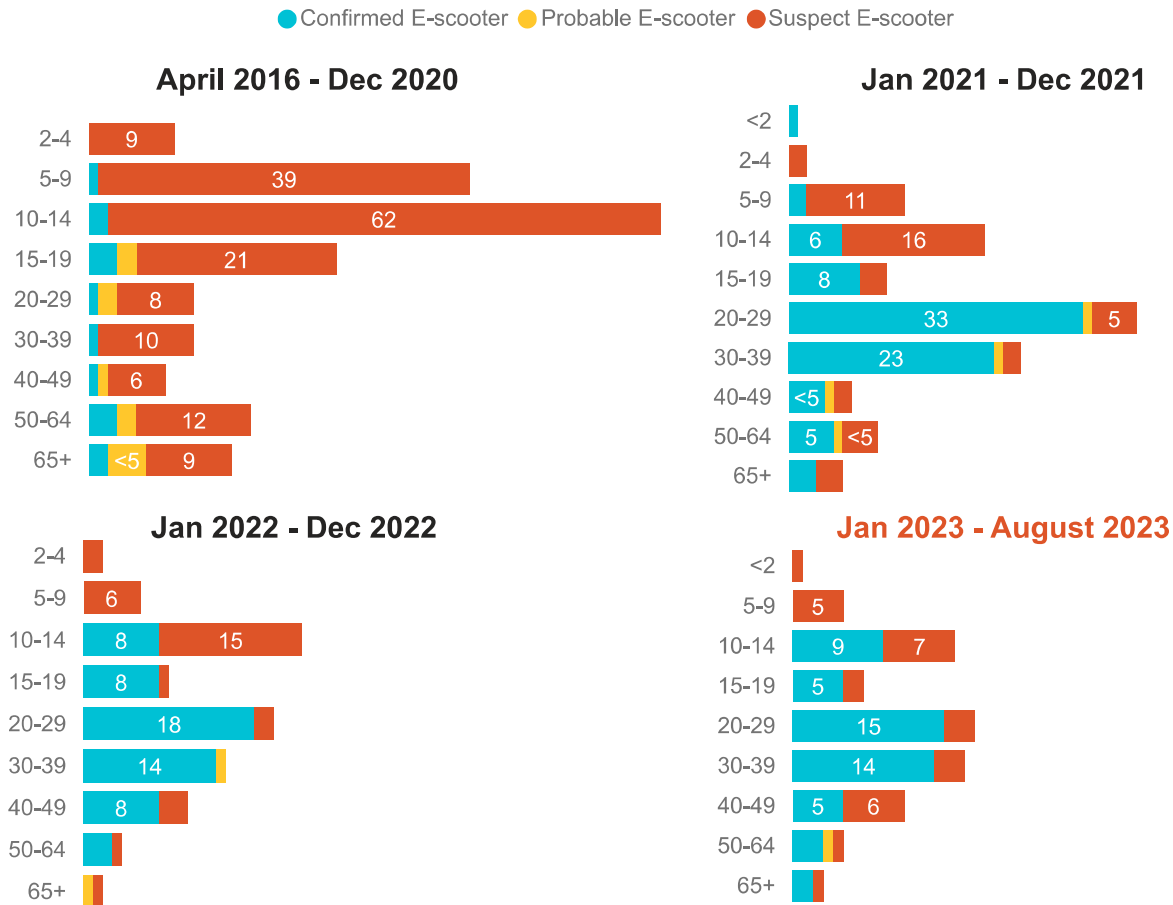


FIGURE 8. Number of E-scooter Related Injury Visits at KGH ED Among Individuals Aged 16-64 Years by Gender, April 2016 to August 2023

In the year following the launch of e-scooter pilot (2021), females had higher percentage of ED visits for confirmed e-scooter injuries than males (64 vs 36%). Similar trend was observed in 2022 while more males had e-scooter related injury visits in 2023 YTD.

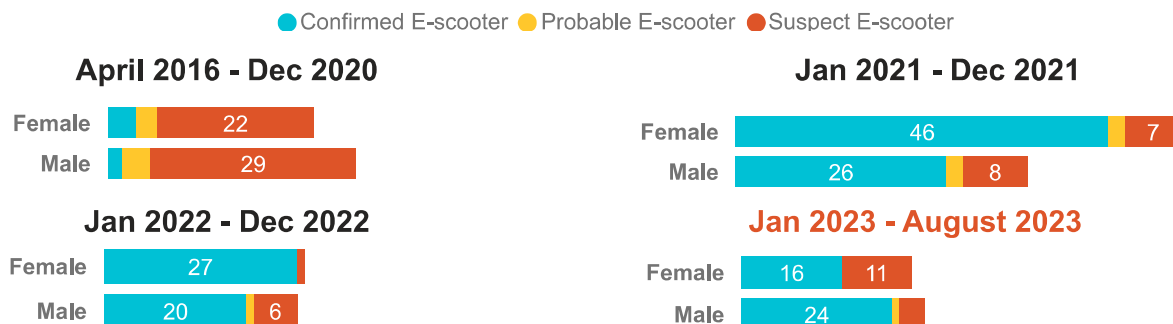
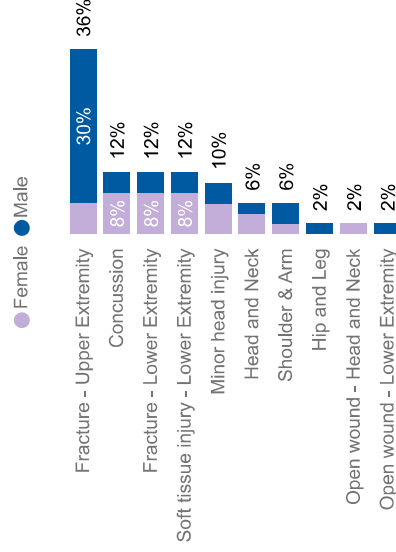


FIGURE 9. Number of Confirmed, Probable and Suspect E-scooter Related Injury Visits at KGH ED Among Individuals Aged 16-64 Years by Nature of Injury (Top 10) and Sex, April 2016 to August 2023

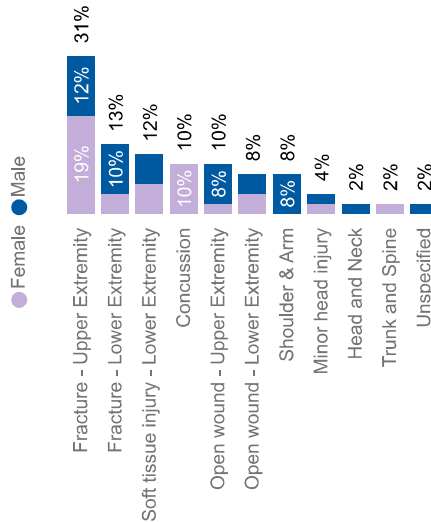
During the reported time frame, most common part of body affected by e-scooter related injury was upper extremity resulting in fractures and soft tissue injuries. Injuries to the head and neck region were second most frequent areas of impact that can be potentially prevented by use of helmet.

Among the ED visits for e-scooter injuries, more males visited for upper extremity fractures compared to females (37 visits vs 29 visits) during the reported time frame, while females had higher number of concussions (16 visits vs 12 visits). The number of ED visits for concussions were 5, 9, 8 and 6 in 2016-20, 2021, 2022 and 2023 YTD respectively.

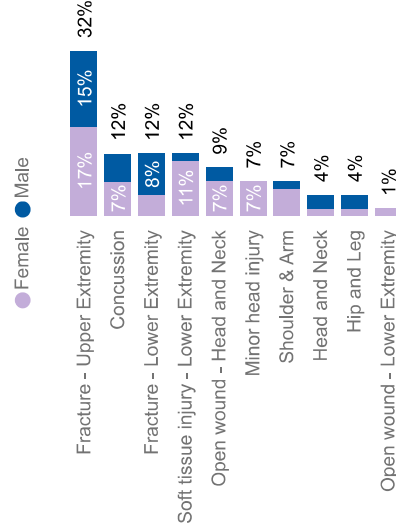
Jan 2023- August 2023



Apr 2016 - Dec 2020



Jan 2021 - Dec 2021



Jan 2022 - Dec 2022

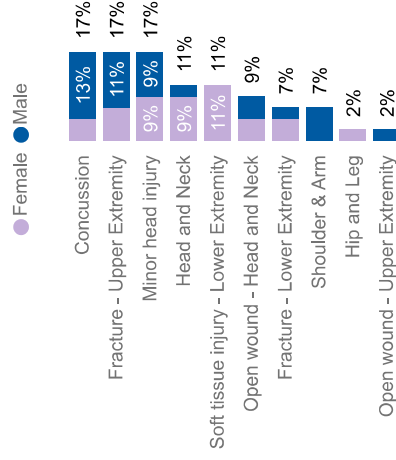
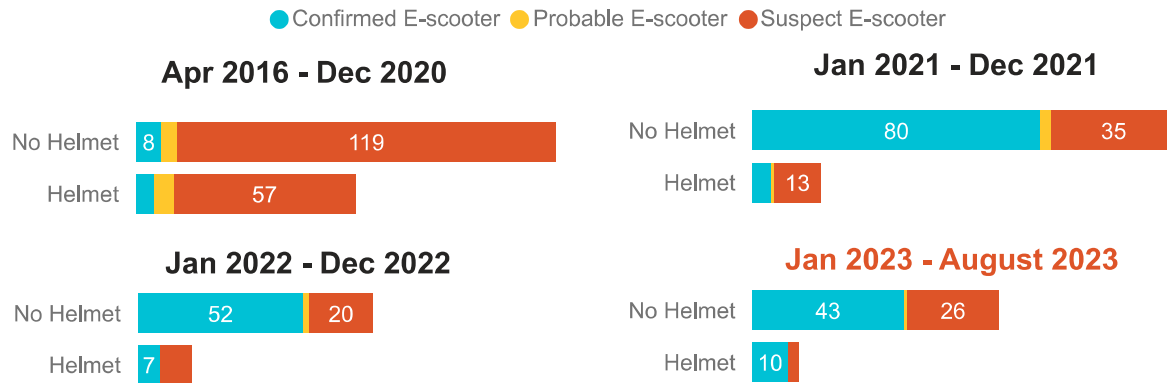


FIGURE 10. Number of E-scooter Related Injury Visits at KGH ED Among Individuals Aged 16-64 Years by Use of Safety Device, April 2016 to August 2023



During the reported time frame, 16% of riders who visited KGH ED for e-scooter related injuries self-reported to have used helmet during the ride (2016-20: 41%, 2021: 5%, 2022: 12%, 2023: 13%). The proportion of riders who did not use helmet while they were injured were higher since the launch of e-scooter pilot in 2021 indicating that safety devices were not used frequently by riders of commercial e-scooters. Although helmets are required to be worn by law and usually provided with commercial e-scooters, helmets could be missing and some riders might be reluctant to use due to concerns like hygiene, proper fit etc.

FIGURE 11. Number of E-scooter Related Injury Visits at KGH ED Among Individuals Aged 16-64 Years by Substance Use, April 2016 to August 2023



The information on substance use were self-reported, not laboratory tested and most likely underreports substance use while riding the e-scooters. Compared to 2021 and 2023, a higher proportion of e-scooter related injury visits at KGH ED had self-reported to have used alcohol in 2022 (2016-20: 2%, 2021: 7%, 2022: 23%, 2023: 4%).

DATA SOURCE & METHODOLOGY

- Data on e-scooter injuries were obtained from Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP) database that was collected at KGH ED. CHIRPP is an injury and poisoning surveillance system administered by Public Health Agency of Canada that collects injury data from emergency departments of 11 pediatric and 9 general hospitals across Canada including KGH. For this report, CHIRPP data was analyzed from April 2016 to **August 31, 2023**.
- We used following keywords to search for e-scooter related injuries that were further categorized as Confirmed, Probable and Suspect e-scooters as defined below
 1. Confirmed e-scooter: records that contain the texts "electric scooter" or " e scooter" or "e-scooter" in the injury event description field.
 2. Probable e-scooter: records that contain the texts "motorized scooter" or "motorised scooter" in the injury event description field but excluding vespa/moped and motorcycle.
 3. Suspect e-scooter: records that contain the text "scooter" in the injury event description field but excluding motorcycle, mobility scooter, push scooter, pedal scooter, non-motorized scooter, vespa/moped.
- Please note some of the estimates from the past surveillance reports have slightly changed as the coding of preliminary data from past years were completed and the keywords to identify e-scooter injuries were updated to prevent misclassification of categories.
- Data were not available on whether the injuries happened while riding private versus shared commercial scooter and hence injuries that happened in rural settings were excluded based on the assumption that scooters in the rural settings were owned privately.
- In addition, scooter related injuries that were part of organized sport activity were excluded to identify scooters used for transport purposes.
- We did not have information on whether e-scooter injuries varied by first time users vs experienced riders and if there was passenger in the scooter at the time of the incident (doubling up).
- Some of the higher acuity/trauma cases were being missed in the dataset such as those requiring ICU-admission as they were by-passing the CHIRPP data collection volunteers placed in minor treatment area of KGH ED.
- This surveillance report only captured the e-scooter and transport related injuries for which riders sought treatment at KGH ED. Thus, the analysis most likely provides an underestimation of total injuries since information on riders who received treatment from urgent primary care centers, family doctors, walk in clinics or who self-managed their injuries were not available.

DOWNTOWN KELOWNA

December 20, 2023

Cameron Noonan, Transportation Planner
City of Kelowna
1435 Water Street
Kelowna, B.C. V1Y 1J4

Dear Cameron,

The Downtown Kelowna Association (DKA) represents businesses and commercial property owners in the Downtown core of our City. The DKA acts in the best interests of our members to promote Downtown Kelowna as a thriving place to work, live and play.

Over the past 2+ years, The Micromobility Program in Kelowna has resulted in E-Scooters becoming a part of the experience of visiting Downtown Kelowna. This is particularly true in the summer season as visitors to our Downtown make use of the E-Scooters and E-Bikes to move around the core.

The availability of these resources assists with alleviating parking and road capacity issues that constrain economic activity with our member businesses. They also offer visitors and residents an easy way to move over distances that might take slightly longer to walk than ideal.

While the DKA fully supports the continuation of the Micromobility Program, we also feel that the e-scooters/e-bikes should be available to be ridden on Bernard Avenue, particularly during Meet me On Bernard. E-Scooters' speed can be governed through programming. While on Bernard, the speed should be slower than on other streets thus allowing riders to drive safely and stop easily to visit businesses along this important route for commerce in Downtown Kelowna.

I am happy to continue to support the Program in Downtown Kelowna.

Sincerely,



Mark Burley
Executive Director
Downtown Kelowna Business Association

230-280 Bernard Avenue
Kelowna, British Columbia V1Y 5N2
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January 12, 2024

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Attention: Cameron Noonan, Transportation Planner, City of Kelowna

Re: Letter of Support for Continuation of Micro-Mobility Program – City of Kelowna

Thank you for the opportunity to submit this letter of support for the City of Kelowna’s Micro-Mobility Program.

The University of British Columbia Okanagan Campus (UBCO) is committed to supporting sustainable transportation options that reduce the dependency on personal vehicles to commute to and from campus. The City of Kelowna’s Micro-Mobility Program has emerged as a key component in a suite of actions toward achievement of the ambitious goals outlined in the UBCO Climate Action Plan 2030 and the UBCO Transportation Plan including reducing carbon emissions from commuting by 40% by 2030 and supporting eco-friendly, healthy and active modes of transportation.

The success of this initiative is evident in the use of shared e-bikes and e-scooters within the UBCO community and surrounding area. In 2023, approximately 89,000 trips started or ended on the UBCO campus and surrounding area, which equates to 15% of the overall activity in the region. This percentage goes up to 22% of overall activity when just looking at the usage data over the fall semester (September through December). These numbers underscore the growing demand for alternative transportation methods to travel to and from the UBCO campus, showcasing the effectiveness of the program.

The benefits of the micro-mobility program extend beyond individual convenience. It contributes to the reduction of traffic congestion, improved air quality, and fosters a healthier and more active lifestyle among our community members. The success of this program is not only measured in numbers but also in the positive impact it has on our community's well-being and overall quality of life.

Continuing and expanding the micro-mobility program will further solidify our city’s position as a leader in sustainable urban development. As we strive to create a more resilient and environmentally conscious community, it is imperative to support initiatives that align with these objectives. The City of Kelowna’s Micro-Mobility Program has enabled the possibility of providing micro-mobility options on campus, and has had a positive impact on our campus’ sustainability and climate goals. Continuation of this Program will undoubtedly contribute to the realization of our shared vision for a greener, more vibrant community. We appreciate the option of micro-mobility on campus through the City’s program and look forward to its continued success.

Regards,

Rob Einarson, AVP Finance and Operations

Ben Johnson, Director of Campus Planning



City of
Kelowna

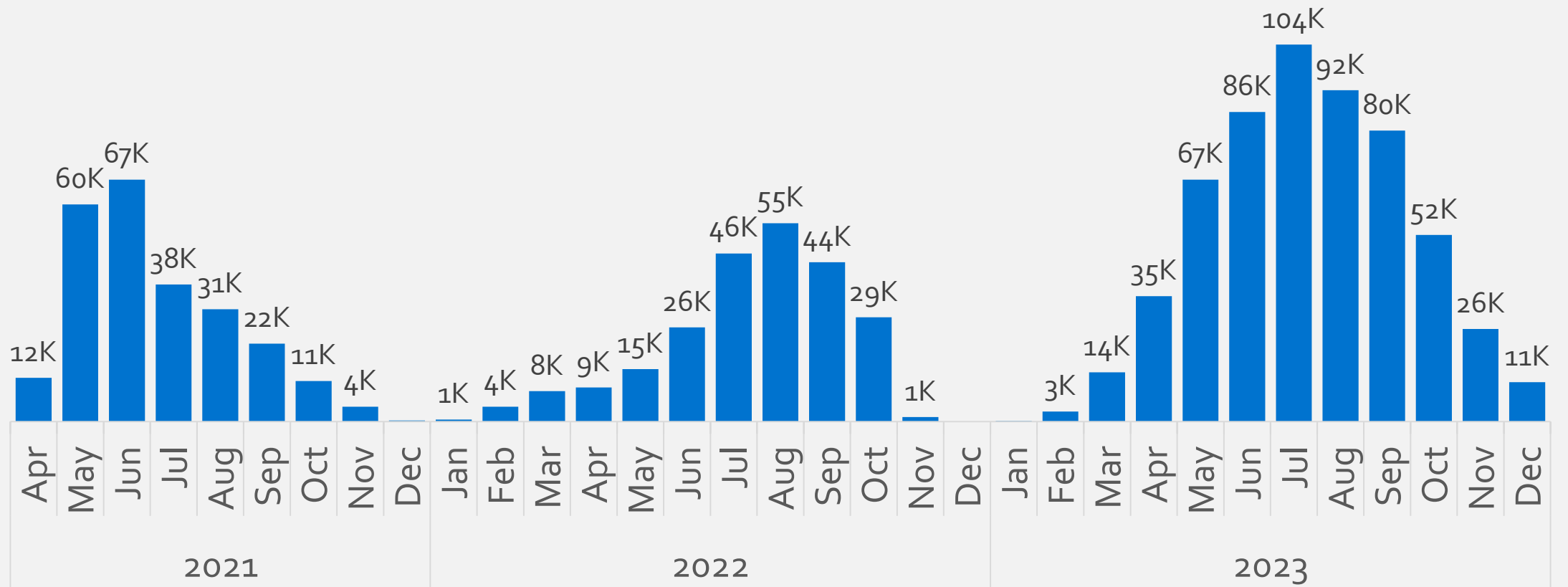
Micromobility Program Update

January 22, 2024

Ridership

Over one million trips have been made on shared micromobility in Kelowna

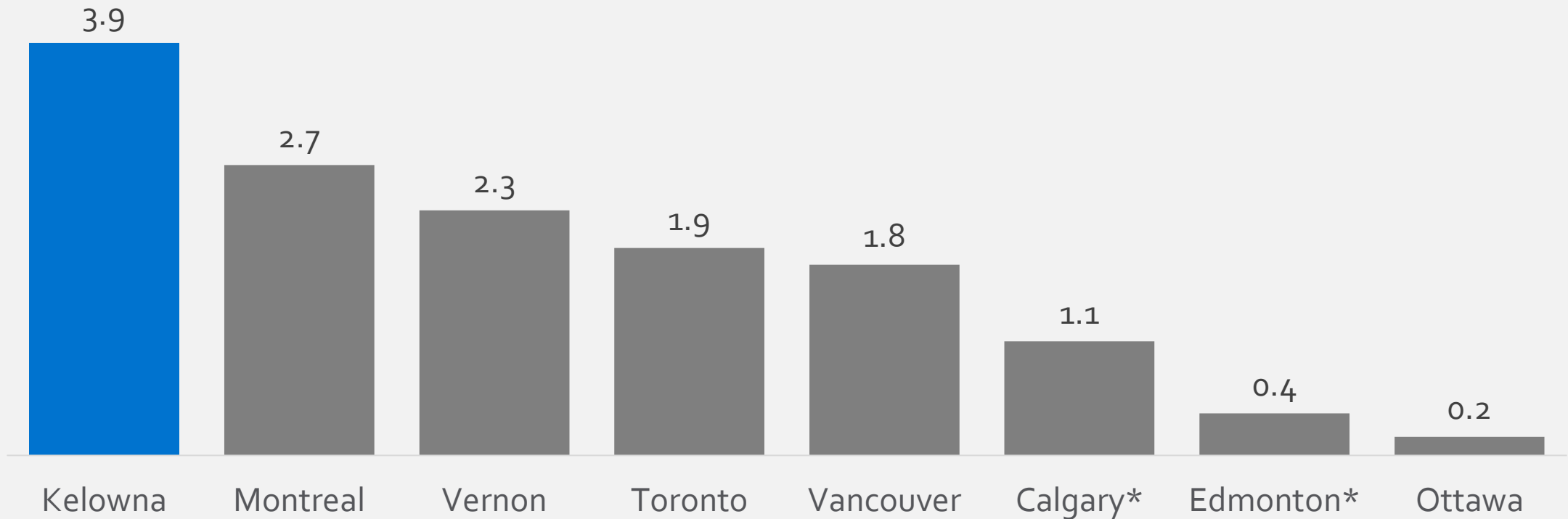
Monthly trips on shared e-scooters and e-bikes, in thousands



Ridership

Kelowna's per capita ridership is one of the highest in Canada

Per capita ridership of Canadian micromobility systems, based on municipal population



*2022 data

Increasing transportation options



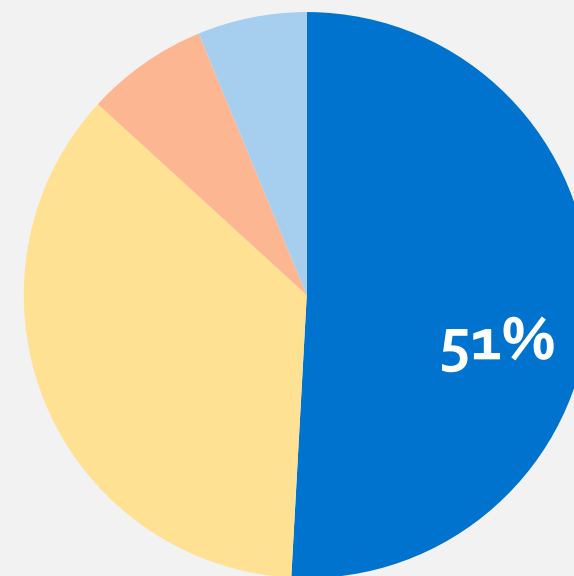
- ▶ Average trip is 2km
 - ▶ A lengthy walk
 - ▶ Too short for transit or ride-hail
- ▶ 60% of trips happen outside Downtown
- ▶ Ridership in Rutland up 400%

Reducing congestion and emissions

- ▶ 51% of trips replace driving
- ▶ Most popular in summer, when pressure on our road network is highest
- ▶ Prevented ~900,000 km of driving in Kelowna

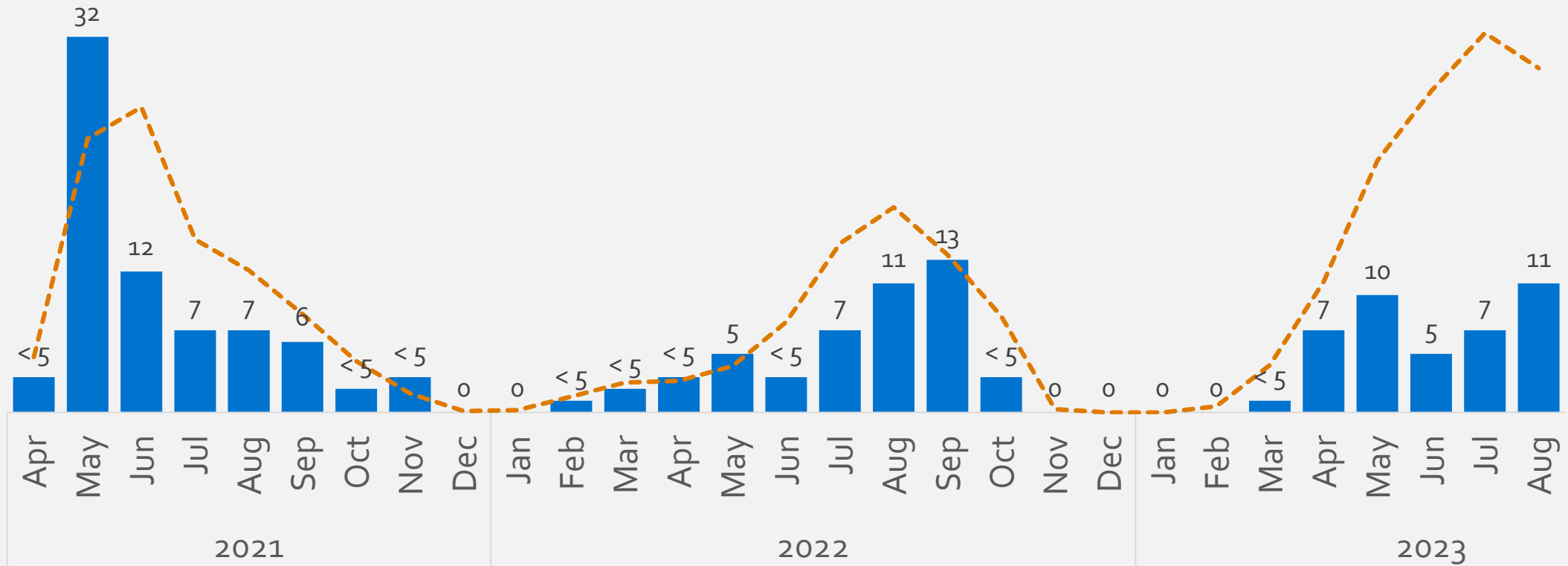
"If e-bikes and e-scooters weren't available, how would you have gotten to your destination?"

- Driving, taxi, or ridehail
- Walk or bike
- Transit
- I would not have made this trip



Safety

The rate of ER visits has decreased significantly
Number of **trips** and **emergency room visits at KGH** by month



Safety



- ▶ Rate of ER visits down 55% since 2021
- ▶ Decreased most on weekends
- ▶ Highest rates are midweek

Enforcement

- ▶ Focus is on operator-led enforcement and education
- ▶ Operator issued 18,900 warnings in 2023
 - ▶ 244 fines
 - ▶ 107 account suspensions
- ▶ RCMP
 - ▶ 7 files related to shared e-scooters (Jan 1st – Aug 31st)

Parking rules

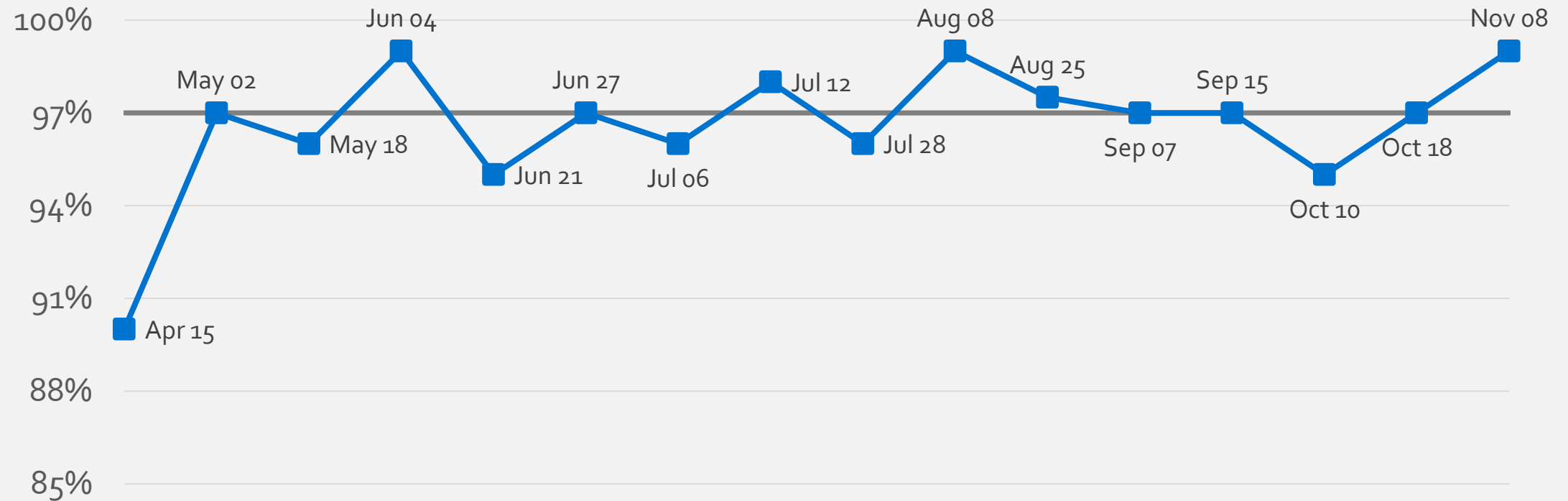
- ▶ Do not block the path of travel
 - ▶ 1.5m clear space
- ▶ Do not block driveways or paid parking
- ▶ No time limit if parked correctly



Parking audits

Parking compliance is near or above 97 per cent

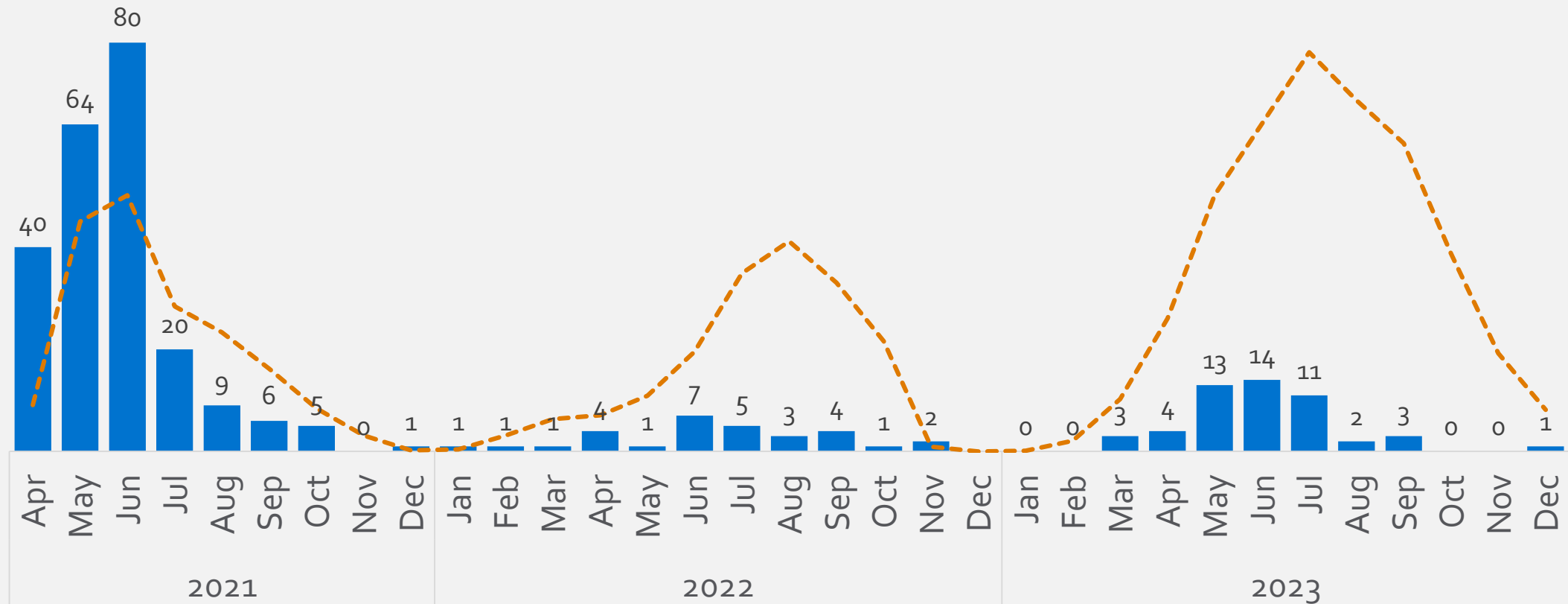
Compliance on random parking audits in 2023



Service requests

Complaints have decreased 99 per cent since the start of the pilot

Number of **trips** and **service requests and other correspondence** by month

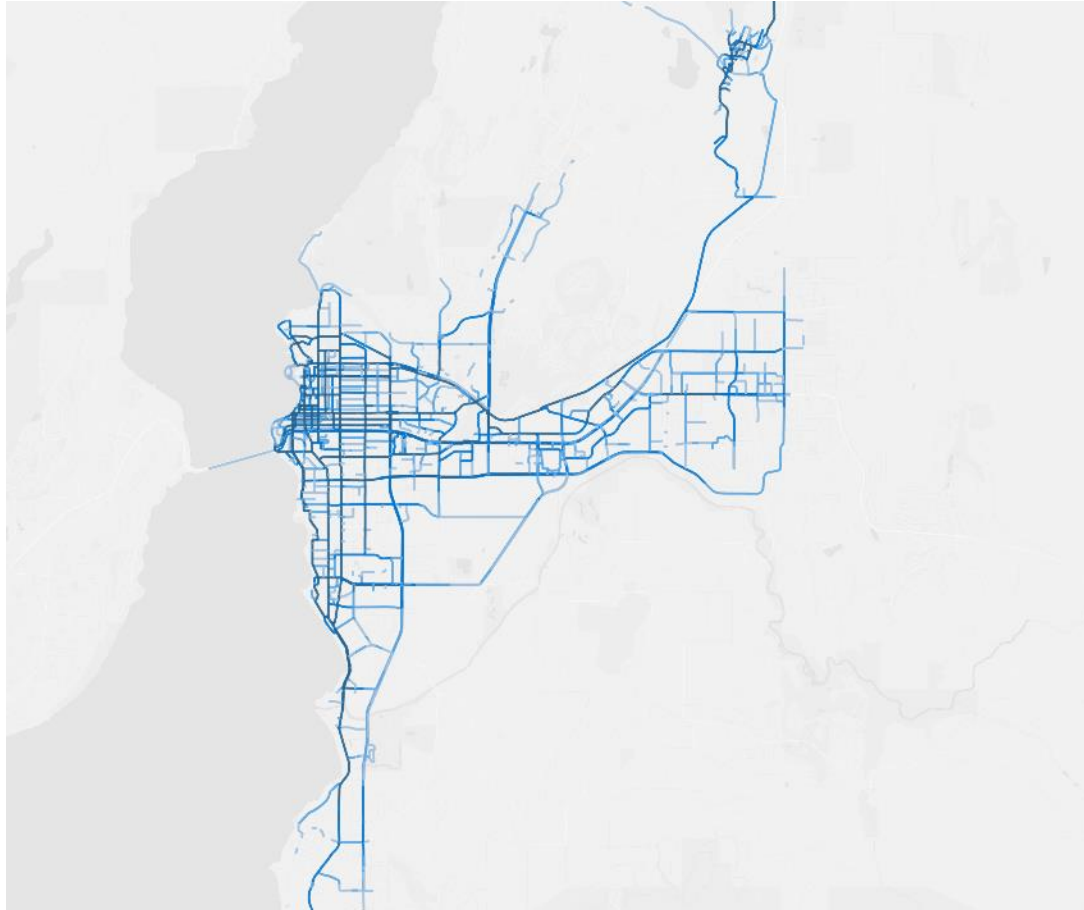


Cost



- ▶ No taxation funding
- ▶ Cost effective way to reduce congestion and emissions
 - ▶ Ridership is equivalent to one-quarter of transit in peak months

Program renewal



- ▶ Province has extended the e-scooter pilot for 4 years
 - Traffic Bylaw needs to be updated
 - New program changes

Changes to program

- ▶ Moving from permit to contract model
- ▶ Single operator, 2-year term
 - ▶ 2 option years
- ▶ Same number of vehicles



Changes to program

- ▶ Mandatory parking areas
Downtown
- ▶ Meet Me on Bernard



Conclusion

- ▶ Staff recommend continuing e-scooter pilot
- ▶ Reducing congestion and emissions without impacting taxation
- ▶ Safety data shows e-scooters are not uniquely dangerous compared to other ways of getting around
- ▶ User behaviour requires ongoing education and management



Questions?

For more information, visit kelowna.ca.

CITY OF KELOWNA

BYLAW NO. 12609

Amendment No. 44 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 Definitions, 1.4.1 "e-scooter"**, be amended by deleting "Order in Council No. 184/2021" and replace it with "Order in Council No. 640/2023;
2. This bylaw may be cited as "Bylaw No. 12609, being Amendment No. 44 to Traffic Bylaw No. 8120."
3. This bylaw comes into force and effect and is binding on all persons as of April 5, 2024.

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



Date: January 22, 2024
To: Council
From: City Manager
Subject: Water Rates 2024 - 2025
Department: Utility Services

Recommendation:

That Council receive for information the report from the Utility Services Department, dated January 22, 2024, regarding Water Utility Rates for 2024 and 2025;

AND THAT Bylaw No. 12577 being Amendment No.17 to Water Regulation Bylaw 10480 be forwarded for reading consideration.

Purpose:

To set the 2024 and 2025 rates for the Kelowna Water Utility.

Background:

The reliable supply of safe water to the community is one of the City’s most important roles and responsibilities. In Kelowna, we live in an arid environment where the water we have is limited in supply. We share the water supply with other users, wildlife, and the natural environment. We have a responsibility to respect all these interests and needs.

The City water utility provides potable water withdrawn from Okanagan Lake to more than half of Kelowna’s population for domestic uses (i.e., drinking water and landscape watering), commercial, industrial, institutional uses, agriculture, parks, recreation, and fire protection. Additionally, non-potable water withdrawn from the McCulloch watershed is provided to over 500 agricultural and rural customers for irrigation in southeast Kelowna. The balance of the City is serviced by three Improvement Districts and two dozen smaller water systems.

In 2020, it was anticipated that annual rate increases of 6% would sustainably fund the water utility through 2030 using our “pay as you go” financial strategy. On November 1, 2021, Council adopted updates to Water Regulation Bylaw 10480 which set out the services, terms, conditions, and rates charged for the City’s potable and non-potable water supply and distribution systems for 2022 and 2023.

In general, water rates increased 6% in each of 2022 and 2023. The 2023 rates will continue to apply until new rates are adopted by Council.

There are a multitude of factors that will continue to push rate adjustments higher than general consumer inflation. These include:

1. Water assets continue to depreciate faster than they are being renewed. The current replacement value of all assets in the water utility is \$938 million. The approved 2024 capital renewal expenditure amounts to 0.5% of asset value, which means that at this rate it will take 200 years, on average, to renew all assets. While this is adequate in the short term due to the relatively young average age of our system, the investment in asset renewal must continue to increase over time to sustainably fund the water utility.
2. The non-potable system has been in operation for over 50 years with little renewal. The City has absorbed substantial financial liability following the transfer of assets from the Province in 2018. The non-potable assets include major dams, supply infrastructure and high capacity mainlines which will require long term maintenance and replacement. Beginning in 2020, the 10 Year Capital Plan was prepared assuming that significant renewal projects of the non-potable system would begin in 2024. The planned renewal over the coming decade will focus on dam safety, modernizing operations, addressing health and safety issues, and repairing mainlines based on pipe condition. A Non-Potable Capital Plan will be completed in 2024.
3. A significant portion of utility renewal funding is required to contribute to projects that address growth needs. The utility contributes to growth projects that replace (upsized) existing capacity resulting in renewal expenditures earlier than would otherwise be optimal adding to renewal expense needs.
4. Operating costs rise as the average age of our infrastructure increases resulting in increased repairs and maintenance. Operating costs have also increased in recent years as the older infrastructure in the non-potable system is being updated following the acquisitions from SEKID. As with other sectors of the economy, operating cost inflation has recently been unusually high. As examples over a four-year period between 2019 to 2022, electricity costs increased by 34%, natural gas costs increased well over 100% and chemical expenses increased over 200%.
5. The construction cost inflation for utility infrastructure in Kelowna over the last 15 years has consistently exceeded general consumer inflation.

Discussion:

Proposed updates to Water Regulation Bylaw 10480 are recommended to:

- Approve rates for each customer class for 2024 and 2025,
- Update user fees,
- Update definitions and language to better reflect utility operations,
- Improve administrative requirements of the system.

The City annually reviews the water utility operations, maintenance and capital expenditures required to support a sustainably funded utility. The analysis includes a pro-forma statement of revenues and expenditures over a 10-year projection based on present and projected capital and operating expenses.

Staff are sensitive to the criticality of safe, reliable, and affordable water for our community. Ensuring reasonable and predictable water rates for our customers remains a priority for the City, however is particularly challenging at this time due to high rates of inflation as well as the substantial need for infrastructure investment to accommodate growth and address needed renewal over the next ten years.

Historically, infrastructure renewal was funded from revenues on a pay-as-you-go basis. Capital renewal was timed to reduce fluctuations in the annual capital funding required from utility revenues and some balancing was accommodated from the Utility's reserves. Debt has been used to fund large new infrastructure such as the Cedar Creek water source and ultraviolet treatment upgrades at the Poplar Point water source.

Given the near term need for capital investment as well as inflationary pressures on the Utility, the pay-as-you-go funding model would drive significant rate increases over the next two years in the range of 10-15 percent per year at a time when few in the community can afford it. Financially, current water utility debt will be substantially paid off in 2029 and fully eliminated in 2031. Financial analysis shows that using internally financed debt to help fund our ten-year capital plan will allow the Utility to be sustainably funded with ongoing annual rate increases in the realm of 6%, which is considerably more affordable. Financial health indicators indicate there is no substantial financial risk associated with this proposal.

Based on this analysis that includes planned capital expenditures, operating expenses and using some internally financed debt, staff recommend an increase of 6% for water rates and the Water Quality Enhancement fee in 2024 and 2025.

For a single-family home, the recommended rate adjustments will result in an average single-family home that typically uses 40 cubic metres of water seeing a cost increase of \$2.98 per month. Water rates in Kelowna have historically been some of the lowest rates in the valley as well as some of the lowest across Canada (compared to 33 other benchmarked Canadian cities). The water cost comparison in Figure 1 illustrates total water costs for an average single-family home using 2023 rates and an average monthly demand of 40 cubic metres of water.

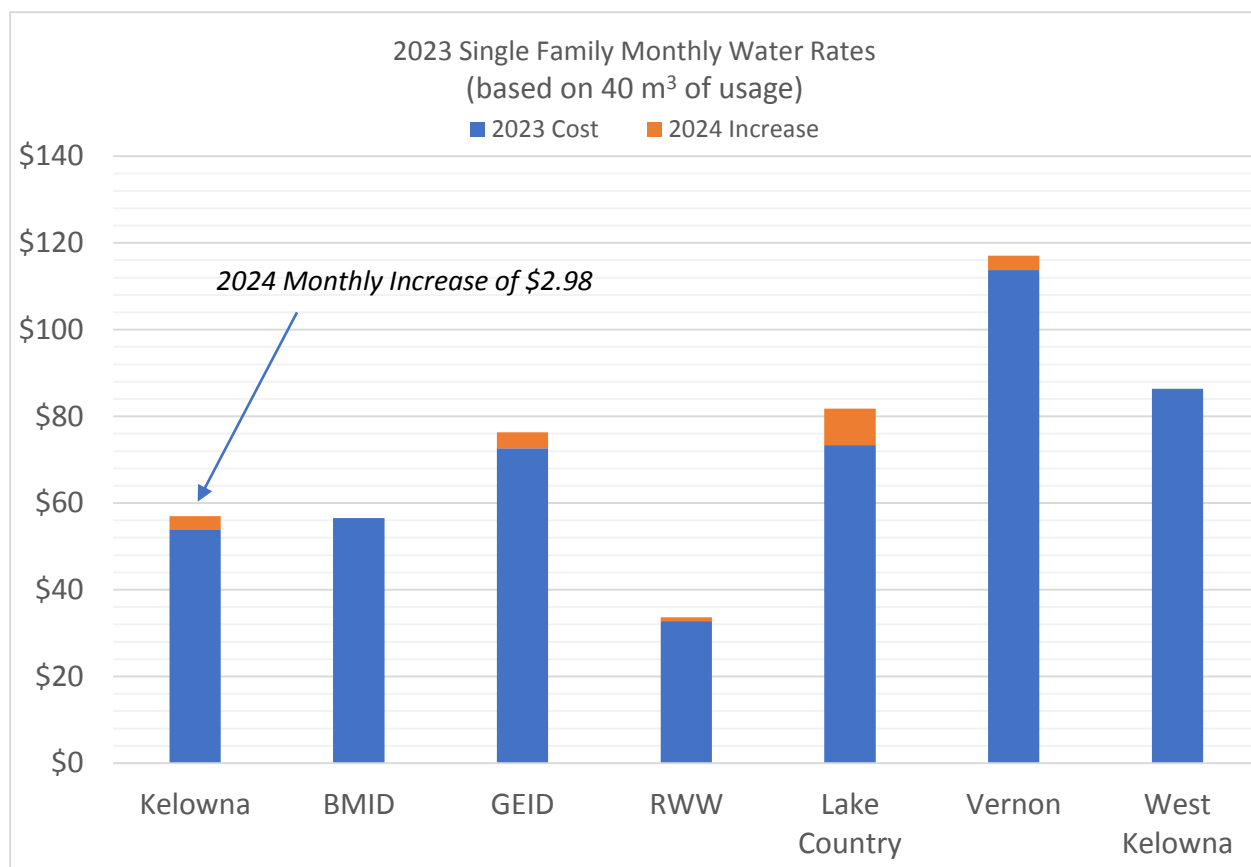


Figure 1 – Comparison of 2023 Water Costs

Other Rates of Note

The recommended rates for agricultural allotment per acre increase at the same percentage (6%) as other rates for 2024. This equates to a charge of \$142.92 per acre of allotment in 2024. The overuse Tier Charges for agricultural users are only increased in the Tier A charge group to remain consistent with the consumption rate of irrigation water for all other customers using the non-potable water source. This equates to an Overuse Tier A rate of \$0.36 per cubic metre in 2024. Staff feel that the Tier B and C agricultural overuse rates do not need to be increased at this time.

The recommended consumption rate for Golf Courses using non-potable irrigation water is \$0.20 per cubic metre in 2024 consistent with the implementation plan communicated to Council in 2022. It increases by 6% for 2025 to a rate of \$0.21 per cubic metre.

Other user fees have been increased based on an assessment of cost-of-service and are summarized in the Bylaw Change Summary Table.

Conclusion:

Staff recommend that the Water Regulation Bylaw be amended with a new rate schedule for 2024 for the potable and non-potable water systems operated by the City.

Internal Circulation:

Financial Planning
Revenue Services
Communications

Communications Comments:

City of Kelowna water customers will be notified of the rate increase on their March and April 2024 utility bills.

Financial/Budgetary Considerations:

Budget impacts will be included in the 2024 Financial Plan.

Considerations not applicable to this report:

Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Financial/Budgetary Considerations:
Existing Policy:
External Agency/Public Comments:

Submitted by: K. Van Vliet, Utility Services Manager

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachments:

Table of bylaw amendments
Water Rates 2024 Presentation

cc: Divisional Director, Corporate Strategic Services
Divisional Director Financial Services

Bylaw 10480 – Proposed Text Amendments

No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	Part 1 – Introduction Section 1.2 – Interpretation	"Beaver Lake Industrial Area"	Remove	Beaver Lake rates are now equal to Utility rates.
2.		"Bulk Water Filling Stations" means stations used for the provision of bulk water from the City Water Utility.	"Bulk Water Filling Stations" means stations used for the approved purpose for the provision of bulk water from the City Water Utility.	Ensures that the users of the bulk water system understand the approved uses
2.		"Contaminant" means any substance or matter in water which may render the water unfit for drinking according to guidelines and regulations of the Province of British Columbia.	"Contaminant" means any substance or matter in water which may render the water unfit for drinking according to guidelines and regulations of the Province of British Columbia or the Government of Canada.	Need to include Canada for Federal guidelines.
3.		"Hydrant Use Permit" means a permit issued for the use of a fire hydrant for the purposes other than fire protection and suppression.	Hydrant Use Permit" means a permit issued for the approved use of a fire hydrant for purposes other than fire protection and suppression	Ensure Use is an approved use as defined in the bylaw in Section 4.3.
4.		"Manager" means the person to manage and oversee the day-to-day operation of the City Water Utility along with other City staff to administer this bylaw.	Manager" means the person to manage and oversee the day-to-day operation of the City Water Utility along with other City staff as delegated to administer this bylaw.	Clarify staff delegated and allowed to administer the bylaw.

5.	Part 2 – Water Service Section 2.10 Repairs of City Water Utility	New Clause	2.10.2 Damage caused to City Water infrastructure such as hydrants, valves and meter pits in easements by any person may be repaired at cost by City crews and applied to the property owner’s City Water Utility Bill.	Added clause to clarify repairs and the liability for the costs at the customers expense.
6.	Part 4 – Water Quality Protections and Water Conservation Section 4.3 Hydrant Use	4.3 Hydrant Use	4.3 Construction and Other Approved Water Uses	Change was required to include construction uses. Clause number changes as well.
7.	Section 4.3 Hydrant Use		4.3.3 The Manager may remove or refuse to issue a Hydrant Use Permit or a Bulk Water Filling Station Application where the use may result in risk to the City Water Utility	Revised Clause to include Bulk Water Filling Stations
8.	Section 4.3 Hydrant Use		4.3.3.1 Upon Application to the City a person may apply for an account from the City to use the Bulk Filling Stations. The rates and charges for	Clause for Bulk Water Filling Stations Accounts and Charges.

			use of the water from the Bulk Water Filling Stations shall be set out in Schedule "A" to this bylaw.	
9.	Section 4.3 Hydrant Use		4.3.3.2 Bulk water is non-potable and not intended for drinking water.	New Clause defining limitation of bulk water use.
10.	Section 4.3 Hydrant Use	4.3.6 No person shall operate any hydrant or use water drawn from any hydrant pursuant to a Hydrant Use Permit, otherwise than in accordance with the terms and conditions of the Hydrant Use Permit.	4.3.2.5 No person shall operate any hydrant or use water drawn from any hydrant pursuant to a Hydrant Use Permit, otherwise than in accordance with the terms and conditions of the Hydrant Use Permit. Water from hydrants is considered non-potable and is not suitable for drinking water use.	Added language to clarify use of water from a hydrant and clause numbering change.
11.	Part 5 – Prohibitions 5.3 Connection to City Water Utility	5.3.1 No person shall tap into or make a connection to the City Water Utility except authorized employees of the City.	5.3.1 No person shall tap into or make a connection to the City Water Utility except authorized employees of the City or others as authorized by the Manager and	Added language to include others as delegated by the City to install system components.

			witnessed by City personnel.	
12.				
13.	5.5 Waste of Water		5.5.2 Once discovered, leaks must be scheduled to be repaired within 5 working days, or as agreed to by the Manager. Failure to schedule the repair may result in City crews completing the repair and costs will be applied to the customers water utility bill.	New Clause to address leaks on private property not being addressed.
14.	Part 6 – Conditions 6.3 Conditions of Water Supply		6.3.1 d) the above conditions also apply to any other source of water that may be provided to its customers from another water purveyor.	New Clause for water provided to the Utility from another purveyor.
15.	Part 7: Rates and Charges	7.5 Bulk Water Filling Stations		Clause removed and now included in section 4.3
16.	Schedule A Water Rate and Charges			

	Section 1: Bi-Monthly Flat Rate Service Charge			6% increase for each Service Connection Charge based on meter size
17.	Consumption Charge per cubic metre			6% increase for each tiered rate
19.	Section 2: Beaver Lake Industrial Area Properties			Table removed as rates are now consistent with City Utility users.
20.	Section 3. Agricultural Properties: Table 3.1	Annual Allotment Fee Agricultural Overconsumption Rates: Tier A Rate: Clause a)		6% increase for Annual Allotment Fee 6% increase for Tier A <i>No increase for Tier B or C</i> 6% increase for Agriculture properties with only one service connection
21.	Section 4: Water Quality Enhancement Reserve Fund Contribution	Bi-Monthly Flat Charge per meter size		6% Increase
22.	Section 5: Non-Potable Services:	Golf Course Irrigation Rate All other Customers		Deleted reference to Agriculture Customers covered in Section 3 Increased to \$0.20 per cubic metre in 2024 and \$21.20 in 2025 as per 2021 Council Report 6% increase

23.	Section 6: Fire Protection Use			6% increase
24.	Section 7: Bulk Water Filling Station Use	The cost of the card for use of the Bulk Water Filling Stations is \$20.00, non-refundable. For Bulk Water Filling Stations, a consumption charge of \$1.08 per cubic metre used.	For Bulk Water Filling Stations, a consumption charge of \$1.15 in 2024 and \$1.21 in 2025 per cubic metre used.	Language and fee removed as this is no longer administered. 6% increase
25.	Section 8: Temporary Use	Single Family residential properties a flat charge of \$48.20 bi-monthly. For non-residential properties and Multi-Family Residential properties a bi-monthly flat charge of \$128.54	Single Family residential properties a flat charge of \$51.09 in 2024 and \$54.16 in 2025 bi-monthly. For non-residential properties and Multi-Family Residential properties a bi-monthly flat charge of \$136.25 in 2024 and \$144.43 in 2025	6% increase 6% increase
26.	Section 9: Manual Read Fee	Properties that choose to have their meter read manually, where the option to have the meter read remotely has been provided or requested by the City, shall pay a fee of \$40.00 per bi-monthly billing period. These customers acknowledge that in choosing to have their meters	Properties that choose to have their meter read manually, where the option to have the meter read remotely has been provided or requested by the City, shall pay a fee of \$43.40 in 2025 and \$44.94 in 2025 per bi-monthly billing period. These customers acknowledge that in choosing to	6% increase

		read manually there will be no adjustment for the cost of water lost because of a water leak on their property	have their meters read manually there will be no adjustment for the cost of water lost because of a water leak on their property	
27.	Section 10: Water Integration Fee for 2021			Clause removed
28.	Schedule B: Water Meter Fees and Service Charges			Updated Water Meter Costs received from Supplier.
29.	Section 2: Service Fees	Water disconnect (shut-off) or connect (turn-on) during regular office hours - \$37.00. Emergency water service disconnect (shut-off) or connect (turn-on) during off-hours – \$169.00.	Water disconnect (shut-off) or connect (turn-on) during regular office hours - \$50.00. Emergency water service disconnect (shut-off) or connect (turn-on) during off-hours – \$200.00.	Increased to reflect cost of services.
30.	Section 3: Hydrant Use Permit Fee	The fee for each Hydrant Use Permit shall be \$65.00 plus \$30.00 per day for each day of Hydrant Permit.	The fee for each Hydrant Use Permit shall be \$68.90 in 2024 and \$73.03 in 2025 plus \$31.80 in 2024 and \$33.71 in 2025 per day for each day of Hydrant Permit.	6% increase
31.	Schedule D	Beaver Lake Industrial Area	Removed	No requirement for this in the Bylaw as the rates are equal to Utility rates.

January 16, 2024

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City of
Kelowna

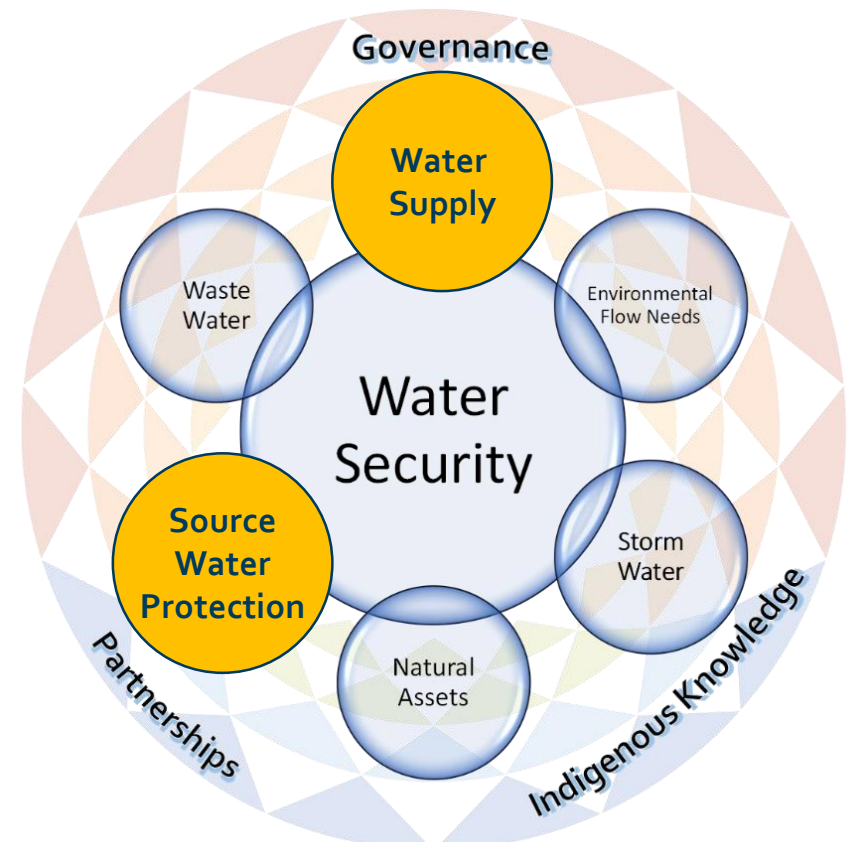
Water Rates 2024 2025

January 22, 2024

Water Security

Principles

1. All residents and water users in the City must have a safe, affordable, resilient and sustainable supply of high quality drinking water and a reliable supply of water for agriculture
5. Okanagan Lake and upland watersheds remain a source of high-quality drinking water
9. The City works in partnership with other water providers and government agencies to ensure water security



The six water sectors outlined in the City's Water Security Planning Process

Cost Pressures

- ▶ Asset age and required renewal rates
 - ▶ Non-Potable system > 50 years old
- ▶ Rising operating costs
 - ▶ System aging
 - ▶ High inflation impacts
- ▶ Construction inflation
 - ▶ Renewal component of growth

Rate Impact – Renewal funding

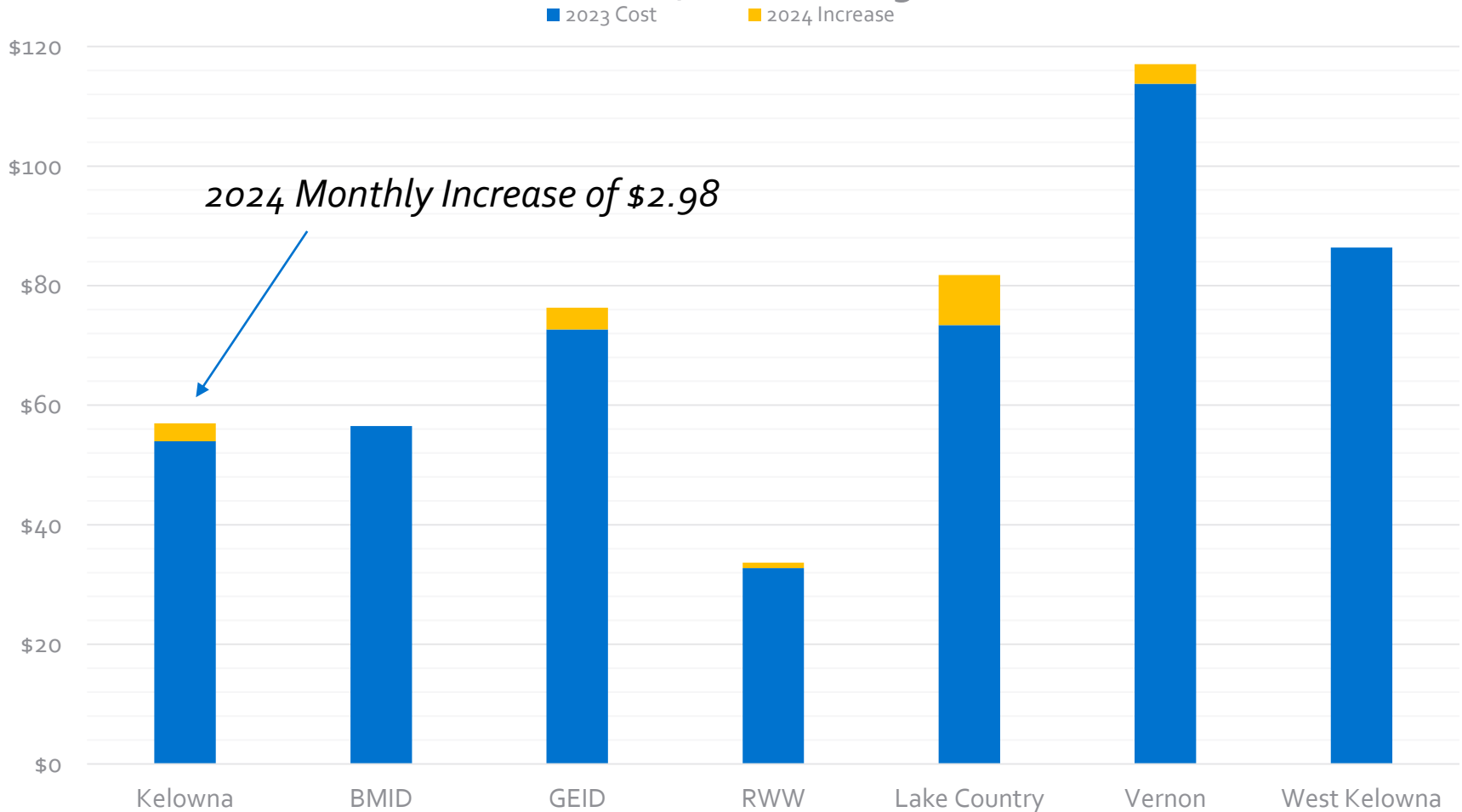
- ▶ Since 2009 would fund capital plan on “pay as you go” basis. Use reserves to average peaks and valleys.
- ▶ Used debt for large, infrastructure *improvement* projects
- ▶ Would drive >10% increases for 2024 and 2025
- ▶ Allow some internal debt to smooth rate adjustments

Rate Adjustments

- ▶ 6% increase for Water rates in 2024
- ▶ 6% increase for Water Quality Enhancement Fee.
- ▶ Rates take effect March 1, 2024.

- ▶ Represents a cost increase of \$2.98 per month for a single-family dwelling unit (SFD) based on 40 m³ of consumption.
- ▶ Kelowna SFD water rates remain reasonable and comparable to other water providers.

2023 Single Family Monthly Water Rates (based on 40 m³ of usage)



Non-Potable Water Rates

2024 recommended rates

- ▶ Agricultural customers pay \$142.92 per acre of allotment (6% increase over 2023).
- ▶ Non-Farm Status pay \$0.36 per cubic metre.
- ▶ Golf Course Irrigation using the non-potable water source will pay \$0.20 per cubic metre.

Other changes of note

- ▶ Beaver Lake Industrial Area customers.
 - ▶ rates are equal to City Utility customers in 2024.
- ▶ Other Administrative Changes in Bylaw
 - ▶ 2.10.2 Clarify that if a property owner or their agent damages utility infrastructure in an easement, then repairs are their responsibility.
 - ▶ 5.5.2. Add possibility of giving 5 days notice to address properties that are not motivated to repair onsite leaks.



Questions?

For more information, visit kelowna.ca.

CITY OF KELOWNA

BYLAW NO. 12577

Amendment No. 17 to Water Regulation Bylaw No. 10480

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Water Regulation Bylaw No. 10480 be amended as follows:

1. THAT **PART 1 - INTRODUCTION, 1.2 Interpretation**, "Beaver Lake Industrial Area" be deleted;
2. AND THAT **PART 1 - INTRODUCTION, 1.2 Interpretation**, "Bulk Water Filling Stations" be amended by adding "approved purpose" after "means stations used for the";
3. AND THAT **PART 1 - INTRODUCTION, 1.2 Interpretation**, "Contaminant" be amended by adding "or the Government of Canada" after "the Province of British Columbia";
4. AND THAT **PART 1 - INTRODUCTION, 1.2 Interpretation**, "Hydrant Use Permit" be amended by adding "the approved" after "means a permit issued for";
5. AND THAT **PART 1 - INTRODUCTION, 1.2 Interpretation**, "Manager" be amended by adding "as delegated" after "along with other City staff";
6. AND THAT **PART 1 - INTRODUCTION, 1.2 Interpretation**, "Non-Potable Water System" be amended by deleting the word "Guidlines" and replace it with "Guidelines";
7. AND THAT **PART 2 – WATER SERVICE, Section 2.10 Repairs of City Water Utility, 2.10.2**, be added as follows:

"Damage caused to City Water infrastructure such as hydrants, valves and meter pits in easements by any person may be repaired at cost by City crews and applied to the property owner's City Water Utility Bill";
8. AND THAT **PART 4 – WATER QUALITY PROTECTION AND WATER CONSERVATION, 4.3 Hydrant Use** be deleted and replaced with "4.3 Construction and Other Approved Water Uses";
9. AND THAT **PART 4 – WATER QUALITY PROTECTION AND WATER CONSERVATION, 4.3 Hydrant Use, 4.3.3** be deleted in its entirety and replaced with:

"The Manager may remove or refuse to issue a Hydrant Use Permit, or a Bulk Water Filling Station application where the use may result in risk to the City Water Utility.";
10. AND THAT **PART 4 – WATER QUALITY PROTECTION AND WATER CONSERVATION, 4.3 Hydrant Use**, be amended by adding 4.3.3 a) that reads:

"Upon application to the City, a person may apply for an account from the City to use the Bulk Water Filling Stations. The rates and charges for use of water from the Bulk Water Filling Stations shall be as set out in Schedule "A" to this bylaw.";
11. AND THAT **PART 4 – WATER QUALITY PROTECTION AND WATER CONSERVATION, 4.3 Hydrant Use**, be amended by adding 4.3.3 b) that reads:

"Bulk water is non-potable and not intended for drinking water";

12. AND THAT **PART 4 – WATER QUALITY PROTECTION AND WATER CONSERVATION, 4.3 Hydrant Use, 4.3.6**, be amended by adding “Water from hydrants is considered non-potable and is not suitable for drinking water use” after “otherwise than in accordance with the terms and conditions of the Hydrant use Permit.” ;
13. AND THAT **PART 5 – PROHIBITIONS, 5.3 Connection to City Water Utility, 5.3.1**, be amended by adding “or others as authorized by the Manager and witnessed by City personnel.” after “the City Water Utility except authorized employees of the City”;
14. AND THAT **PART 5 – PROHIBITIONS, 5.5 Waste of Water, 5.5.2**, be added as follows:

 “Once discovered, leaks must be scheduled to be repaired within 5 working days, or as agreed to by the Manager. Failure to schedule the repair may result in City crews completing the repair and costs will be applied to the customers water utility bill”;
15. AND THAT **PART 6 – CONDITIONS, 6.3 Conditions of Water Supply, 6.3.1 (d)** be added as follows:

 “the above conditions also apply to any other source of water that may be provided to its customers from another water purveyor.”;
16. AND THAT **Part 7 – RATES AND CHARGES, 7.5 Bulk Water Filling Stations** be deleted in its entirety that reads as follows:

 “Upon application to the City, a person may purchase a card from the City to use the Bulk Water Filling Stations. The rates and charges for use of water from the Bulk Water Filling Stations shall be as set out in Schedule “A” to this bylaw.”;
17. AND THAT all charges in **Schedule “A” Water Rates and Charges, Section 1: Bi-monthly Flat Charges and Consumption Rate – per cubic metre** be increased by 6 percent beginning March 1, 2024 and an additional 6 percent beginning January 1, 2025 as per Schedule ‘A’ attached to and forming part of this bylaw;
18. AND THAT **Schedule “A” Water Rates and Charges, Section 2. Beaver Lake Industrial Area Properties** be deleted in its entirety and replaced with:

“2. Beaver Lake Industrial Area Properties

 The transition period was completed in 2023 and the Beaver Lake Industrial rates are equal to other City of Kelowna rates.”;
19. AND THAT **Schedule “A” Water Rates and Charges, Section 3. Agricultural Properties, 3.1** be increased by 6 percent, except for Tier B and Tier C, as per Schedule ‘A’ attached to and forming part of this bylaw;
20. AND THAT **Schedule “A” Water Rates and Charges, Section 3. Agricultural Properties, 3.1 Plus a.** be amended by deleting “\$70.41” and replace it with “\$ 74.63 in 2024 and \$79.11 in 2025”;
21. AND THAT all charges in **Schedule “A” Water Rates and Charges, Section 4. Water Quality Enhancement Reserve Fund Contribution** be increased by 6 percent for 2024 and an additional 6 percent for 2025 as per Schedule ‘A’ attached to and forming part of this bylaw;

AND THAT **Schedule "A" Water Rates and Charges, Section 5. Non-Potable Services** be amended by deleting:

	Consumption rate – per cubic metre	
Customer Type	2022	2023
Agricultural Customer	Rates per Section 3	Rates per Section 3
Golf Course Irrigation Rate	\$0.10	\$0.15
All other customers	\$0.32	\$0.34

And replace with

	Consumption rate – per cubic metre	
Customer Type	2024	2025
Golf Course Irrigation Rate	\$0.20	\$0.21
All other customers	\$0.36	\$0.38

22. AND THAT **Schedule "A" Water Rates and Charges, Section 6. Fire Protection Use** be amended by replacing "bi-monthly flat rate charge of \$70.00" with "bi-monthly flat rate charge of \$75.00 in 2024 and \$80.00 in 2025";

23. AND THAT **Schedule "A" Water Rates and Charges, Section 7. Bulk Water Filling Station Use** be amended by deleting

"The cost of a card for use of the **Bulk Water Filling Stations** is \$20.00, non- refundable.

For **Bulk Water Filling Stations**, a consumption charge of \$1.08 per cubic metre of water used."

And replace with

"For **Bulk Water Filling Stations**, a consumption charge of \$1.14 in 2024 and \$1.21 in 2025 per cubic metre of water used.";

24. AND THAT **Schedule "A" Water Rates and Charges, Section 8. Temporary Use** be amended by deleting

"Single Family residential properties a flat charge of \$48.20 bi-monthly.

For non-residential properties and Multi-Family Residential properties a bi-monthly flat charge of \$128.54."

And replace with

"Single Family residential properties a flat charge of \$51.09 in 2024 and \$54.15 in 2025 bi-monthly.

For non-residential properties and Multi-Family Residential properties a bi-monthly flat charge of \$136.25 in 2024 and \$144.43 in 2025";

- 25. AND THAT **Schedule "A" Water Rates and Charges, Section. 9 Manual Read Fee** be amended by deleting "shall pay a fee of \$40.00 per bi-monthly billing period." And replace with " shall pay a fee of \$42.40 in 2024 and \$44.94 in 2025 per bi-monthly billing period."
- 26. AND THAT **Schedule "A" Water Rates and Charges, Section. 10 Water Integration Fee for 2021** be removed in its entirety;
- 27. AND THAT **Schedule "B" Water Meter Fees and Service Charges, Section 1. Water Meter Fees, 2022 and 2023 Meter Fee Rates**, are deleted and replace with the **2024 and 2025 Meter Fee Rates** as per Schedule 'B' attached to and forming part of this bylaw;
- 28. AND THAT **Schedule "B" Water Meter Fees and Service Charges, Section 2. Service Fees** be amended by deleting

Water disconnect (shut-off) or connect (turn-on) during regular office hours	\$ 37.00
Emergency water service disconnect (shut-off) or connect (turn-on) during off-hours	\$169.00
Meter Testing Fee	\$50.00

And replace with

Water disconnect (shut-off) or connect (turn-on) during regular office hours	\$ 50.00
Emergency water service disconnect (shut-off) or connect (turn-on) during off-hours	\$200.00
Meter Testing Fee	\$50.00

- 29. AND THAT **Schedule "B" Water Meter Fees and Service Charges, Section 3. Hydrant Use Permit Fee** be amended by deleting "The fee for each **Hydrant Use Permit** shall be \$65.00 plus \$30.00 per day for each day of Hydrant Permit." And replace it with "The fee for each **Hydrant Use Permit** shall be \$75.00 plus \$35.00 per day for each day of Hydrant Permit.";
- 30. AND THAT **Schedule "D" - Beaver Lake Industrial Area**" be deleted in its entirety;
- 31. This bylaw may be cited for all purposes as "Bylaw No. 12577, being amendment No. 17 to Water Regulation Bylaw No. 10480."
- 32. This bylaw shall come into full force and effect and is binding on all persons on March 1, 2024.

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

Schedule 'A' – Water Rates and Charges

Meter Size	2023	2024	2025
15 mm (5/8")	\$32.94	\$34.92	\$37.01
20 mm (3/4")	\$32.94	\$34.92	\$37.01
25 mm (1")	\$51.74	\$54.84	\$58.13
37 mm (1 1/2")	\$77.48	\$82.13	\$87.06
50 mm (2")	\$124.86	\$132.35	\$140.29
75 mm (3")	\$408.99	\$433.53	\$459.54
100 mm (4")	\$558.07	\$591.55	\$627.04
150 mm (6")	\$942.72	\$999.28	\$1,059.24
200 mm (8")	\$1242.00	\$1,316.52	\$1,395.51

Plus a consumption charge per cubic metre - consumed bi-monthly according to the following table:

Quantity Used	2023	2024	2025
First 60 cubic metres	\$0.563	\$0.597	\$0.63
Next 100 cubic metres	\$0.757	\$0.80	\$0.85
Next 90 cubic metres	\$1.148	\$1.22	\$1.29
Balance of cubic metres (Except properties over 1 acre in size in the southeast Kelowna service area)	\$2.299	\$2.44	\$2.57
Balance of cubic metres: properties over 1 acre in size in the southeast Kelowna service area	\$1.96	\$2.44	\$2.57
Multi-Family Residential Properties – 3 or more dwelling units on a single property	\$0.563	\$0.597	\$0.63
Mixed Use properties	\$0.638	\$0.68	\$0.72
Commercial, Industrial and Institutional	\$0.651	\$0.69	\$0.73
Park Use	\$0.491	\$0.52	\$0.55

Schedule 'A' – Agricultural Properties

	Units / Comments	2023	2024	2025
Annual Allotment Fee: Billed Annually at year end	Per Hectare	\$332.92	\$352.89	\$374.06
	Per Acre	\$134.83	\$142.92	\$151.49
Agricultural Over Consumption Rates for water use over the designated Allotment:				
Tier A – 0-19.99% over annual Allotment	per cubic metre	\$0.34	\$0.36	\$0.38
Tier B – 20-49.99% over annual Allotment	per cubic metre	\$0.68	\$0.68	\$0.68
Tier C – Over 50% over annual Allotment	per cubic metre	\$1.12	\$1.12	\$1.12

Schedule 'A' – Water Quality Enhancement Reserve Fund Contribution

Meter Size	2023	2024	2025
15 mm (5/8")	\$17.75	\$18.82	\$19.94
20 mm (3/4")	\$17.75	\$18.82	\$19.94
25 mm (1")	\$36.48	\$38.67	\$40.99
37 mm (1 1/2")	\$80.48	\$85.31	\$90.43
50 mm (2")	\$130.26	\$138.08	\$146.36
75 mm (3")	\$305.13	\$323.44	\$342.84
100 mm (4")	\$416.65	\$441.65	\$468.15
150 mm (6")	\$703.72	\$745.94	\$790.70
200 mm (8")	\$927.12	\$982.75	\$1041.71

Schedule 'B' – Water Meter Fee Rates

Meter Size	2024	2025
20 mm -3/4" (commercial)	\$605.69	\$635.97
25 mm -1" (commercial)	\$711.09	\$746.64
37 mm -1 1/2" (commercial)	\$2,288.11	\$2,402.52
50 mm -2" (commercial)	\$2,534.14	\$2,660.85
75 mm -3" (commercial)	\$3,478.98	\$3,652.93
100 mm -4" (commercial)	\$5,103.95	\$5,359.15
150 m -6" (commercial)	\$9,426.03	\$9,708.33
100 mm -4" Fire Line	\$12,653.64	\$13,286.32
150 m -6" Fire Line	\$17,995.66	\$18,895.44
200 mm -8" Fire Line	\$25,461.92	\$26,735.02