City of Kelowna Regular Council Meeting AGENDA



Monday, September 23, 2024 1:30 pm Council Chamber City Hall, 1435 Water Street

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

PM Meeting - September 9, 2024

3. Public in Attendance

3.1 Celebrating Local Olympian Jerome Blake

4. Development Application Reports & Related Bylaws

4.1	Highland Dr 1508 - Z24-0022 (BL12677) - Supplemental Report	16 - 17
-----	---	---------

To provide additional information on the rezoning application for 1508 Highland Dr.

4.2 Highland Dr 1508 - BL12677 (Z24-0022) - 1344628 B.C. Ltd., Inc.No. BC1344628

To give Bylaw No. 12677 first, second and third reading and adopt in order to rezone the subject property from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone.

Pages

6 - 15

4.3 Cara Glen Way 1490 - OCP24-0010 (BL12700) TA24-0007 (BL12701) Z24-0013 (BL12702) - Rutherford Crestview Developments Ltd. Inc. No. A008590

To amend the Official Community Plan to change the future land use designation of portions of the subject property from the C-NHD – Core Area Neighbourhood designation to NAT – Natural Areas; and to amend Zoning Bylaw No. 12375 by creating the CD29 – Cara Glen Way Comprehensive Development zone; and to rezone the subject property from the RR1 – Large Lot Rural Residential zone to the P3 – Parks and Open Space zone and CD29 – Cara Glen Way Comprehensive Development zone to facilitate the future development of multi-dwelling residential housing with commercial uses and the dedication of 5.64 acres of natural area parkland adjoining Knox Mountain Park.

4.4Cara Glen Way 1490 - BL12700 (OCP24-0010) - Rutherford Crestview Developments81 - 82Ltd. Inc. No. A008590

Requires a majority of all members of Council (5).

To give Bylaw No. 12700 first reading in order to change the future land use designation of portions of the subject property from the C-NHD – Core Area Neighbourhood designation to the NAT – Natural Areas designation.

4.5Cara Glen Way 1490 - BL12701 (TA24-0007) - Rutherford Crestview Developments83 - 87Ltd. Inc. No. A00859083 - 87

To give Bylaw No. 12701 first reading in order to create the CD29 – Cara Glen Way Comprehensive Development zone.

4.6 Cara Glen Way 1490 - BL12702 (Z24-0013) - Rutherford Crestview Developments Ltd. 88 - 89 Inc. No. A008590

To give Bylaw No. 12702 first reading in order to rezone portions of the subject property from the RR1 – Large Lot Rural Residential zone to P3 – Parks and Open Space zone and the CD29 – Cara Glen Way Comprehensive Development zone.

4.7	Appaloosa Rd 3199 - Z24-0037 (BL12705) - City of Kelowna	90 - 111
	To rezone the subject property from the A2 – Agriculture / Rural Residential zone to the I2 – General Industrial zone to facilitate future development.	

4.8	Rezoning Bylaws Supplemental Report to Council	112 - 113
-----	--	-----------

To receive a summary of notice of first reading for Rezoning Bylaws No. 12683, 12684, 12696, 12697, 12698 and 12699 and to give the bylaws further reading consideration.

4.9 Rezoning and Text Amendment Applications

To give first, second and third reading to rezoning applications and site-specific Zoning Bylaw text amendment applications.

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

4.9.1	Lakeshore Rd 3805 - BL12683 (Z23-0035) - Jim Pattison Industries Ltd., Inc.No. BC0928747	114 - 115
	* This item is withdrawn by the applicant.	
	To give Bylaw No. 12683 first, second and third reading in order to rezone the subject property from the P3 – Parks and Open Space zone and the P4 – Utilities zone to the VC1 – Village Centre zone.	

4.9.2 Lakeshore Rd 3805 - BL12684 (TA24-0008) - Jim Pattison Industries Ltd., 116 - 116 Inc.No. BC0928747

* This item is withdrawn by the applicant.

To give Bylaw No. 12684 first, second and third reading in order to create a site-specific regulation allowing for a car-share program to be located within an enclosed parkade and eligible for a parking reduction.

4.9.3 Coronation Ave 627-659 - BL12697 (Z23-0070) - Coronation Holdings Ltd., 117 - 117 Inc.No. BC1299864

To give Bylaw No. 12697 first, second and third reading in order to rezone the subject properties from the UC1 – Downtown Urban Centre zone to the UC1r – Downtown Urban Centre Rental Only zone.

4.9.4 Pandosy St 2124 - BL12699 (Z24-0027) - Necessary Homes Ltd., Inc.No. 118 - 118 BC0850280

To give Bylaw No. 12699 first, second and third reading in order to rezone the subject property from the MF4 – Transit Oriented Areas zone to the MF4r – Transit Oriented Areas Rental Only zone to facilitate a change of uses to long-term residential rental only, while retaining and protecting the existing heritage asset known as Cadder House.

4.10 Rezoning Applications

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

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

	4.10.1	Cactus Rd 1115 - BL12696 (Z24-0015) - 1417489 B.C. Ltd., Inc.No. BC1417489	119 - 119
		To give Bylaw No. 12696 first, second and third reading and adopt in order to rezone the subject property from the MF1 — Infill Housing zone to the MF2 — Townhouse Housing zone.	
	4.10.2	Drysdale Blvd 305 - BL12698 (Z24-0026) - Will McKay and Co. Ltd., Inc.No. BC0306923	120 - 120
		To give Bylaw No. 12698 first, second and third reading and adopt in order to rezone the subject property from the MF3 — Apartment Housing zone to the VC1r — Village Centre Rental Only zone.	
4.11	Bernard Inc.No. I	Ave 1660-1670 - BL12607 (Z23-0017) - Sole Bernard Developments Ltd., 3C1371339	121 - 121
	To amer properti zone.	nd at third reading and adopt Bylaw No. 12607 in order to rezone the subject es from the RU4 — Duplex Housing zone to the MF3 — Apartment Housing	
4.12	Bernard BC13713	Ave 1660-1670 - DP23-0188 - Sole Bernard Developments Ltd., Inc.No. 39	122 - 170
	To issue	a Development Permit for the form and character of apartment housing.	
4.13	Laurier A	Ave 925 - BL12635 (Z23-0082) - Amarjit and Sarbjit Gill	171 - 171
	To amer property	nd at third reading and adopt Bylaw No. 12635 in order to rezone the subject r from the MF1 — Infill Housing zone to the MF2 — Townhouse Housing zone.	
4.14	Laurier A	Ave 925 - DP23-0224 - Amarjit and Sarbjit Gill	172 - 209
	To issue developi	a Development Permit for the form and character of a five-unit townhouse ment.	
4.15	Hilltown	Dr 3260 - DP23-0053 - 1918951 Alberta Ltd., Inc.No. A0110539	210 - 256
	To issue	a Development Permit for the form and character of apartment housing.	
Non-E	Developme	nt Reports & Related Bylaws	
5.1	Planning	g and Development Statistics - Q2 2024	257 - 275
	To upda [.] 2024.	te Council on building and development statistics for the second quarter of	

5.

	5.2	Transit Improvements Program 3-Year Outlook	276 - 298
		To approve and execute a Memorandum of Understanding for the Transit Improvement Program, outlining the 3-year expansion initiatives.	
	5.3	Permissive Tax Exemption 2025	299 - 319
		To consider a property tax exemption for those organizations that have met the qualifications as outlined in Permissive Tax Exemption Policy #327.	
	5.4	BL12695 - 2025 Permissive Tax Exemptions	320 - 331
		To give Bylaw No. 12695 first, second and third reading.	
	5.5	2024 Climate Resilient Kelowna Strategy	332 - 437
		To review and adopt the 2024 Climate Resilient Kelowna Strategy.	
6.	Resolut	ions	
	6.1	Draft Resolution - Council Tour of Kelowna International Airport	438 - 438
7.	Mayor and Councillor Items		

8. Termination



City of Kelowna Regular Council Meeting _{Minutes}

Date: Location: Monday, September 9, 2024 Council Chamber City Hall, 1435 Water Street

Councillors Ron Cannan and Luke Stack*

Members Present

Mayor Tom Dyas, Councillors Maxine DeHart, Charlie Hodge, Gord Lovegrove Mohini Singh, Rick Webber and Loyal Wooldridge

Members Participating Remotely

Staff Present

City Manager, Doug Gilchrist; City Clerk, Laura Bentley; Community Safety Director, Darren Caul*; Divisional Director, Planning, Climate Action & Development Services, Ryan Smith*; Community Planning & Development Manager, Dean Strachan*; Development Planning Department Manager, Nola Kilmartin*; Planner, Jason Issler*; Planner Specialist, Trisa Atwood*; Planner, Mark Tanner*; Housing Policy and Programs Manager, James Moore*; Transit and Programs Manager, Mike Kittmer*; General Manager, Infrastructure, Mac Logan*; Asset Management & Capital Planning Manager, Joel Shaw*; Asset Planning Manager, Joline McFarlane*; General Manager, Corporate Services, Joe Sass*; Integrated Transportation Department Manager, Brittany Hallam*; Parks and Buildings Planning Manager, Robert Parlane*; Parking Services Manager, Dave Duncan*; Landfill & Compost Operations Manager, Scott Hoekstra*; Planner Specialist, Keith Pinkoski*; Park and Landscape Planner, Stefan Johansson*; Legal & Administrative Coordinator, Lisa Schell*

Legislative Coordinator (Confidential), Arlene McClelland

Staff Participating Remotely

Guest

Superintendent Kara Triance*, Kelowna RCMP Detachment

(* 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.

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

Moved By Councillor Hodge/Seconded By Councillor Lovegrove

THAT the Minutes of the Regular Meetings of August 26, 2024 be confirmed as circulated.

Carried

Reports

3.1 RCMP - Public Q1 and Q2 Report

Kara Triance, Superintendent Kelowna RCMP Detachment:

 Displayed a PowerPoint Presentation providing an update regarding the 2024 Q1 and Q2 public safety and crime trends and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Singh

THAT Council receive the RCMP 2024 Mid-Year, Quarters 1 & 2, Key Performance Indicator Report from the Officer in Charge, Kelowna RCMP Detachment, dated September 9, 2024.

Carried

4. Development Application Reports & Related Bylaws

4.1 Cactus Rd 1115 - Z24-0015 (BL12696) - 1417489 B.C. Ltd., Inc. No. BC1417489

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. Z24-0015 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot B Section 23 Township 26 ODYD Plan 28071, located at 1115 Cactus Rd, Kelowna, BC from the MF1 – Infill Housing zone to the MF2 – Townhouse Housing zone, be considered by Council.

Carried

4.2 Coronation Ave 627-659 - Z23-0070 (BL12697) - Coronation Holdings Ltd., Inc. No. BC1299864

Staff:

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

Moved By Councillor Stack/Seconded By Councillor Hodge

THAT Rezoning Application No. Z23-0070 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of:

- Lot 38 District Lot 139 ODYD PLAN 1037, located at 627 Coronation Ave, Kelowna, BC;
- Lot 39 District Lot 139 ODYD PLAN 1037, located at 635 Coronation Ave, Kelowna, BC;
- Lot 40 District Lot 139 ODYD PLAN 1037, located at 643 Coronation Ave, Kelowna, BC;
- Lot 41 District Lot 139 ODYD PLAN 1037, located at 651 Coronation Ave, Kelowna, BC;
- Lot 42 District Lot 139 ODYD PLAN 1037, located at 659 Coronation Ave, Kelowna, BC;

from the UC1 – Downtown Urban Centre zone to the UC1r – Downtown Urban Centre Rental Only zone, be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated September 9, 2024.

Carried

4.3 Drysdale Blvd 305 - Z24-0026 (BL12698) - Will McKay and Co. Ltd., Inc. No. BC0306923

Staff:

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

Moved By Councillor Wooldridge/Seconded By Councillor Singh

THAT Rezoning Application No. Z24-0026 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Parcel A (Being a Consolidation of Lots 4 and 5, See CA9869654) Section 33 Township 26 ODYD Plan EPP48909, located at 305 Drysdale Blvd, Kelowna, BC from the MF3 – Apartment Housing zone to the VC1r – Village Centre Rental Only zone, be considered by Council.

Carried

4.4 Pandosy St 2124 - Z24-0027 (BL12699) - Necessary Homes Ltd., Inc. No. BC0850280

Staff:

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

Moved By Councillor Lovegrove/Seconded By Councillor Webber

THAT Rezoning Application No. Z24-0027 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 1 District Lot 14 ODYD Plan EPP129773, located at 2124 Pandosy St, Kelowna, BC from the MF4 – Transit Oriented Areas zone to the MF4r – Transit Oriented Areas Rental Only zone, be considered by Council;

AND THAT Council consider the repeal of Bylaw No. 11124 – Heritage Revitalization Agreement Authorization Bylaw for the property legally known as LOT 1 DL 14 ODYD PLAN EPP129773, located at 2124 Pandosy Street, Kelowna, BC;

AND FURTHER THAT final adoption of the Zoning Amendment Bylaw and Heritage Revitalization Agreement Repeal Bylaw be considered in conjunction with Council's consideration of a Heritage Alteration Permit for the subject property.

Carried

4.5 Richter St 1080-1090 - DVP24-0087 - LL23-0007 - Bromaxx Property Group Ltd., Inc. No. BC1021305

Staff:

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

Moved By Councillor Wooldridge/Seconded By Councillor Singh

THAT Council authorizes the issuance of Development Variance Permit No. DVP24-0087 for Lot 1 District Lot 139 ODYD Plan 7858, located at 1080-1090 Richter St, Kelowna, BC;

AND THAT variances to the following section of Zoning Bylaw No. 12375 be granted as shown on Schedule "A":

Table 8.3.4: Industrial, Parking Requirement

To vary the required parking from 7 stalls to 0 (zero) stalls proposed for a maximum of 30 individual single day events per calendar year.

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

AND FURTHER THAT Council directs Staff to forward the following Recommendation to the Provincial Liquor and Cannabis Regulation Branch (LCRB):

In accordance with 'Division 9 (71)' of the Liquor Control and Licensing Regulation and Council Policy 359, BE IT RESOLVED THAT:

- Council recommends support of an application from Red Bird Brewing for a special event area endorsements / license amendment for Lot 1 District Lot 139 ODYD Plan 7858, located at 1080-1090 Richter St, Kelowna, BC for the following reasons:
- 2. Council's comments on LCLB's prescribed considerations are as follows:
 - a. The location of the special event area:

The subject property is located in the north end of the City adjacent to Recreation Avenue Park to the west. The applicant is proposing a special event area endorsement that will include the existing rear building, seasonal patio area located between the building and street & surface parking lot area adjacent to Richter St.

b. <u>The proximity of the special event area to other social or recreational facilities</u> <u>and public buildings:</u>

The subject site is located adjacent to Recreation Avenue Park to the west which includes recreational facilities and public buildings. The liquor service area proposed for the site predominantly faces Richter St and the building location and orientation on-site provides a natural buffer to Recreation Avenue Park.

<u>The person capacity of the special event area endorsement:</u>

The existing establishment has a maximum capacity of 500-persons including a maximum of 186-persons inside the rear building with the remaining 314person capacity located in the seasonal outdoor area located between the building and street. The application proposes increasing the maximum site capacity for events to 750 people, inclusive of staff, entertainment, and security. Of the 750-person capacity for events a maximum of 186-persons would be located inside the building with the remaining 564-person capacity located outside the building.

d. <u>Traffic, noise, parking and zoning:</u>

Expanding the existing liquor service for the site to increase the maximum capacity from 500-persons existing to 750-persons will increase the potential conflict for traffic, noise, and parking demand. Should Council support the parking variance, the existing surface parking lot containing seven parking

stalls could be converted for event use for a maximum of 30 individual single day events per calendar year. The combination of a capacity increase of 250persons during events and zero available on-site parking will subsequently create increased competition for street parking in the immediate area, especially when events are being held. This could have a negative impact on street parking availability for other businesses in the area. Additionally, a vast majority of the site's capacity would be located outside the building which creates a larger potential for noise conflicts within the neighbourhood, especially with a patio closure time of 12 AM which exceeds the standard 11 PM closure time for outdoor spaces.

- e. <u>The impact on the community if the application is approved:</u> Red Bird Brewing hosts a variety of annual events. The number of hosted events has ranged over the last few years but has typically been between 10-18 individual event days. The increase to host up to 30 individual single day events will increase local traffic demands, parking and potential for noise conflict with other businesses and uses.
- 3. Council's comments on the views of residents are as contained within the minutes of the meeting at which the application was considered by Council. The methods used to gather views of residents were as per Council Policy #359 "Liquor Licensing Policy and Procedures."

Carried

4.6 Belaire Ave 1310, 1320 - BL12652 (Z23-0031) - 432623 B.C. Limited, Inc. No. BC1007009

Moved By Councillor Lovegrove/Seconded By Councillor Singh

THAT Bylaw No. 12652 be adopted.

Carried

4.7 Belaire Ave 1310 and 1320 - DP23-0095 - 432623 B.C. Limited, Inc. No. BC1007009

Staff:

Displayed a PowerPoint Presentation summarizing the application.

Moved By Councillor Wooldridge/Seconded By Councillor Hodge

THAT final adoption of Rezoning Bylaw No. 12652 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP23-0095 for Lot 29 District Lot 137 ODYD Plan 10011, located at 1310 Belaire Ave and Lot 30 District Lot 137 ODYD Plan 10011, located at 1320 Belaire Ave, Kelowna, BC subject to the following:

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

AND THAT the applicant be required to complete the above noted conditions of Council's approval of the Development Permit Application in order for the permits to be issued; AND FURTHER THAT this Development Permit is valid for two (2) years from the date of Council approval, with no opportunity to extend.

Carried

4.8 Lanfranco Rd 1007 - BL12669 (Z24-0008) - 1445833 B.C. Ltd, Inc. No. BC1445833

Moved By Councillor Lovegrove/Seconded By Councillor Singh

THAT Bylaw No. 12699 be adopted.

Carried

4.9 Lanfranco Rd 1007, DP24-0057 - 1445833 B.C. Ltd, Inc. No. BC1445833

Staff:

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

Moved By Councillor Wooldridge/Seconded By Councillor Lovegrove

THAT final adoption of Rezoning Bylaw No. 12669 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP24-0057 for Lot C District Lot 135 ODYD Plan 20294, located at 1007 Lanfranco Road, Kelowna, BC subject to the following:

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

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

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

Carried

Bylaws for Adoption (Development Related)

5.1 Updates to Various Sections - BL12682 (TA24-0009) - City of Kelowna

Moved By Councillor Lovegrove/Seconded By Councillor Singh

THAT Bylaw No. 12682 be adopted.

Carried

5.2 Swainson Rd 1785 - BL12693 (Z24-0012) - G.P. Sandher Holdings Ltd., Inc. No. BC1392723

Moved By Councillor DeHart/Seconded By Councillor Webber

THAT Bylaw No. 12693 be adopted.

Carried

The meeting recessed at 3:14 p.m.

The meeting reconvened at 3:25 p.m.

Non-Development Reports & Related Bylaws

6.1 Rental Housing Grant Program - Grant Authorization 2024 2025

Councillor Stack declared a perceived conflict of interest due to working with organizations that occasionally apply for rental housing grants and disconnected from the meeting at 3:26 p.m.

Staff:

Displayed a PowerPoint Presentation outlining the recommended rental housing grant applications
received and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Lovegrove

THAT Council receives, for information, the report from Housing Policy and Programs dated September 9, 2024;

AND THAT Council approve the 2024/2025 Rental Housing Grants as outlined in the Report from Housing Policy and Programs dated September 9, 2024.

Carried

6.2 Transit Operations and Maintenance Facilities Project Updates

Staff:

 Displayed a PowerPoint Presentation providing an update on the status of the two Transit Operations and Maintenance Facilities projects and responded to questions from Council.

Councillor Stack rejoined the meeting at 3:35 p.m.

Moved By Councillor Webber/Seconded By Councillor DeHart

THAT Council receives for information, the report from Integrated Transportation dated September 9, 2024, with regards to the Transit Operations and Maintenance Facilities.

Carried

6.3 10-Year Capital Plan 2025-2034

Staff:

Displayed a PowerPoint Presentation providing a final review of the 10-Year Capital Plan and responded to questions from Council.

Moved By Councillor Webber/Seconded By Councillor Singh

THAT Council receives, for information, the report from Corporate Services dated September 9, 2024, with respect to this year's annual update to the 10-Year Capital Plan;

AND THAT Council adopt the 10-Year Capital Plan.

Carried

Councillors Cannan, Lovegrove and Wooldridge - Opposed

6.4 Amendment to Kelowna Vernon Biosolids Management Agreement

Staff:

Displayed a PowerPoint Presentation providing an overview of the proposed amendments to the Kelowna-Vernon Biosolids Management Agreement and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Lovegrove

THAT Council receives for information, the report from Utility Services dated September 9, 2024, with respect to the Regional Biosolids Composting Facility Joint Operating Agreement with the City of Vernon;

AND THAT the Mayor and City Clerk be authorized to execute the revised updated Regional Biosolids Composting Facility Joint Operating Agreement between the Cities of Vernon and Kelowna dated April 4, 2024.

Carried

6.5 City Signature Sign - Milestone Check-In

Staff:

 Displayed a PowerPoint Presentation providing an update on the City Signature Sign Project and proposed location of Stuart Park and responded to questions from Council.

Moved By Councillor Wooldridge/Seconded By Councillor Lovegrove

THAT Council receives, for information, the report from the Parks & Buildings Planning Department, dated September 9, 2024, regarding the signature sign projects;

AND THAT Council endorses the recommended signature sign location at Stuart Park as well as the project objectives, as outlined in this report, and directs staff to proceed expressions of interest (EOI) for design and fabrication teams.

Carried

6.6 North Entry Monument - Recommended Concept

Staff:

Displayed a PowerPoint Presentation providing an overview of the proposed North Entry Monument and responded to questions from Council.

Moved By Councillor Singh/Seconded By Councillor Hodge

THAT Council receives for information the report from Parks & Buildings Planning Department, dated September 9, 2024 regarding the north entry monument project;

AND THAT Council endorses the recommended vision and concept from the Parks and Buildings Department, dated September 9, 2024.

> Carried Councillor Cannan – Opposed

Bylaws for Adoption (Non-Development Related) 7.

BL12694 Amendment No. 28 to Subdivision, Development and Servicing Bylaw No. 7.1 7900

Moved By Councillor Webber/Seconded By Councillor DeHart

THAT Bylaw No. 12694 be adopted.

Carried

Mayor and Councillor Items 8.

Councillor DeHart:

- Spoke to their attendance, on behalf of Mayor and Council, at the Apple Fest held at the Kelowna Farmer's Market and provided a special thank you to Jason Chan for leading this initiative.
- Spoke to their attendance at the Truswell Park Opening.
- Spoke to their attendance at the send-off of the 2024 Cops for Kids Riders.
- Spoke to their attendance at the Project 1000 Jamaican relief fund luncheon. Reminder that the United Way BC Day Kick off Breakfast is on September 12, 2024. Reminder of the Park Place ribbon cutting on September 13, 2024.

Councillor Lovegrove:

- Commented on the UBCM resolution for the Provincial pilot project for traffic noise enforcement.
- Acknowledged Truth & Reconciliation Day and presented the Mayor with the book 21 Things You May Not Know About the Indian Act.

Councillor Hodge:

Spoke to their attendance at the AGM Okanagan Water Basin Board meeting.

Councillor Singh:

- Spoke to the annual Kelowna Firefighters' 9/11 walk up Knox Mountain Road honouring the firefighters that climbed the World Trade Centre towers.
- Will be attending the Cultural Society dinner and dance on September 13, 2024.
- Will be attending Recovery Day, September 14, 2024 at Rowcliffe Park.

Mayor Dyas:

Congratulated Councillors DeHart and Singh for receiving the King Charles III Coronation Medal for Community Service.

Councillor Cannan:

Commented that the Kelowna Tourism Symposium is taking place on September 25, 2024.

Councillor Wooldridge:

Commented on this being their final Monday Council meeting ahead of the Provincial Election.

Moved By Councillor Hodge/Seconded By Councillor Lovegrove

THAT Council authorize Councillor Wooldridge take an unpaid leave of absence beginning on Writ Day until after Final Voting Day in the 2024 Provincial General Election.

Carried

9. Termination

This meeting was declared terminated at 5:41 p.m.

Aayor Dyas acm	y Clerk
acm	

REPORT TO COUNCIL SUPPLEMENTAL



Date:	September 23, 2024
То:	Council
From:	City Manager
Address:	1508 Highland Dr
File No.:	Z24-0022

	Existing	Proposed
OCP Future Land Use:	C-NHD – Core Area Neighbourhood	C-NHD – Core Area Neighbourhood
Zone:	MF1 – Infill Housing	MF2 – Townhouse Housing

1.0 Recommendation

THAT Council receives, for information, the Report from the Development Planning Department dated September 23, 2024 with respect to Rezoning Application No. Z24-0022 for the property located at 1508 Highland Dr;

AND THAT Rezoning Bylaw No. 12677 be forwarded for further reading consideration.

2.0 Purpose

To provide additional information on the rezoning application for 1508 Highland Dr.

3.0 Discussion

On July 8, 2024, Staff brought forward a rezoning application for initial consideration for the subject property located at 1508 Highland Dr. Consideration for first reading of the associated rezoning bylaw was deferred at the July 22, 2024 meeting. Over the past few months, the applicant has been in regular contact with Staff and made several revisions to the proposed townhouse development and site plan. The applicant has also connected with neighboring property owners through email, phone, and distributed letters, and participated in a meeting with residents of SkyView Terrace to discuss their issues and concerns, which relate primarily to existing on-street parking.

The applicant continues to work on a revised Development Permit. Currently, the site plan will not require any variances under the MF2-Townhouse Housing Zone. The applicant has indicated the following revisions have been made which include, but are not limited to:

- Unit count reduced from 19 to 17 units
- On-site parking with large stall sizes exceeds the bylaw requirement with an additional stall
- Increased Common Amenity Area
- Building Siting adjustments to enhance privacy
- Tree and hedge retention
- Relocation of vehicle access

The Development Permit will be brought forward to council at a later date should Council advance the relevant bylaw.

Further public notice was 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. At the time of writing, one piece of correspondence was received following the notice given in September. Staff are recommending Council proceed with further readings of the bylaw.

4.0 Application Chronology

Rezoning Application Accepted:	May 9, 2024
Reading Consideration:	September 23, 2024
Report prepared by: Reviewed by: Approved for Inclusion:	Jason Issler, Planner II Nola Kilmartin, Development Planning Department Manager Ryan Smith, Divisional Director, Planning, Climate Action & Development Services

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

CITY OF KELOWNA

BYLAW NO. 12677 Z24-0022 1508 Highland Drive N

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

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

- 1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 Section 29 Township 26 ODYD Plan 21281 Except Plan KAP85729 located on Highland Dr N, Kelowna, BC from the MF1 Infill Housing zone to the MF2 Townhouse Housing zone.
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL OCP AMENDMENT & TEXT AMENDMENT & REZONING



Date:	September 23, 2024	
То:	Council	
From:	City Manager	
Address:	1490 Cara Glen Way	
File No.:	OCP24-0010, TA24-0007, Z24-0013	
	Existing	Proposed
OCP Euture Land Lice	CNHD Care Area Naighbourhood	NAT – Natural Areas
		C-NHD – Core Area Neighbourhood
		P3 – Parks and Open Space
Zone:	RR1 – Large Lot Rural Residential	CD29 – Cara Glen Way
		Comprehensive Development Zone

1.0 Recommendation

THAT Official Community Plan Map Amendment Application No. OCP24-0010 to amend Map 3.1 in the Kelowna 2040 – Official Community Plan Bylaw No. 12300 by changing the Future Land Use designation of portions of LOT L SECTIONS 31 AND 32 TOWNSHIP 26 ODYD PLAN KAP 53293, located at 1490 Cara Glen Way, Kelowna, BC from the C-NHD – Core Area Neighbourhood designation to the NAT – Natural Areas designation, as shown on Map "A" attached to the Report from the Development Planning Department dated September 23, 2024, be considered by Council;

AND THAT Council considers the Public Notification process to be appropriate consultation for the purpose of Section 475 of the Local Government Act, as outlined in the Report from the Development Planning Department dated September 23, 2024;

AND THAT Zoning Bylaw Text Amendment Application No. TA24-0007 to amend City of Kelowna Zoning Bylaw No. 12375 as outlined in Schedule "A" attached to the Report from the Development Planning Department dated September 23, 2024 be considered by Council;

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

AND THAT Rezoning Application No. Z24-0013 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of portions of LOT L SECTIONS 31 AND 32 TOWNSHIP 26 ODYD PLAN KAP 53293, located at 1490 Cara Glen Way, Kelowna, BC from the RR1 – Large Lot Rural Residential zone to P3 – Parks and Open Space zone and CD29 – Cara Glen Way Comprehensive Development zone as shown on Map "B" attached to the Report from the Development Planning Department dated September 23, 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 September 23, 2024;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the payment of \$188,000.00 into the City's Housing Opportunities Reserve Fund;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the issuance of a Natural Environment Development Permit by the Development Planning Department Manager for the subject property;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the dedication of the parkland on the northern portion of the property proposed to be zoned P₃ – Parks and Open Space, as shown on Map "B", to the City.

AND FURTHER THAT the Official Community Plan Map Amending Bylaw, the Zoning Bylaw Text Amendming Bylaw, and the Rezoning Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To amend the Official Community Plan to change the future land use designation of portions of the subject property from the C-NHD – Core Area Neighbourhood designation to NAT – Natural Areas; and to amend Zoning Bylaw No. 12375 by creating the CD29 – Cara Glen Way Comprehensive Development zone; and to rezone the subject property from the RR1 – Large Lot Rural Residential zone to the P3 – Parks and Open Space zone and CD29 – Cara Glen Way Comprehensive Development zone to facilitate the future development of multi-dwelling residential housing with commercial uses and the dedication of 5.64 acres of natural area parkland adjoining Knox Mountain Park.

3.0 Development Planning

Staff recommend support for the Official Community Plan (OCP) Amendment, the Text Amendment to create the CD₂₉ – Cara Glen Way Comprehensive Development Zone, and the Rezoning Amendment to apply the CD₂₉ zone and P₃ – Parks and Open Space zone on the subject property, to facilitate the future development of multi-dwelling residential housing and the dedication of 5.64 acres of natural area parkland adjoining Knox Mountain Park.

The proposed development is supported by <u>OCP Policy 5.3.3 for Strategic Density</u> which states:

Where a proposed development in Core Area Neighbourhoods is not adjacent to a Transit Supportive Corridor, consider support for stacked rowhousing and low-rise apartment and mixed-use buildings, if it meets all of the policy requirements noted in the chart below.

Policy Requirement	Proposal	Evaluation
The property, at the time a rezoning or development permit application is made, bas	The subject property is 3.77 ha at time of	
an area of 1 hectare or greater.		•
The project proposal illustrates that	The CD29 Zone requires building	
the larger buildings will be able to sensitively	stepbacks on apartment buildings, and	
transition their height and massing towards	does not permit buildings greater than 100	▼
adjacent Core Area Neighbourhoods, with	m in length to provide a sensitive	

the first priority being a transition to ground- oriented multi-unit housing within the project.	transition in height and massing to adjacent neighbourhoods. In addition, all ground-level units along Cara Glen Way require front door access to the street.	
The project proposal includes a public park component.	The project proposes to dedicate 5.64 acres of natural area parkland to the City to expand Knox Mountain Park with trail access.	✓
The project proposal includes an affordable and/or rental housing component.	The applicants propose to contribute \$188,000.00 toward the Housing Opportunities Reserve Fund, which the City uses to acquire land for the purposes of affordable housing.	~
The project does not exceed a FAR of approximately 1.2 over the entire site.	The proposed FAR is approximately 1.0 over the entire site, with all development concentrated on the southern portion outside of the 30% sloped areas.	~

The CD29 – Cara Glen Way Comprehensive Development Zone is separated into three sub-areas to regulate the future development of the property (See Map B and Schedule A). Sub-Area A allows for an apartment building up to five storeys in height with ground-level commercial at the corner of Clifton Rd N and Cara Glen Way. Sub-Area B is intended to allow for townhouses up to three storeys in height. Sub-Area C is similar to A and allows for an apartment building up to five storeys in height on the eastern side of the property, but does not permit commercial uses. Each sub area has specific private and common amenity requirements that align with other multi-family zones and the future development would be required to meet all other regulations of the Zoning Bylaw including landscaping and parking.



Along with meeting the requirements of OCP Policy 5.3.3, the rezoning proposal meets the intended growth strategy of the <u>C-NHD – Core Area Neighbourhood</u> future land use designation. This land use designation is

intended to accommodate much of the city's growth through infill and low-rise buildings with opportunities for local commercial. The inclusion of some commercial uses in Sub-Area A will provide neighbourhood commercial opportunities contributing to the creation of a complete neighbourhood.

The proposed OCP amendment on the northern portion of the property from C-NHD – Core Area Neighbourhood to NAT- Natural Areas (see Map A) is required to facilitate the dedication of parkland adjoining Knox Mountain Park to the City. <u>OCP Policy 10.1.15</u> recommends the preservation of a diversity of natural areas for habitat and ecosystem conservation with limited trails and other low impact activities, and encourages contiguous spaces that link protected spaces. The <u>Natural Areas</u> future land use designation is intended to consist of lands that will remain largely in their natural state including hillsides, ravines, and other environmentally sensitive areas.

The applicants completed a neighbourhood update meeting on May 29, 2024, and completed neighbour notification of all neighbours within 100 m on August 27, 2024. A summary is attached to this Council Report as Attachment D.

The applicants have applied for a delegated Natural Environment Development Permit which is required to evaluate the natural areas, steep slopes, and proposed trails that is currently under review. Should Council support the OCP Amendment to NAT – Natural Area, the Text Amendment to create the CD₂₉ Zone, and the Rezoning Amendment to apply the CD₂₉ and P₃ zones to the subject property, the applicants would be required to apply for a Council Development Permit to evaluate the development specifics and the form and character of the proposed multi-dwelling housing prior to applying for building permits.

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

Lot Area	Proposed (m ²)
Gross Site Area	37,717 M ²
Road Dedication	296 m²
Natural Area Dedication to City	22,824 m²
Undevelopable Area on remainder lot	2,936 m²
Net Site Area	11,957 m²

4.0 Site Context & Background

Orientation	Zoning	Land Use
North	RU1 — Large Lot Housing RR2 — Small Lot Rural Residential P3 — Parks and Open Space	Single Detached Dwelling Single Detached Dwelling Knox Mountain Park
East	MF2 – Townhouse Housing	Vacant
South	P3 – Parks and Open Space MF1 – Infill Housing	Park Single Detached Dwellings
West	MF3r – Apartment Housing Rental Only	Vacant



Subject Property Map: 1490 Cara Glen Way

The subject property is located at the north east corner of Cara Glen Way and Clifton Rd in an area in transition with several recently approved multi-dwelling projects. There is a Council approved Development Permit and Development Variance Permit for a five storey, 112 unit, rental only apartment building across Clifton Rd to the west. To the south is predominantly single detached dwellings which are zoned MF1 – Infill Housing and could accommodate up to six dwellings per property with a maximum height of three storeys. A neighbourhood park is under construction to the south east, and directly east is a development property for townhouse housing and a four storey apartment building. To the north of the property are two single detached dwellings, and the base of Knox Mountain Park.

The nearest BC Transit Stop is on High Rd at Kennedy St, a 17 minute walk. It is a 25 minute walk to the commercial plaza located at the corner of Summit Dr and Glenmore Rd, and a five minute drive to the edge of the Downtown Urban Centre. There are two schools within a 25 minute walk, Watson Road Elementary and Glenmore Elementary School.

4.1 <u>Background</u>

The subject property is currently vacant and composed of natural area, developable area, and steep sloped areas. There are informal trails through the property that would be relocated and established as formal trails through the Natural Environment Development Permit process.

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 5.3.3.	Where a proposed development in <u>Core Area</u> Neighbourhoods is not adjacent to		
Strategic Density	a <u>Transit Supportive Corridor</u> , consider support for stacked rowhousing and <u>low</u>		
	rise apartment and mixed use buildings, under the following circumstances:		

	 The property, at the time a rezoning or development permit application is made, has an area of 1 hectare or greater; and The project proposal illustrates that the larger buildings will be able to sensitively transition their height and massing towards adjacent <u>Core Area</u> Neighbourhoods, with the first priority being a transition to <u>ground-oriented</u> multi-unit housing within the project; and The project proposal includes a public park component; and The project proposal includes an affordable and/or rental housing component; and The project does not exceed a FAR of approximately 1.2 over the entire site. 			
Objective 5.11. In affordable, and con	crease the diversity of housing forms and tenure to create an inclusive, mplete Core Area.			
Policy 5.11.3. Ground Oriented	Incorporate ground-oriented units in the design of multi-family developments in the Core Area to support a variety of household types and sizes.			
Housing	The proposed Comprehensive Development Zone regulates that ground-level residential units fronting Cara Glen Way require a front door facing the street for ground-oriented units.			
Objective 10.1. Acc	quire new parks to enhance livability throughout the City.			
Policy 10.1.15. Natural Areas	Preserve a diversity of Natural Areas for habitat and ecosystem conservation, including <u>ecosystem connectivity corridor</u> s, with limited trails access and other low impact activities. The network should contain representative Okanagan ecosystems, contain areas of natural beauty and of high visual sensitivity, with opportunities for viewpoints, staging areas and linear trails. Aim for contiguous spaces that link to other regionally and provincially protected spaces. Ensure that acquired spaces have adequate access for maintenance and linear trails, and that hazards (e.g. wildfire or rock fall) are mitigated prior to acquisition. Disturbed and weedy areas are not suitable for natural park areas, unless restored to the satisfaction of the City prior to transfer. The cost / benefit of the land must result in an overall benefit to the City rather than a maintenance burden.			
	To meet the requirements of the Strategic Density Policy, the proposal includes a 5.64 ha natural area dedication adjoining Knox Mountain Park. This will ensure the preservation of the natural area and steep slopes, and establish limited trails.			

6.0 Application Chronology

Application Accepted:	April 3, 2024
Neighbourhood Notification Summary Received:	August 28, 2024

Report prepared by:	Trisa Atwood, Planner Specialist					
Reviewed by:	Jocelyn Black, Urban Planning Manager					
Reviewed by:	Nola Kilmartin, Development Planning Department Manager					
Approved for Inclusion:	Ryan Smith, Divisional Director, Planning, Climate Action,					
	Development Services					

Attachments:

Map A – OCP Amendment Map B – Zoning Amendment Schedule A: CD29 – Cara Glen Way Comprehensive Development Zone Attachment A: Development Engineering Memorandum Attachment B: DRAFT Site Plan Attachment C: Applicant's Supporting Documentation Attachment D: Summary of Neighbour Notification

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





CD29 – Cara Glen Way Comprehensive Development Zone - PRAFT Initials 15.8

		Initials	ТА	Kei	
	Section 15.8.1 – Zone Purpose			NIO9	
Zones	Purpose				
CD29 – Cara Glen Multi-Dwelling The purpose is to provide a mixed commercial and residential zone with townhomes, apartments, and mixed-use commercial with a sensitive transition in height and massir toward adjacent Core Area Neighbourhood properties.					

SCHEDULE

Z24-0013

This forms part of application # OCP24-0010 TA24-0007

Α

Kelowna

City of

Section 15.8.2 – Sub-Area Purposes			
Zones	Sub-Area	Purpose	
CD29 – Cara Glen Multi-Dwelling	CD29 - A	Allows for apartments ranging up to 5 storeys with ground-level mixed-use commercial.	
	CD29 - B	Allows for ground-oriented multiple housing (typically townhouse developments) up to 3 storeys.	
	CD29 - C	Allows for apartments ranging up to 5 storeys.	

Section 15.8	.3 – CD29 Permitted Lan	d Uses			
Uses	('P' Principal Use, 'S' Secondary Use, '-' Not Permitted)				
	CD29 - A	CD29 - B	CD29 - C		
Accessory Buildings or Structures	S	S	S		
Agriculture, Urban	S	S	S		
Apartment Housing	Р	-	Р		
Child Care Centre, Major	S	Р	S		
Child Care Centre, Minor	S	S	S		
Cultural and Recreation Services	S .2	-	-		
Duplex Housing	-	Р	-		
Food Primary Establishment	S .2	-	-		
Group Home	-	P .1	-		
Health Services	S .2	-	-		
Home-Based Business, Minor	S	S	S		
Professional Services	S .2	-	-		
Participant Recreation Services, Indoor	S	-	-		
Personal Service Establishments	S .2	-	-		
Retail	S .2	-	-		
Semi-Detached Housing	-	Р	-		
Single Detached Housing	-	Р	-		
Stacked Townhouses	Р	Р	Р		
Townhouses	Р	Р	Р		

FOOTNOTES (Section 15.8.3):

^{.1} Group homes are only permitted within a single detached housing, semi-detached housing, or a duplex housing form.

^{.2} These land uses are not permitted above the first storey.

SCHEDULE

This forms part of application

Α

OCP24-0010 TA24-0007 Z24-0013

				Z24-(013	City	of 💥
	Section 15.8.4 – CD29 Subdivision Regulations m = metres / m ² = square metres			SPlanner Initials	ТА	Ke	
			Sub-/	Areas			
		CD29 - A	CD2	9 - B		CD29 - C	
	Regular Lots	30.0 m 20.0	20.0 1		20.0		
win. Lot width	Corner Lots		J m -	30.0 m			
Min. Lot Area	Regular Lots		1.400 m^2				
	Corner Lots	- 1,400 m-	900	m		1,400 m ⁻	
Min. Lot	Depth	30.0 m	30.0	m ^{.1}		30.0 m	

FOOTNOTES (Section 15.8.4):

^{.1} Townhouse developments may be subdivided into smaller lots than the regulations listed above provided the site is comprehensively developed under a single development permit and a party wall agreement is registered on title: the minimum lot area is 130 m², the minimum lot width is 8 m for corner lots, the minimum lot width is 7 m for all other lots, and the minimum building envelope area is 75 m².

Section 15.8.5 – CD29 Development Regulations m = metres / m ² = square metres			
	Sub-Areas		
	CD29 - A	CD29 - B	CD29 - C
Max. Height Max. Density	Section 15.8.6 – Density and Height Development Regulations		
Max. Site Coverage of all Buildings	65%	55%	65%
Max. Site Coverage of all Buildings, Structures, and Impermeable Surfaces	85%	80%	85%
Min. Front Yard and Flanking Side Yard Setback for all portions of a building that are not Ground-Oriented including Accessory Buildings / Structures	4.5 m	3.0 m	4.5 m
Min. Front Yard and Flanking Side Yard Setback for Ground- Oriented, Residential	3.0 m ⁻²	3.0 m ^{.2}	3.0 m ^{.2}
Min. Front Yard and Flanking Side Yard Setback for Ground- Oriented, Commercial	2.0 m	n/a	n/a
Min. Building Stepback from Front Yard and Flanking Side Yard	3.0 m ^{.3}	n/a	3.0 m ^{.3}
Min. Side Yard Setback	3.0 m	3.0 m ^{.1}	3.0 m
Min. Rear Yard Setback	4.5 m	4.5 m	4.5 m

SCHEDUI F

This forms part of application

Δ

City of

007

# OCP24-0010	TA24-00
Z24-0013	

Section 15.8.5 – CD29 Develop	ment Regulatio	Planner ns	т۸

ent Regulations	' -
-----------------	------

	$m = metres / m^2 = sc$	uare metres	СОММ
	Sub-Areas		
	CD29 - A	CD29 - B	CD29 - C
Min. Rear Yard Setback for Accessory Buildings / Structures	1.5 m 1.5 m		1.5 m
Min. Separation between Detached Principal Buildings	n/a	3.0 m	n/a
Min. Common and Private Amenity Space	 7.5 m² per bachelor dwelling unit 15.0 m² per 1-bedroom dwelling unit 25 m² per dwelling unit with more than 1- bedroom ^{.4, .5} 	 6.0 m² per bachelor dwelling unit 10.0 m² per 1-bedroom dwelling unit 15 m² per dwelling unit with more than 1- bedroom ^{.4, .5} 	 7.5 m² per bachelor dwelling unit 15.0 m² per 1-bedroom dwelling unit 25 m² per dwelling unit with more than 1- bedroom ^{.4, .5}
Building Frontage	A continuous building frontage shall not exceed 100 m in length. Parkade exposure may be up to 25% of the building frontage.		

All ground-level units along Cara Glen Way require front door access to the street.

FOOTNOTES (Section 15.8.6):

 $^{.1}$ Side yards are not required for semi-detached housing or townhouses on a lot line that has a party wall agreement.

^{.2} The minimum setback for ground-oriented residential units can be reduced to 2.0 metres if both criteria are met:

- The maximum height of the first storey floor above the adjacent curb level for ground-oriented residential units a) are 1.2 m. See example diagram Figure 5.12.
- b) The minimum net floor area for ground-oriented residential units on the first floor is 11 m². See example diagram Figure 5.13.

^{.3} Minimum building stepbacks apply only to buildings 5 storeys and taller. The stepback can occur on any floor above the second storey.

⁴ Common and Private Amenity Space can be devoted to child care centres as long as the child care spaces have direct access to open space and play areas within the lot. The amount of Common and Private Amenity Space dedicated to child care spaces cannot be more than 50% of the total space required.

^{.5} A minimum of 4.0 m2 per dwelling unit of the common and private amenity space shall be configured as common area that is accessible to all residents and must not be located within the required setback areas. Common amenity space is not required for fee simple townhouses.

C	\mathbf{c}			
5			U	

This forms part of application

Α

C:1

#<u>OCP24-0010 TA24-0007</u> Z24-0013

	Section 15.8.6 m = metres /	6 – CD29 – Density and Heigh m ² = square metres / FAR = floor ar	nt Development Regulati ea ratio / GFA = gross floor area	TA Kelo	
			Sub-Areas		
		CD29 - A	CD29 - B	CD29 - C	
Max. Density		2.05 FAR	1.0 FAR	2.05 FAR	
Max. Height		20.0 m & 5 storeys ^{.1}	11.0 m & 3 storeys	20.0 m & 5 storeys ¹	
Max. Height for Buildings with	Front or Flanking Building Elevation	n/a	9.0 m & 3 storeys	n/a	
Basements E	Rear Building Elevation		12.6 m & 3 storeys		

FOOTNOTES (Section 15.8.6):

^{.1} If a parkade entrance / exit has a lower finished grade than the surrounding area then this portion of the parkade can be excluded from height calculations.



CITY OF KELOWNA

MEMORANDUM

Date:	May 6, 2024	
File No.:	Z24-0013	
То:	Suburban & Rural Planning (DS)	
From:	Development Engineering Branch	
Subject:	1490 Cara Glen Way	CD29 - Cara Glen Neighbourhood Zone

The Development Engineering Department has the following requirements associated with this Rezoning application to rezone a portion of the subject property to the CD29 - Cara Glen Neighbourhood zone.

The Development Engineering Technologist for this file is Cindal McCabe (cmccabe@kelowna.ca).

1. <u>GENERAL</u>

- a. The following comments and requirements are valid for a period of one (1) year 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 the zone amendment bylaw is not adopted within this time.
- b. Works and Services requirements and comments directly attributable to this development, including servicing, intersection & frontage improvements, and driveway locations, will be provided at the time of Building Permit.

2. <u>REZONING-SPECIFIC REQUIREMENTS</u>

- a. Clifton Rd is classified as a Suburban Major Arterial (3) with a target ROW width of 24 m. Road dedication to achieve a half ROW width of 12 m from the road design centreline along the subject property must be provided. The dedication area ranges from 0 m to approximately 4 m in width, over a distance of approximately 75 m running south from the north-west property corner along the west property line fronting Clifton Rd.
- b. Please contact the development technologist for this file to obtain the design centreline.

3. DOMESTIC WATER AND FIRE PROTECTION

c. The Available Fire Flow to the subject property must be sufficient to meet the calculated Required Fire Flow of the theoretical highest demand building type allowable under the Zoning Bylaw for the subject property. The City estimates that up to 150 L/s is available for fire flow from the watermain fronting the subject property on Cara Glen Way.



d. Please contact the development technologist for this file to arrange for formal engineering modeling analysis to be completed.

Nelson Chapman, P.Eng. Development Engineering Manager

СМ

Cara Glen Neighbourhood

DESIGN FEATURES

- **1. Respecting the Landform:** The design preserves the natural surroundings while accommodating community growth + recreational opportunities.
- 2. Diversity of Homes: A combination of Townhomes and Apartments provide homes for a variety of lifestyles, life stages and incomes.
- 3. Sustainable Growth: Providing a variety of new housing types in an urban area where residents live closer to jobs, amenities, transit, and active transportation routes.
- 4. Walkable Neighbourhood: Coherent pattern of strata lanes, sidewalks and trails promote a pedestrian focused neighbourhood for ease of access to the proposed neighbourhood-scale commercial. Ground-level units with front doors addressing the street create a pedestrian oriented experience.
- 5. Neighbourhood Commercial: The plan proposes a mixed-use development on the intersection with Clifton Road that will include commercial spaces to serve the surrounding residents, new and existing, providing walking-distance access to services and shops for everyday needs in a primarily residential area.
- 6. Connections to Nature: The Neighbourhood preserves 60% of the site for Natural Park including a proposed new trail network that will connect to the existing trails within Knox Mountain Park.





Plans are conceptual only to support Rezoning and are subject to change through subdivision and permit process.



Cara Glen Phase 2 | Design Summary

OCP Amendment + Rezoning Application | Revised - July 2024





Context

- The Cara Glen lands require Rezoning to reflect the current needs of the community and accommodate the future growth of Kelowna.
- The Neighbourhood Concept aims to realize the vision of the City of Kelowna's Official Community Plan through the development of the lands with a complete mixed-use community that offers neighbourhood-scale commercial and a variety of homes all within the Core Area.
- The Concept follows the residential land use established in the City of Kelowna's OCP, with a collection of homes in townhouse and apartment formats.
- The Neighbourhood observes the slopes of Knox Mountain Park and protects the natural assets of the neighbourhood through:
 - Public Park Dedication;
 - New recreation access + trails, and;
 - Natural hillside retention.




Site History

EARLY DEVELOPMENT

The neighbourhood has attracted residents since the early 1970s. The first subdivision applications started at lower elevations adjacent to High Road and Glenmore Road. The area is known as "Old Glenmore" and residents take much pride in their neighbourhood. The pattern of subdivisions worked their way up in the early 80s to the east side of Clifton Rd establishing the area known now as 530 Caramillo Ct, 1490 and 1691 Cara Glen Way. The lands west of Clifton Rd were once a pear orchard and have slowly been redeveloped to single-family and multi-family neighbourhoods.

PROTECTION OF KNOX MOUNTAIN PARK

As shown in aerial photos, the rough grade for the extension of Cara Glen Way was created in the 1980s. This portion of Cara Glen Way was envisioned to connect with what became the Wilden Neighbourhood by extending a road through the City owned lands that are now Know Mountain Park East. It was not until the most recent OCP, adopted in 2022, that the road connection was abandoned in favour of the park.

PREVIOUS REZONING APPLICATIONS

The property has been the subject of several development applications. In 1981, there was an application to rezone the land to a Comprehensive Development Zone to support a form of terraced housing. The economic climate at the time did not warrant its proceeding and the application was withdrawn. In the late 1990s, another application was made for a terraced development, but again, that proposal did not proceed.

In 2006, an application was made to rezone the neighbouring property 530 Caramillo Ct. to the RM3- Low Density Multiple Unit Residential zone, which was adopted in 2009. The approved Development Permit allowed for an apartment development which due to the financial crisis was never constructed. At this time, the OCP future land use designation of "Multiple Unit Residential - low density" was approved for 1490 Cara Glen Way.

The previously issued Development Permits were never acted upon and Building Permits were never requested. The Development Permit and associated Development Variance Permit lapsed after 2 years of inactivity.

It was in the early 2000's that a portion of 530 Caramillo Ct. was zoned to the P3 - Parks and Open Space zone to provide a neighbourhood park area. As part of the 2006 rezoning application for 530 Caramillo Ct. road improvements were identified for Cara Glen Way road right-of-way. However, a servicing agreement was executed, and construction bonding was secured for the construction of Cara Glen Way fronting 530 Caramillo Ct. to an arterial standard, as required by the City Engineers at the time. Today, Cara Glen Way has been revised to a local road standard as it is now only providing access and parking for Knox Mountain Park East in the established right-of-way.

RECENT ACTIVITY

In September of 2023 1691 Cara Glen Way (Phase 1) received rezoning to allow for the development of a 4-storey apartment building and townhomes. Subsequently, road construction of Cara Glen Way was substantially completed in 2023.

Currently, Phase 1 is under Development Permit review.



ATTACHMENT

С



2040 OFFICIAL COMMUNITY PLAN

- . The 9.32 acres (3.77 ha) site is situated on the northern reaches of Kelowna's core, north of Downtown and south of Knox Mountain Park.
- In the Core Area Neighbourhood designation, housing variety is the top priority supporting the following residential uses:
 - Single and two-dwelling residential;
 - Ground-oriented multi-unit residential;
 - Small-scale commercial and institutional:
 - Stacked townhouses;
 - Apartment housing, and; .
 - Mixed-use development.

The future land use designation Core Area Neighbourhood (C-NHD) as part of its Policy 5.3.3 for Strategic Density supports mixed-use buildings in developments not adjacent to Transit Supportive Corridors under the following circumstances:

- The property has an area of 1 hectare or greater;
- The submission illustrates that the larger buildings will sensitively transition with ground-oriented multi-unit housing towards adjacent neighbourhoods;
- The submission includes a public park;
- The submission includes affordable and/or rental housing component, and; .
- The submission does not exceed a FAR of approximately 1.2 over the entire site.

All of these circumstances are met in the submission and in addition, Policy 5.3.8 supports the sensitive integration of small scale local commercial uses into the Core Area Neighbourhoods to promote those services in easy walking distance of residents.





- RCOM Regional Commercial Corrdor NCOM - Neighbourhood Commercial IND - Industrial EDINST - Education / Institutional PARK - Park and Open Space REC - Private Recreational NAT - Natural Area TC - Transportation Corridor PSU - Public Service Utilities EZZ FNR - First Nations Reserve Transit Supportive Corridors
- A Airport F Firehall
- H Hospital L Landfill
- S School w Works Yard
- CE Cemetery ST Sewage Treatment

Rev. Spet. 8, 20

UBCO University of B.C. Okanagan OC Okanagan College

f Heritage Buildings may I Land Use Designation.



ATTACHMENT

This forms part of application

С

City of

<u>(elo</u>

a

NING

City of Kelowna



Future Land Use Designations

COMPLETING THE NEIGHBOURHOOD

1490 Cara Glen Way is the unfinished neighbourhood edge along the beloved Knox Mountain Park and the second development of the Cara Glen Neighbourhood. The development of the parcel will complete the designated Core Area Neighbourhood.

Aligned with the OCP policies, the future land use line along the edge of the mountain defines the urban containment boundary to the north defining the edge of any future development on the hillside - the Cara Glen Neighbourhood will be the final piece.

FUTURE LAND USE | PROPOSED

S-RES - Suburban Residential

C-NHD - Core Area Neighbrouhocd

NAT - Natural Area



Policy Context

EXISTING ZONING

The site is currently zoned:

RR1 - Large Lot Rural Residential

The RR1 provides a zone for country residential development and a holding zone where future development could occur subject to the direction of the OCP.

The residential permitted uses in RR1 is:

Single Detached Housing.

The existing RR1 zone does not clign with the OCP's density targets for the Core Arec Neighbourhood.

EXISTING ZONING



С

Aerial Analysis

GUIDED BY TOPOGRAPHY

- The 9.32 acre (3.77 ha) site is situated within the Core Area of the City of Kelowna adjacent to Knox Mountain Park, ~3.5km north of Downtown Kelowna.
- The site's northern edge is defined by Knox Mountain Park, Kelowna's largest natural area park. The neighbourhood is structured by Cara Glen Way with the western edge defined by Clifton Road.
- With its beautiful hillside setting, the site offers panoramic views of Okanagan Lake and mountain range to the south, Dilworth Mountain Park to the southeast, and Knox Mountain to the north and west.



ATTACHMENT

This forms part of application # OCP24-0010 TA24-0007

Z24-0013

С

City of

Site Boundary | Existing Legal Property Line Legal SRW Legal Easement 5m Contour Significant Views Natural Open Space

Landform Analysis

COMPLEX LANDFORM

- The lands are topographically distinct with a complex hillside landform and a series of gentle lower terraces to the south, framed by steep slopes towards Knox Mountain.
- The distinctive landform structure along with the site's natural character provide an opportunity to celebrate the lands natural features, with the future neighbourhood occupying the more gentle terraces and avoiding steep slopes.





Slope Analysis

A HILLSIDE COMMUNITY

- The land features a generous + dramatic hillside with gentle landings adjacent to Cara Glen Way, which provide unique enclaves suitable for more dense neighbourhood clusters.
- The terrain's natural topography serves as a backdrop for a compact community while creating opportunities for new trails and a significant addition of protected natural areas to Knox Mountain Park.





Solar Aspect Analysis

A BRIGHT HILLSIDE

 The lands offer ample solar access with a predominant south-facing aspect, offering great access to natural sunlight through the day.

ASPECT ANALYSIS

SOUTH Midday

WEST

Sunset



44

ATTACHMENT

С

Development Potential

A NEW ENCLAVE

- Considering the site's topography, natural setting, and its convenient location within the City's Core Area, the site provides a rich opportunity for the development of a new mixed-use complete walkable neighbourhood, leveraging the lands views, natural character and surrounding recreation network.
- The Development Potential analysis reflects the land's natural qualities, environmental constraints, and existing infrastructure, with the following results:
 - 28% of the land as Low Constraint land best suited to accommodate future neighbourhood development;
 - 17% of the land as **Medium Constraint** land best suited to accommodate hillside and clustered development, and;
 - 55% of the land as High Constraint land best suited for protected natural areas and parkland.



100%

2.06 ha | 5.09 ac 3.77 ha | 9.32 ac



ATTACHMENT

This forms part of application

С



ATTACHMENT C This forms part of application # OCP24-0010 TA24-0007 Z24-0013 City of Planner Initials TA Kelowna

Cara Glen Neighbourhood

DESIGN FEATURES

- Respecting the Landform: The design preserves the natural surroundings while accommodating community growth + recreational opportunities.
- 2. Diversity of Homes: A combination of Townhomes and Apartments provide homes for a variety of lifestyles, life stages and incomes.
- Sustainable Growth: Providing a variety of new housing types in an urban area where residents live closer to jobs, amenities, transit, and active transportation routes.
- 4. Walkable Neighbourhood: Coherent pattern of strata lanes, sidewalks and trails promote a pedestrian focused neighbourhood for ease of access to the proposed neighbourhood-scale commercial. Ground-level units with front doors addressing the street create a pedestrian oriented experience.
- 5. Neighbourhood Commercial: The plan proposes a mixed-use development on the intersection with Clifton Road that will include commercial spaces to serve the surrounding residents, new and existing, providing walking-distance access to services and shops for everyday needs in a primarily residential area.
- 6. Connections to Nature: The Neighbourhood preserves 60% of the site for Natural Park including a proposed new trail network that will connect to the existing trails within Knox Mountain Park.





Plans are conceptual only to support Rezoning and are subject to change through subdivision and permit process.

Cara Glen Neighbourhood Concept

TOWARDS SUSTAINABILITY

The Cara Glen Neighbourhood concept represents an opportunity to establish a pedestrian oriented, more complete community, guided by the following directives:

LIVING LIGHTLY

- Design a complete, compact, mixed-use, walkable neighbourhood
- Employ pedestrian oriented street crcss sections
- Create a community close to existing amenities and infrastructure.

WORKING WITH NATURE

- Expand and protect Knox Mountain Park
- Create an integrated network of natural spaces, and recreational trails
- Celebrate and respect natural landforms

LIVING LOCAL

- Accommodate a range of lifestyles, life-stages and incomes.
- Create a sense of place that encourages social connections and walkability.
- Provide opportunities for local neighbourhood commercial to support a more complete community.













ATTACHMENT C This forms part of application # OCP24-0010 TA24-0007 Z24-0013 City of Planner Initials TA

DESIGN APPROACH

The design of the Cara Glen Neighbourhooc represents an opportunity to work with the land in establishing a compact, mixed-use, walkcble neighbourhood with a diverse range of housing opportunities all on nature's doorstep:

Work with the Land: Leverage the natural topography by employing hillside forms to minimize grading impacts while maximizing access and views.

Preserve Views: Preserve natural landscape where possible while protecting view corridors.

Enhance the Neighbourhood: Walkable streets with homes that address their neighbours, and offer access to the extensive trail network.

Access to Knox Mountain: The extension of Cara Glen Way offers community access to the recreational trails and amenities within Knox Mountain Park.

Variety of Homes: Ensure a diversity of groundoriented Townhomes on strata pathways serviced by lanes and Apartments with underground parking.

Provide affordability: Includes a contribution to the City's Housing Opportunities Reserve Fund for Sub-Area A.

Establish Parks: Provide a significant addition of natural parkland to Knox Mountain Park, while offering community trails with connections to the park and adjacent neighbourhoods.

Structuring Plan

FITTING THE LAND

- The central challenge involved in envisioning the neighbourhood is to respect and work with its natural topography and landscape features. The Neighbourhood design responds to the land's complex hillside by offering compact housing forms that respect the surrounding steep slopes.
- The site is structured by the extension of Cara Glen Way with access from Clifton Road connecting the neighbourhood with a local road to strata lane ground-oriented homes + low rise apartments with underground parking.
- New and existing public trails provide outdoor recreation opportunities, connecting to the Knox Mountain trail network and beyond.

Active Park
Park / Natural Area

DEVELOPMENT POTENTIAL



100% 3.74 ha | 9.24 ac

STRUCTURING CONCEPT





Plans are conceptual only to support Rezoning and are subject to change through subdivision and permit process.

ATTACHMENT

This forms part of application

С

Street Hierarchy

NEW CONNECTION

- The new Cara Glen Way extension serves as a local road providing access to the strata lanes and underground parking while providing a new public access and on-street parking for the users of Knox Mountain Park.
- The intersection with Clifton Road, a major arterial in the Core Area, is an existing 4-way controlled intersection that already serves the built portion of Cara Glen Way.

Major Arterial | Core Area Major Arterial | Suburban Local Street | Core Area Strata Lane

()

4 - Way Controlled Intersection | Existing



Plans are conceptual only to support Rezoning and are subject to change through subdivision and permit process.

ATTACHMENT

This forms part of application # OCP24-0010 TA24-0007

Z24-0013

С

ATTACHMENT C This forms part of application # OCP24-0010 TA24-0007 Z24-0013 City of



CONNECTING WITH NATURE

Recognizing and respecting the value of the lands for their recreational significance and landscape features, the neighbourhood design weaves together the new active park on 530 Caramillo, a series of trails and significant dedicated protected natural areas.

The conceptual trail network provides an opportunity to connect with existing trails within Knox Mountain Park while further enhancing park access.

The dedication of natural park land aligns with the Knox Mountain Park Management Plan 2022 and its desire to acquire additional properties to improve connections to Knox Mountain Park for both widlife and trail systems.

PEDESTRIAN-FOCUSED

Designed to foster pedestrian use and movement, ground-oriented townhomes address the public realm while public sidewalks and front yard mews provide front door access linking the homes to the network of neighbourhood streets and trails.





Plans are conceptual only to support Rezoning and are subject to change through subdivision and permit process.

ATTACHMENT This forms part of application # OCP24-0010 TA24-0007 Z24-0013 **Proposed Land Use** Planner Initials Designations **FUTURE LAND USE** C-NHD - Core Area Neighbourhood, and; • NAT - Natural Areas. The proposed amendment to the OCP Future Land Use Plan reflects the proposed development concept and park dedication for Cara Glen Way Phase 2. LAND USE SUMMARY EXISTING % PROPOSED LAND %



USE

C-NHD

NAT

(ac)

9.32

_

100

_

(ac)

3.68

5.64

40

60



С

City of 🔌 Kelowna

TA

Proposed Zoning

ZONES

- CD29 Cara Glen Neighbourhood, and;
- RR1 Large Lot Rural Residential.

The processed CD29 provides a zone primarily for townhomes and apartments with a sensitive transition in height and massing towards adjacent Core Area Neighbourhood properties. In addition, 5.64 acres will be rezoned to P3 - Parks and Open Space and dedicated to the City as public parkland.

REZONING SUMMARY					
ZONE	EXISTING (ac)	%	PROPOSED (ac)	%	
RR1	9.32	100	-	-	
CD29	-	-	3.68	40	
P3	-	-	5.64	60	

The proposed development adheres to the OCP requirements - policy 5.3.3 - for supporting mixed use buildings in Core Area Neighbourhoods, meeting the following criteria:

Has an area of 1 hectare or greater;

- Has sensitive transitions from large buildings to adjacent neighbourhoods with ground-oriented multi-unit housing
- Includes a public park;
- Includes affordable and/or rental housing component
- Does not exceed a FAR of 1.2 over the entire site.

CD29 | Carc Glen Multi-Dwelling CD29 - A 0.41 ha | 1.01 ac CD29 - B 0.75 ha | 1.85 ac CD29 - C 0.33 ha | 0.81 ac P3 | Park and Open Space





Cara Glen Neighbourhood Community Benefits



COMPLETE NEIGHBOURHOOD

MAKING THINGS WALKABLE

 A network of tree-lined public street and strata lanes, provide comfortable pecestrian access to neighbourhood-scale mixed-use commercial, reducing the need for cars and encouraging social connections and walkability.

MAKING THINGS SUSTAINABLE

 With a truly mixed-use neighbourhood the opportunity for viable neighbourhood-focused commercial is possible, with more neighbourhood residents to support local shops and services.



CELEBRATING NATURE

- Recognizing and respecting the value of the lands for their recreationa and natural significance, the Neighbourhood design weaves together the new active park across the street, a series of active trails and protected natural areas.
- The conceptual trail network offers a neighbourhood destination with an opportunity to connect with existing trails within Knox Mountain Park.

HOUSING DIVERSITY

A HOME FOR EVERYONE

- Supporting the OCP's vision to build healthier neighbourhoods, the plan offers a variety of housing types to support a range of family lifestyles, life stages and incomes that includes:
 - Townhomes of different formats; and,
 - Apartments.

MAKING THINGS AFFORDABLE

 The submission includes a contribution to the City's Housing Opportunities Reserve Fund for Sub-Area A as established by Bylaw No. 8593.

Hillside Responsive

ADAPTING TO THE LAND

The proposed building footprints are within the existing areas that have a slope below 30%.

The compact building footprints at the base of the hillside allow for dedication of 60% of the site for the extension of Knox Mountain park to preserve the scenic beauty and natural character of the hillside, reducing its impact to the urban landscape.



Proposed Grading Limit





Plans are conceptual only to support Rezoning and are subject to change through subdivision and permit process.

Hillside Retention

WORKING WITH THE LAND

Recognizing and respecting the natural landscape and topography of the site, the neighbourhood design is guided by the following hillside retention directives:

- Minimize site regrading and landscape retaining walls through terracing buildings on the hillside and using basements with daylight walk-out and walkup conditions;
- Mitigate the impacts to significant trees and vegetation that provide ecological and aesthetic benefits and improve slope stability, and;
- Utilize strata lanes for vehicle access, avoiding driveways and garage doors fronting on the public street.
- Limiting the development to areas with natural grades below 30%



SECTION A | Corner Building





ATTACHMENT

С

SECTION B | Corner Building



SECTION C | Townhomes



Plans are conceptual only to support Rezoning and are subject to change through subdivision and permit process.



August 14th, 2024

Ms. Trisa Atwood, Planner Specialist

City of Kelowna 3000 Guildford Way Coquitlam, BC V3B 7N2

Re: Cara Glen Phase 2 | Housing Opportunities Reserve Fund Contribution

As discussed at the August 13th meeting with City of Kelowna staff, the following approach was discussed and subsequently confirmed by Staff via email on August 14th.

To satisfy the Affordable Housing Component of the City of Kelowna OCP Strategic Density Policy 5.3.3, Lamont Land has agreed to provide a Contribution to the Housing Opportunities Reserve Fund totalling **\$188,000**.

The above amount has been determined by applying the calculation in Section 6.8.b of the City of Kelowna Zoning Bylaw to both apartment buildings within Cara Glen Phase 2 for a total of 94 units. The contribution amount is detailed as follows:

Cara Glen Housing Opportunities Reserve Fund

94 units x 2% x \$100,000 = **\$188,000**

Please accept this letter as confirmation of the Housing Opportunities Reserve Fund Contribution approach between the City of Kelowna and Lamont Land.

Placemark Design + Development



August 28th, 2024

Ms. Trisa Atwood, Planner Specialist

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

Re: Cara Glen Phase 2 Neighbourhood Notification Summary | OCP Amendment + Rezoning Application #Z24-0013

Please accept this letter and attached documentation as confirmation of the Neighbourhood Notification Letter mail-out for Cara Glen Phase 2.

Date of Notification Distribution | August 27th, 2024 Notification Delivery Method | Mail-Out Number of Notifications Delivered | 85 addresses within 100m radius

Please refer to the attached documentation for a summary of the information provided within Neighbourhood Notification Letter and the list of delivered addresses. Should you have any questions, please do not hesitate to contact us.

Placemark Design + Development

Neighbourhood Notification Summary

ATTACHMENT D This forms part of application # OCP24-0010 TA24-0007 Z24-0013 City of Planner Initials TA Kelowna

Neighbourhood Notification Letter Size: Letter (8.5x11)

Cara Glen Phase 2 | Neighbourhood Notification Letter OCP Amendment + Rezoning Application

Dear Neighbour:

An **OCP Amendment + Rezoning Application** has been submitted by Lamont Lands for Phase 2 of the Cara Glen Neighbourhood located at **1490 Cara Glen Way.** The application seeks to complete the Core Area Neighbourhood along the southern edge of Knox Mountain Park with a compact, walkable, mixed-use neighbourhood including a significant parkland dedication to the City of Kelowna.

The application submitted in March proposes to rezone the property from its current RR1 Large Lot Rural Residential Zone to a **CD - Comprehensive Development Zone** and **P3 - Parks and Open Space.** See attached proposed CD29 Zoning Bylaw. The rezoning allows for the development local commercial fronting Clifton Road, along with townhomes and low-rise apartments along Cara Glen Way.

The project seeks to expand Knox Mountain Park with a land dedication of 5.64-acres to the City of Kelowna. To facilitate the parkland dedication, the Future Land Use designation within the OCP must be amended from **CNHD - Core Area Neighbourhood** to **NAT - Natural Area** for the parkland dedication only. As the proposed neighbourhood concept is compliant with its current Core Area Neighbourhood designation, it does not require a land use amendment.

The application can viewed in full on the City of Kelowna's website under **Current Development Application #Z24-0013**.

Conceptual Site Plan



For queries, please contact:

Keven Fulmer Trisa Atwood Placemark Design City of Kelowna fulmer@placemark.ca tatwood@kelowna.ca





Neighbourhood Access

Neighbourhood Notification Summary



Comprehensive Development Zone | CD29

Included in Neighbourhood Notification Letter Mail-Out

15.8 CD29 – Cara Glen Way Comprehensive Development Zone - DRAFT

Section 15.8.1 – Zone Purpose		
Zones	Purpose	
CD29 – Cara Glen Multi-Dwelling	The purpose is to provide a mixed commercial and residential zone with townhomes, apartments, and mixed-use commercial with a sensitive transition in height and massing toward adjacent Core Area Neighbourhood properties.	

Section 15.8.2 – Sub-Area Purposes				
Zones	Sub-Area	Purpose		
	CD29 - A	Allows for apartments ranging up to 5 storeys with ground-level mixed-use commercial.		
CD29 – Cara Glen Multi-Dwelling	CD29 - B	Allows for ground-oriented multiple housing (typically townhouse developments) up to 3 storeys.		
	CD29 - C	Allows for apartments ranging up to 5 storeys.		

Lises ('P' Principal Lise 'S' Secondary Lise '-' Not Permitte				
0,00	CD29 - A	CD29 - B	CD29 - C	
Accessory Buildings or Structures	S	S	S	
Agriculture, Urban	S	S	S	
Apartment Housing	Р	-	Р	
Child Care Centre, Major	S	Р	S	
Child Care Centre, Minor	S	S	S	
Cultural and Recreation Services	S .2	-	-	
Duplex Housing	-	Р	-	
Food Primary Establishment	S .2	-	-	
Group Home	-	P .1	-	
Health Services	S .2	-	-	
Home-Based Business, Minor	S	S	S	
Professional Services	S .2	-	-	
Participant Recreation Services, Indoor	S	-	-	
Personal Service Establishments	S .2	-	-	
Retail	S .2	-	-	
Semi-Detached Housing	-	Р	-	
Single Detached Housing	-	Р	-	
Stacked Townhouses	Р	Р	Р	
Townhouses	Р	Р	Р	

FOOTNOTES (Section 15.8.3):

¹ Group homes are only permitted within a single detached housing, semi-detached housing, or a duplex housing form.
² These land uses are not permitted above the first storey.

Neighbourhood Notification Summary



Comprehensive Development Zone | CD29

Included in Neighbourhood Notification Letter Mail-Out

Section 15.8.4 – CD29 Subdivision Regulations m = metres / m ² = square metres				
			Sub-Zones	
		CD29 - A	CD29 - B	CD29 - C
Min. Lot Width	Regular Lots	30.0 m	20.0 m ^{.1}	30.0 m
	Corner Lots			
Min. Lot Area	Regular Lots	1 100 3	222 21	4 400 2
	Corner Lots	1,400 m²	900 m² **	1,400 m²
Min. Lot Depth		30.0 m	30.0 m ^{.1}	30.0 m

FOOTNOTES (Section 15.8.4):

¹ Townhouse developments may be subdivided into smaller lots than the regulations listed above provided the site is comprehensively developed under a single development permit and a party wall agreement is registered on title: the minimum lot area is 130 m², the minimum lot width is 8 m for corner lots, the minimum lot width is 7 m for all other lots, and the minimum building envelope area is 75 m².

Section 15.8.5 – CD29 Development Regulations m = metres / m ² = square metres				
	Sub-Zones			
	CD29 - A	CD29 - B	CD29 - C	
Max. Height Max. Density	Iax. Height Section 15.8.6 – Density and Height Development Regulations			
Max. Site Coverage of all Buildings	65%	55%	65%	
Max. Site Coverage of all Buildings, Structures, and Impermeable Surfaces	85%	80%	85%	
Min. Front Yard and Flanking Side Yard Setback for all portions of a building that are not Ground-Oriented including Accessory Buildings / Structures	4.5 m	3.0 m	4.5 m	
Min. Front Yard and Flanking Side Yard Setback for Ground- Oriented, Residential	3.0 m ^{.2}	3.0 m ⁻²	3.0 m ^{.2}	
Min. Front Yard and Flanking Side Yard Setback for Ground- Oriented, Commercial	2.0 m	n/a	n/a	
Min. Building Stepback from Front Yard and Flanking Side Yard	3.0 m ⁻³	n/a	3.0 m ^{.3}	
Min. Side Yard Setback	3.0 m	3.0 m ^{.1}	3.0 m	
Min. Rear Yard Setback	4.5 m	4.5 m	4.5 m	

Neighbourhood Notification Summary



Comprehensive Development Zone | CD29

Included in Neighbourhood Notification Letter Mail-Out

		Sub-Zones		
	CD29 - A	CD29 - B	CD29 - C	
Min. Rear Yard Setback for Accessory Buildings / Structures	1.5 m	1.5 m	1.5 m	
Min. Separation between Detached Principal Buildings	n/a	3.0 m	n/a	
	7.5 m ² per bachelor dwelling unit	6.0 m ² per bachelor dwelling unit	7.5 m ² per bachelor dwelling unit	
Min. Common and Private Amenity Space	15.0 m ² per 1-bedroom dwelling unit	10.0 m ² per 1-bedroom dwelling unit	15.0 m ² per 1-bedroom dwelling unit	
	25 m ² per dwelling unit with more than 1- bedroom ^{.4, .5}	15 m ² per dwelling unit with more than 1- bedroom ^{.4, .5}	25 m ² per dwelling unit with more than 1- bedroom ^{.4, .5}	
	A continuous buil	ding frontage shall not excee	ed 100 m in length.	
Building Frontage	Parkade exposure may be up to 25% of the building frontage.			
All ground-level units along Cara Glen Way require front door access to th street.				
FOOTNOTES (Section 15.8.6): ¹ Side yards are not required for sem ² The minimum setback for ground-o a) The maximum height of are 1.2 m. See example b) The minimum net floor Figure 5.13. ³ Minimum building stepbacks apply storey. ⁴ Common and Private Amenity Space	-detached housing or townhou riented residential units can be f the first storey floor above th diagram Figure 5.12. area for ground-oriented resid only to buildings 5 storeys and e can be devoted to child care	uses on a lot line that has a part e reduced to 2.0 metres if both he adjacent curb level for groun dential units on the first floor is taller. The stepback can occur o centres as long as the child care	ry wall agreement. criteria are met: d-oriented residential units 11 m ² . See example diagram on any floor above the secon e spaces have direct access to	

Neighbourhood Notification Summary



Comprehensive Development Zone | CD29

Included in Neighbourhood Notification Letter Mail-Out



Neighbourhood Notification Summary



Mail-Out Delivery Information

Neighbourhood Notifications were mailed-out to 85 properties within a 100m radius of the development on August 27th 2024.

- 38 Altura Rd
- 41 Altura Rd
- 42 Altura Rd
- 45 Altura Rd
- 1402 Cara Glen Ct
- 1420-1430 Cara Glen Ct
- 1420-1430 Cara Glen Ct
- 101-1435 Cara Glen Ct
- 102-1435 Cara Glen Ct
- 103-1435 Cara Glen Ct
- 104-1435 Cara Glen Ct
- 105-1435 Cara Glen Ct
- 106-1435 Cara Glen Ct
- 107-1435 Cara Glen Ct
- 108-1435 Cara Glen Ct
- 109-1435 Cara Glen Ct
- 110-1435 Cara Glen Ct
- 111-1435 Cara Glen Ct
- 112-1435 Cara Glen Ct
- 113-1435 Cara Glen Ct
- 114-1435 Cara Glen Ct

- 115-1435 Cara Glen Ct 116-1435 Cara Glen Ct
- 117-1435 Cara Glen Ct
- 118-1435 Cara Glen Ct
- 119-1435 Cara Glen Ct
- 121-1435 Cara Glen Ct
- 122-1435 Cara Glen Ct
- 123-1435 Cara Glen Ct 124-1435 Cara Glen Ct
- 125-1435 Cara Glen Ct
- 126-1435 Cara Glen Ct
- 127-1435 Cara Glen Ct
- 128-1435 Cara Glen Ct
- 129-1435 Cara Glen Ct
- 130-1435 Cara Glen Ct

- 133-1435 Cara Glen Ct

- 135-1435 Cara Glen Ct
- 136-1435 Cara Glen Ct

- 137-1435 Cara Glen Ct
- 138-1435 Cara Glen Ct
- 139-1435 Cara Glen Ct
- 140-1435 Cara Glen Ct
- 141-1435 Cara Glen Ct
- 142-1435 Cara Glen Ct
- 143-1435 Cara Glen Ct
- 144-1435 Cara Glen Ct
- 145-1435 Cara Glen Ct • 146-1435 Cara Glen Ct
- 1490 Cara Glen Way
- 1501 Cara Glen Way
- 1503 Cara Glen Way
- 1509 Cara Glen Way
- 1521 Cara Glen Way
- 1527 Cara Glen Way
- 1533 Cara Glen Way
- 1601 Cara Glen Way
- 1611 Cara Glen Way
- 1621 Cara Glen Way
- 526 Caramillo Ct

- 533 Caramillo Ct
- 537 Caramillo Ct
- 540 Caramillo Ct
- 541 Caramillo Ct
- 542 Caramillo Ct
- 544 Caramillo Ct
- 545 Caramillo Ct
- 461 Clifton Rd
- 468 Clifton Rd
- 469 Clifton Rd
- 474 Clifton Rd
- 477 Clifton Rd
- 480 Clifton Rd
- 485 Clifton Rd
- 486 Clifton Rd
- 523 Clifton Rd
- 527 Clifton Rd
- 531 Clifton Rd
- 535 Clifton Rd
- 458 Grainger Rd
- 464 Grainger Rd
- 470 Grainger Rd



- 131-1435 Cara Glen Ct 132-1435 Cara Glen Ct
- 134-1435 Cara Glen Ct

City of Kelowna

OCP24-0010 & TA24-0007 & Z24-0013 – 1490 Cara Glen Way

OCP Amendment, Text Amendment, and Rezoning Application



Purpose

To amend the Official Community Plan to change the future land use designation of portions of the subject property from the C-NHD – Core Area Neighbourhood designation to NAT – Natural Areas; and to amend the Zoning Bylaw No. 12375 by creating the CD29 – Cara Glen Comprehensive Development zone; and to rezone the subject property from the RR1 – Large Lot Rural Residential zone to the P3 – Parks and Open Space zone and CD29 – Cara Glen Way Comprehensive Development zone to facilitate the future development of multi-dwelling residential housing with limited commercial and the dedication of 5.64 acres of natural area adjoining Knox Mountain Park.



Development Process





Context Map







Subject Property Map





OCP Policy 5.3.3. Strategic Density

Policy Requirement	Proposal	Evaluation
The property, at the time a rezoning or development permit application is made, has an area of 1 hectare or greater.	The subject property is 3.77 ha at time of rezoning application.	✓
The project proposal illustrates that the larger buildings will be able to sensitively transition their height and massing towards adjacent Core Area Neighbourhoods, with the first priority being a transition to ground-oriented multi-unit housing within the project.	The CD29 Zone requires building stepbacks on apartment buildings and does not permit buildings greater than 100 m in length to provide a sensitive transition in height and massing to adjacent neighbourhoods. In addition, all ground-level units along Cara Glen Way require front door access to the street.	•

OCP Policy 5.3.3. Strategic Density

Policy Requirement	Proposal	Evaluation
The project proposal includes a public park component.	The project proposes to dedicate 5.64 acres of natural area to the City to expand Knox Mountain Park with trail access.	~
The project proposal includes an affordable and/or rental housing component.	The applicants propose to contribute \$188,000.00 toward the Housing Opportunities Reserve Fund, which the City uses to acquire land for the purposes of affordable housing.	✓
The project does not exceed a FAR of approximately 1.2 over the entire site.	The proposed FAR is approximately 1.0 over the entire site, with all development concentrated on the southern portion outside of the 30% sloped areas.	√ 70
OCP Amendment





Rezoning (Zone Amendment)



CD29 – Cara Glen Way Kelowna Comprehensive Development Zone

- The purpose is to provide a mixed commercial and residential zone with townhomes, apartments, and mixed-use commercial with a sensitive transition in height and massing toward adjacent Core Area Neighbourhood properties.
 - Sub-Area A: Apartment, 5 storeys, mixed-use
 - Sub-Area B: Townhouses, 3 storeys, residential only
 - Sub-Area C: Apartment, 5 storeys, residential only



CD29 – A: Permitted Uses

Allows for apartment buildings up to 5 storeys

- Child Care Centre Major
- Cultural and Recreation Services
- Food Primary Establishments
- Professional Services
- Personal Service Establishments
- Retail



(Dao Zono	Sub-Areas			
CD29 Zone	CD29 - A	CD29 - B	CD29 - C	
Max. Density	2.05 FAR	1.0 FAR	2.05 FAR	
Max. Height	20.0 m & 5 storeys	11.0 m & 3 storeys	20.0 m & 5 storeys	
Max. Site Coverage of all Buildings	65%	55%	65%	
Min. Common and Private Amenity Space	7.5 m ² per bachelor dwelling unit 15.0 m ² per 1- bedroom dwelling unit 25 m ² per dwelling unit with more than 1-bedroom	6.0 m ² per bachelor dwelling unit 10.0 m ² per 1- bedroom dwelling unit 15 m ² per dwelling unit with more than 1-bedroom	7.5 m ² per bachelor dwelling unit 15.0 m ² per 1- bedroom dwelling unit 25 m ² per dwelling unit with more than 1- bedroom 77	



OCP Objectives – Climate Resilience K

Climate Criteria

Dark Green – Meets Climate Criteria Light Green– Will Meet Criteria Soon Yellow – Does not meet Climate Criteria

10 min Walk to Retail/Restaurants	
5 min Walk to Park	
10 min Bike to Public School	
20 min Bus to Urban Centre	
Retaining Trees and/or Adding Trees	
OCP Climate Resilience Consistency	





OCP Objectives & Policies

Core Area Neighbourhood:

- Accommodate growth of the City
- Low-rise buildings with opportunities for local commercial
- Policy 5.11.3. Ground Oriented Housing

Natural Areas:

- Lands that will remain in their natural state
- Preservation of diversity of natural areas
- Limited trails





Staff Recommendation

Staff recommend support for the proposed OCP Amendment, Text Amendment, and Rezoning as it is consistent with:

- OCP Policy 5.3.3. Strategic Density
- Policy 5.11.3. Ground Oriented Housing
- Future Land Use Designations
 - Core Area Neighbourhood
 - Natural Area

Development Permit to follow for Council consideration



CITY OF KELOWNA

BYLAW NO. 12700

Official Community Plan Amendment No. OCP24-0010 1490 Cara Glen Way

A bylaw to amend the "Kelowna 2040 – Official Community Plan Bylaw No. 12300".

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

- THAT Map 3.1 Future Land Use of "Kelowna 2040 Official Community Plan Bylaw No. 12300" be amended by changing the Future Land Use designation of portions of Lot L Sections 31 and 32 Township 26 ODYD Plan KAP53293 located on Cara Glen Way, Kelowna, BC from the C-NHD – Core Area Neighbourhood designation to the NAT – Natural Areas designation and the C-NHD – Core Area Neighbourhood designation as shown on Map "A" attached to and forming part of this bylaw;
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



CITY OF KELOWNA

BYLAW NO. 12701 TA24-0007 CD29 – Cara Glen Way Comprehensive Development Zone

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 that City of Kelowna Zoning Bylaw No. 12375 be amended as follows:

- THAT Section 15 Comprehensive Development Zones be amended by adding in its appropriate location a new Section 15.8 CD29 – Cara Glen Way Comprehensive Development Zone as outlined in Schedule "A" attached to and forming part of this bylaw;
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer – Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule "A"

15.8 CD29 – Cara Glen Way Comprehensive Development Zone

Section 15.8.1 – Zone Purpose		
Zones	Purpose	
CD29 – Cara Glen Multi-Dwelling	The purpose is to provide a mixed commercial and residential zone with townhomes, apartments, and mixed-use commercial with a sensitive transition in height and massing toward adjacent Core Area Neighbourhood properties.	

Section 15.8.2 – Sub-Area Purposes		
Zones	Sub-Area	Purpose
CD29 - A	Allows for apartments ranging up to 5 storeys with ground- level mixed-use commercial.	
CD29 – Cara Glen Multi-Dwelling	CD29 - B	Allows for ground-oriented multiple housing (typically townhouse developments) up to 3 storeys.
	CD29 - C	Allows for apartments ranging up to 5 storeys.

Section 15.8.3 – CD29 Permitted Land Uses			
Uses	('P' Principa	Use, 'S' Secondary Permitted)	y Use, `-' Not
	CD29 - A	CD29 - B	CD29 - C
Accessory Buildings or Structures	S	S	S
Agriculture, Urban	S	S	S
Apartment Housing	Р	-	Р
Child Care Centre, Major	S	Р	S
Child Care Centre, Minor	S	S	S
Cultural and Recreation Services	S .2	-	-
Duplex Housing	-	Р	-
Food Primary Establishment	S .2	-	-
Group Home	-	P .1	-
Health Services	S .2	-	-
Home-Based Business, Minor	S	S	S
Professional Services	S .2	-	-
Participant Recreation Services, Indoor	S	-	-
Personal Service Establishments	S .2	-	-
Retail	S .2	-	-
Semi-Detached Housing	-	Р	-

Single Detached Housing	-	Р	_
Stacked Townhouses	Р	Р	Р
Townhouses	Р	Р	Р

FOOTNOTES (Section 15.8.3):

¹ Group homes are only permitted within a single detached housing, semi-detached housing, or a duplex housing form.

² These land uses are not permitted above the first storey.

Section 15.8.4 – CD29 Subdivision Regulations m = metres / m2 = square metres					
			Sub-Areas		
		CD29 - A	CD29 - B	CD29 - C	
Min. Lot Width	Regular Lots	30.0 M	20.0 m ^{.1}	30.0 M	
	Corner Lots				
Min. Lot Area Regular Lot Corner Lots		$1 (00 m^2)$	$a a a m^2 $	1/22 m ²	
		1,400 m	900 m	1,400 m	
Min. Lot Depth		30.0 M	30.0 m ^{.1}	30.0 M	
EQOTNOTES (Section 15.8.4)					

¹Townhouse developments may be subdivided into smaller lots than the regulations listed above provided the site is comprehensively developed under a single development permit and a party wall agreement is registered on title:

the minimum lot area is 130 m², the minimum lot width is 8 m for corner lots, the minimum lot width is 7 m for all other lots, and the minimum building envelope area is 75 m².

Section 15.8.5 – CD29 Development Regulations m = metres / m2 = square metres			
		Sub-Areas	
	CD29 - A	CD29 - B	CD29 - C
Max. Height Max. Density	Section 15.8.6 – Density and Height Development Regulations		
Max. Site Coverage of all Buildings	65%	55%	65%
Max. Site Coverage of all Buildings, Structures, and Impermeable Surfaces	85%	80%	85%
Min. Front Yard and Flanking Side Yard Setback for all portions of a building that are not Ground-Oriented including Accessory Buildings / Structures	4.5 m	3.0 m	4.5 m

Min. Front Yard and Flanking Side Yard Setback for Ground-Oriented, Residential	3.0 m ^{.2}	3.0 m ^{.2}	3.0 m ^{.2}
Min. Front Yard and Flanking Side Yard Setback for Ground-Oriented, Commercial	2.0 M	n/a	n/a
Min. Building Stepback from Front Yard and Flanking Side Yard	3.0 m ⁻³	n/a	3.0 m ⁻³
Min. Side Yard Setback	3.0 M	3.0 m ^{.1}	3.0 M
Min. Rear Yard Setback	4.5 M	4.5 M	4.5 M

Section 15.8.5 – CD29 Development Regulations m = metres / m2 = square metres			
		Sub-Areas	
	CD29 - A	CD29 - B	CD29 - C
Min. Rear Yard Setback for Accessory Buildings / Structures	1.5 M	1.5 M	1.5 M
Min. Separation between Detached Principal Buildings	n/a	3.0 M	n/a
Min. Common and Private Amenity Space	7.5 m² per bachelor dwelling unit	6.o m² per bachelor dwelling unit	7.5 m² per bachelor dwelling unit
	15.0 m² per 1- bedroom dwelling unit	10.0 m² per 1- bedroom dwelling unit	15.0 m² per 1- bedroom dwelling unit
	25 m ² per dwelling unit with more than 1- bedroom ^{.4, .5}	15 m ² per dwelling unit with more than 1- bedroom ^{.4, .5}	25 m ² per dwelling unit with more than 1- bedroom ^{.4, .5}
	A continuous building frontage shall not exceed 100 m in length.		
Building Frontage	Parkade exposure may be up to 25% of the building frontage.		
	All ground-level units along Cara Glen Way require front door access to the street.		
FOOTNOTES (Section 15.8.6):			

¹ Side yards are not required for semi-detached housing or townhouses on a lot line that has a party wall agreement.

² The minimum setback for ground-oriented residential units can be reduced to 2.0 metres if both criteria are met:

- a) The maximum height of the first storey floor above the adjacent curb level for groundoriented residential units are 1.2 m. See example diagram Figure 5.12.
- b) The minimum net floor area for ground-oriented residential units on the first floor is 11 m². See example diagram Figure 5.13.
- ⁻³ Minimum building stepbacks apply only to buildings 5 storeys and taller. The stepback can occur on any floor above the second storey.

⁴ Common and Private Amenity Space can be devoted to child care centres as long as the child care spaces have direct access to open space and play areas within the lot. The amount of Common and Private Amenity Space dedicated to child care spaces cannot be more than 50% of the total space required.

⁻⁵ A minimum of 4.0 m2 per dwelling unit of the common and private amenity space shall be configured as common area that is accessible to all residents and must not be located within the required setback areas. Common amenity space is not required for fee simple townhouses.

Section 15.8.6 – CD29 – Density and Height Development Regulations m = metres / m2 = square metres / FAR = floor area ratio / GFA = gross floor area				
			Sub-Areas	
		CD29 - A	CD29 - B	CD29 - C
Max. Density		2.05 FAR 1.0 FAR 2.05		2.05 FAR
Max. Height		20.0 m & 5 storeys ^{.1}	11.0 m & 3 storeys	20.0 m & 5 storeys 1
Max. Height for Buildings with Walkout	Front or Flanking Building Elevation	n/a	9.0 m & 3 storeys	n/a
Basements	Rear Building Elevation		12.6 m & 3 storeys	
FOOTNOTES (Section 15.8.6): ntrance / exit has a	a lower finished grade tha	n the surrounding area	a then this portion of

the parkade can be excluded from height calculations.

CITY OF KELOWNA

BYLAW NO. 12702 Z24-0013 1490 Cara Glen Way

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:

- THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of portions of Lot L Sections 31 and 32 Township 26 ODYD Plan KAP53293 located on Cara Glen Way, Kelowna, BC from the RR1 – Large Lot Rural Residential zone to the P3 – Parks and Open Space zone and the CD29 – Cara Glen Way Comprehensive Development zone as shown on Map "B" attached to and forming part of this bylaw.
- 2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



REPORT TO COUNCIL REZONING



	Evict
File No.:	Z24-0037
Address:	3199 Appaloosa Rd
From:	City Manager
То:	Council
Date:	September 23, 2024

	Existing	Proposed
OCP Future Land Use:	IND - Industrial	IND - Industrial
Zone:	A2 – Agriculture / Rural Residential	12 – General Industrial

1.0 Recommendation

THAT Rezoning Application No. Z24-0037 to amend the City of Kelowna Zoning Bylaw No. 12375 by changing the zoning classification of Lot 47 Sections 2 and 3 Township 23 ODYD Plan 18861, located at 3199 Appaloosa Road, Kelowna, BC from the A2 – Agriculture / Rural Residential zone to the I2 – General Industrial zone, be considered by Council;

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Attachment "A" attached to the Report from the Development Planning Department dated September 23, 2024;

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

2.0 Purpose

To rezone the subject property from the A₂ – Agriculture / Rural Residential zone to the I₂ – General Industrial zone to facilitate future development.

3.0 Development Planning

Staff support the proposed application to rezone the subject property from the A₂ – Agriculture / Rural Residential zone to the I₂ – General Industrial zone to facilitate future development of the land. Located within the permanent growth boundary (PGB), the Official Community Plan (OCP) designates the subject property as IND – Industrial, which supports the continued development of industrial lands under this designation. Additionally, OCP policies encourage the development of industrial lands within the Gateway area and within proximity to Reid's Corner. Finally, in terms of housing tenure, OCP policies speak to supporting range of rental, ownership, and underrepresented tenures that support a variety of households and income levels.

The I2 zone allows for a range of low-impact general industrial uses as well as housing or temporary shelter land uses. The permitted uses, development regulations, screening requirements, outdoor storage restriction and other regulations within the I2 zone are designed to limit negative impacts to the nearby residential, rural, and other general-industrial uses in the area.

Lot Area	Proposed (m ²)
Gross Site Area	7,527
Road Dedication	N/A
Undevelopable Area	N/A

4.0 Site Context & Background

Orientation	Zoning	Land Use
North	l2 – General Industrial	Industrial
	RU2 – Medium Lot Housing	Residential
East	A2 – Agriculture / Rural Residential	Rural residential
	l1 – Business Industrial	Industrial
South	I2 - General Industrial	Industrial
West	l2 – General Industrial	Industrial
	A2 - Agriculture / Rural Residential	Rural residential

Subject Property Map: 3199 Appaloosa Rd



The subject property is a corner lot located at Appaloosa Rd and Hollywood Rd N, is within an industrial area of the Gateway Growth District with many industrial services and is in close proximity to Highway 97.

4.1 <u>Background</u>

The Province of British Columbia and the City of Kelowna signed a memorandum of understanding (MOU) in October 2023 to collaborate on addressing the issue of homelessness and encampments in the City (<u>Working together to address homelessness</u>). The MOU outlined the roles and responsibilities of both parties, as well as the funding and land-use commitments for new temporary shelters in the form of rapid-

safety-net housing units. These housing units provide people with extensive services and support to help them transition out of homelessness.

As of August 2024, 120 out of the 180 planned rapid-safety-net housing units have been delivered and are operational. The remaining 60 units are expected to be under construction in late 2024 and completed in Q1 of 2025 on the site located on 3199 Appaloosa Road. This location offers unique benefits for residents including access to potential employment opportunities. This project is part of the Province's <u>HEART and HEARTH</u> program and <u>Belonging in BC</u>, the Province's plan to prevent and reduce homelessness.

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Objective 6.4 Supp	oort the continued development of industrial lands (Chapter 6: The Gateway)
Policy 6.4.3	Support continued development of Reid's Corner, centered on the intersection of
Reid's Corner	Rutland Road and Old Vernon Road, by encouraging the consolidation of smaller
	lots into larger properties to facilitate industrial uses. Discourage commercial
	development, except where it serves the nearby employees of those industrial uses.
	The subject properties included in this proposal fall within the Gateway and are in direct
	proximity to Reid's corner.
Policy 6.4.7	Support development of industrial lands in the Gateway, recognizing the important
Industrial	role that industrial activities play in meeting employment and service needs of the
Employment	city and region.
	The subject properties included in this proposal fall within the Gateway.
Policy 6.9.2	Support a range of rental and ownership tenures that support a variety of
Range of Housing	households and income levels. In addition, support underrepresented forms of
Tenure	tenure, including but not limited to co-housing, fee-simple row housing, co-ops, and
	rent-to-own.
	The subject property provides temporary shelter in the form of rapid safety-net
	housing.

6.0 Application Chronology

Application Accepted:July 31, 2024Neighbourhood Notification and Information Package Circulated:August 28 and 29, 2024

Report prepared by:	Barbara B. Crawford, Planner II
Report prepared by:	Ben Walker, Strategic Land Development Manager
Reviewed by:	Dean Strachan, Community Planning & Development Manager
Reviewed by:	Nola Kilmartin, Development Planning Department Manager
Approved for Inclusion:	Ryan Smith, Divisional Director, Planning, Climate Action & Development Services

Attachments:

Attachment A: Development Engineering Memo, dated August 22, 2024 Attachment B: Rationale Letter Attachment C: Summary of Neighbourhood Notification

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

ATTACHM	ENT_A	
This forms part of application		
# 224-0037	City of	
Planner Initials BC	Kelowna	

CITY OF KELOWNA

MEMORANDUM

Date:	August 22, 2024	
File No.:	Z24-0037	
То:	Suburban & Rural Planning (DS)	
From:	Development Engineering Branch (MH)	
Subject:	3199 Appaloosa Rd	A2 to I2

The Development Engineering Department has the following comments associated with this application to rezone the subject property from the A2 - Agriculture/Rural Residential (Non-ALR) zone to the I2 - General Industrial zone.

Works and Servicing requirements directly attributable at the time of Building Permit will be provided in the future Development Engineering Department memo for the Development Permit application.

The Development Engineering Technologist for this file is Cindal McCabe (cmccabe@kelowna.ca).

1. <u>GENERAL</u>

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 the zone amendment bylaw has not been adopted within this time.

2. <u>SITE-SPECIFIC REQUIREMENTS</u>

a. All Works and Services (excluding landscaping, which will be a requirement of this development at the time of Building Permit) are being completed by a neighbourhood development group. The development group will be applying for a Latecomer Agreement per the provisions of the Subdivision, Development and Servicing Bylaw No. 7900, Part 6. Under the terms of a Latecomer Agreement, the Applicant will be required make payment to the City of Kelowna for their proportional share of the cost of the work performed by the development group, which will then be remitted to the group. If this Latecomer Agreement is not formalized before the Applicant wishes to proceed with rezoning of the subject property, the Applicant may choose to enter into a Servicing Agreement for the Works and Services and provide performance security for the estimated cost plus contingency. This security will then be used to pay the Latecomer Agreement when it is established, and any remaining security will be returned to the Applicant.



b. Any revisions to the Works and Services performed by the neighbourhood development group required of the subject property such as revised service sizes or locations, or revised driveway location, will be the responsibility of the subject property at the time of Building Permit. Boulevard landscaping will be the responsibility of the subject property at the time of Building Permit.

Melissa Hobbs, P.Eng., PMP Development Engineer

CM

ATTACHM	ENT B
This forms part of a	pplication
# Z24-0037	🐼 💥
	City of 🥨
Planner Initials BC	Kelowna DEVELOPMENT PLANNING



Nola Kilmartin Development Planning Department Manager City of Kelowna

July 10, 2024

Subject: Rezoning Proposal for 3199 Appaloosa Road

This is a rezoning application for the property located at 3199 Appaloosa Road. The purpose of this application is to rezone the subject properties from the A2– Agriculture and Rural Residential to the I2– General Industrial. This rezoning application will enable City staff to further pursue opportunities to provide strategic land uses that confirm with the I2 zoning.

The proposed rezoning application is consistent with the 2040 Official Community Plan. Specifically, the application aligns with OCP policies and objectives outlined below:

Objective 6.4 Suppo	rt the Continued Development of Industrial Lands
Policy 6.4.3 Reid's Corner	Support continued development of Reid's Corner, centered on the intersection of Rutland Road and Old Vernon Road, by encouraging the consolidation of smaller lots into larger properties to facilitate industrial uses. Discourage commercial development, except where it serves the nearby employees of those industrial uses.
	The subject properties included in this proposal fall within the Gateway and are in direct proximity to Reid's corner.
Policy 6.4.7 Industrial Employment	Support development of industrial lands in the Gateway, recognizing the important role that industrial activities play in meeting employment and service needs of the city and region.
	The subject properties included in this proposal fall within the Gateway.

Thank you for your consideration.

Regards,

Benjamin Walker (he / him / his) Strategic Land Development Manager | City of Kelowna 250-469-8472 | <u>bwalker@kelowna.ca</u>





August 28, 2024

Regarding: Public Notification of Rezoning Application for property located at 3199 Appaloosa Road

Dear Resident,

This letter is to inform you that City of Kelowna staff have initiated a rezoning application for the property located at 3199 Appaloosa Road (see attached map). The purpose of this application is to rezone the subject property from the A2 – Agriculture / Rural Residential zone to the I2 – General Industrial zone.

The proposed zone aligns with the property's Official Community Plan (OCP) Future Land Use designation of IND – Industrial. OCP policy encourages the development of industrial lands within the Gateway area and within proximity to Reid's Corner:

Objective 5.2 Focus res	idential density along Transit Supportive Corridors (Chapter 5: The Core Area)
Policy 6.4.3 Reid's	Support continued development of Reid's Corner, centred on the intersection of
Corner	Rutland Road and Old Vernon Road, by encouraging consolidation of smaller lots into
	larger properties to facilitate industrial uses. Discourage commercial development,
	except where it serves the nearby employees of industrial uses.
	The subject property is within the Gateway and in direct proximity to Reid's Corner.
Policy 6.4.7 Industrial	Support development of industrial lands in the Gateway, recognizing the important
Development	role that industrial activities play in meeting employment and service needs of the City
	and region.
	The subject properties are within the Gateway area.
Policy 6.9.2 Range of Housing Tenure	Support a range of rental and ownership tenures that support a variety of households and income levels. In addition, support underrepresented forms of tenure, including but not limited to co-housing, fee-simple row housing, co-ops, and rent-to-own.
	The subject property provides rapid safety-net housing

Background on Proposed Land Use:

The Province and City of Kelowna signed a memorandum of understanding (MOU) in October 2023 to collaborate on addressing the issue of homelessness and encampments in the city. The MOU outlined the roles and responsibilities of both parties, as well as the funding and land-use commitments for new rapid-safety-net housing units. These housing units provide people with extensive services and supports to help them transition out of homelessness.

Real Estate 1435 Water Street Kelowna, BC V1Y 1J4 TEL 250-469-8500 FAX 250-862-3399 **kelowna.ca**



As of August 2024, 120 out of the 180 planned rapid-safety-net housing units have been delivered and are operational. The remaining 60 units are expected to be under construction in late 2024 and completed in Q1 of 2025 on the site located on 3199 Appaloosa Road. This location offers unique benefits for residents including access to potential employment opportunities.

If you have any questions or concerns about the rezoning application, please contact Benjamin Walker, Strategic Land Development Manager (Real Estate), at 250-469-8472 or email <u>bwalker@kelowna.ca</u>; or Barbara Crawford, Planner II (Development Planning), at 250-469-8586 or email <u>bcrawford@kelowna.ca</u>. You can also view the application details and supporting documents on the City's website at:

https://www.kelowna.ca/homes-building/property-development/current-development-applications

Find the latest project details and updates at <u>https://letstalkhousingbc.ca/kelowna-appaloosa-road</u>. For questions about the project, you can email <u>communityrelations@bchousing.org</u>.

You can also see where this project fits into the City's housing spectrum by visiting <u>kelowna.ca/housing</u>. For ongoing updates on City of Kelowna Housing and Social Development projects please visit <u>kelowna.ca/subscribe</u>.

Sincerely,

Benjamin Walker (he / him / his) Strategic Land Development Manager | City of Kelowna 250-469-8472 | <u>bwalker@kelowna.ca</u>

Property Location: 3199 Appaloosa Rd



Addresses

3156 Appaloosa Rd 3166 Appaloosa Rd 3169 Appaloosa Rd 3196 Appaloosa Rd 3199 Appaloosa Rd 3219 Appaloosa Rd 3219 Appaloosa Rd 3226 Appaloosa Rd 3150 Sexsmith Rd

CITY OF KELOWNA

BYLAW NO. 12705 Z24-0037 3199 Appaloosa Road

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

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

- 1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 47 Sections 2 and 3 Township 23 ODYD Plan 18861, located on Appaloosa Road, Kelowna, BC from the A2 Agriculture / Rural Residential zone to the I2 General Industrial 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



Z24-0037 3199 Appaloosa Rd

Rezoning Application



Purpose

To rezone the subject property from the A2 – Agriculture / Rural Residential zone to the I2 – General Industrial zone to facilitate future development



Development Process





Context Map





OCP Future Land Use





Subject Property Map





I2 – General Industrial Zone

Purpose

- To provide a zone for general industrial uses.
- General Industrial Use includes processing & manufacturing; storage; repairing and testing of materials and goods; terminals for distribution of materials and goods; and training of personnel for industrial operations.

Summary of Uses

- General Industrial Use
- Automotive & Equipment
- Boat Storage
- Breweries & Restaurants
- Fleet Services
- Non-Accessory Parking
- Storage (Indoor & Outdoor)
- Recycling Depot
- Warehousing
- Temporary Shelter Services

I2 – General Industrial Zone

Regulation	Maximum Permitted
Height	16.0 m
Floor Area Ratio	1.5
Site Coverage Buildings Site Coverage Total	60% 90%


OCP Objectives – Climate Resilience K

Climate Criteria

Dark Green – Meets Climate Criteria Light Green– Will Meet Criteria Soon Yellow – Does not meet Climate Criteria

10 min Walk to Retail/Restaurants

5 min Walk to Park

10 min Bike to Public School

20 min Bus to Urban Centre/Village Centre/Employment Hub

Retaining Trees and/or Adding Trees

OCP Climate Resilience Consistency



OCP Objectives & Policies



Policy 6.4.3 Reid's Corner

Support continued development of Reid's Corner, centered on the intersection of Rutland Road and Old Vernon Road.

Policy 6.4.7 Industrial Employment

Support development of industrial lands in the Gateway, recognizing the important role that industrial activities play in meeting employment and service needs of the city and region

Policy 6.9.2 Range of Housing Tenure

Support a range of rental and ownership tenures that support a variety of households and income levels. In addition, support underrepresented forms of tenure, including but not limited to co-housing, fee-simple row housing, co-ops, and rent-to-own.

Staff Recommendation



Staff recommend support for the proposed rezoning as it is consistent with: OCP Future Land Use IND OCP Objectives in Chapter 6 - Gateway Continued development of Reid's Corner Employment opportunity Range of housing tenure Building Permit

Report to Council



Date:	September 23, 2024
То:	Council
From:	City Manager
Department:	Office of the City Clerk
Subject:	Rezoning Bylaws Supplemental Report to Council

Recommendation:

THAT Council receives, for information, the report from the Office of the City Clerk dated September 23, 2024 with respect to six rezoning applications;

AND THAT Rezoning Bylaws No. 12683, 12684, 12696, 12697, 12698 and 12699 be forwarded for further reading consideration.

Purpose:

To receive a summary of notice of first reading for Rezoning Bylaws No. 12683, 12684, 12696, 12697, 12698 and 12699 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 six Rezoning Applications were brought forward to Council for initial consideration on July 22, 2024, and September 9, 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					
Lakeshore Rd 3805	Z23-0035 &	12683	No	1 st 2 nd 2 rd	2					
	TA24-0008	&12684	NO	1,2,3	2					
Cactus Rd 1115	Z24-0015	12696	No	1 st , 2 nd , 3 rd , adopt	0					
<u>627-5659</u>	722.0070	12607	No	ast and ard						
Coronation Ave	223-00/0	1209/	1209/	1209/	1209/	1209/	1209/	1209/ 110	1,2,3	0
Drysdale Blvd 305	Z24-0026	12698	No	1 st , 2 nd , 3 rd , adopt	0					
Pandosy St 2124	Z24-0027	12699	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. 12683, 12684, 12696, 12697, 12698 and 12699 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: L Klaamas, Legislative Technician

Approved for inclusion:	L. Bentley, City Clerk
cc: Development Planning	

BYLAW NO. 12683 Z23-0035 3805 Lakeshore Road

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

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

- THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of portions of Lot 1 District Lot 134 ODYD Plan 39987 located on Lakeshore Road, Kelowna, BC from the P3 – Parks and Open Space zone and from the P4 – Utilities zone to the VC1 – Village Centre zone as shown on Map "A" attached to and forming part of this bylaw.
- 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



BYLAW NO. 12684 TA24-0008 3805 Lakeshore Road

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

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

1. THAT City of Kelowna Zoning Bylaw No. 12375, Section 8 – Parking and Loading be amended by adding Section 8.7 – Site Specific Regulations as follows in its appropriate location:

`					
	Section 8.7 Site Specific Regulations				
	Legal Description Civic Address Regulation				
1.	Lot 1 District Lot 134 ODYD Plan 39987	3805 Lakeshore Rd	To allow a car-share program to be located within an enclosed parkade and eligible for parking reductions established under Section 8.2.11(b).)		

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

BYLAW NO. 12697 Z23-0070 627-659 Coronation Avenue

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

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

- 1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of:
 - Lot 38 District Lot 139 ODYD PLAN 1037, located on Coronation Ave, Kelowna, BC;
 - Lot 39 District Lot 139 ODYD PLAN 1037, located on Coronation Ave, Kelowna, BC;
 - Lot 40 District Lot 139 ODYD PLAN 1037, located on Coronation Ave, Kelowna, BC;
 - Lot 41 District Lot 139 ODYD PLAN 1037, located on Coronation Ave, Kelowna, BC; and
 - Lot 42 District Lot 139 ODYD PLAN 1037, located on Coronation Ave, Kelowna, BC;

from the UC1 – Downtown Urban Centre zone to the UC1r – Downtown Urban Centre Rental Only 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

BYLAW NO. 12699 Z24-0027 2124 Pandosy Street

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

- 1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 District Lot 14 ODYD Plan EPP129773, located on Pandosy Street, Kelowna, BC from the MF4 Transit Oriented Areas zone to the MF4r Transit Oriented Areas Rental Only zone.
- 2. AND THAT Bylaw No. 11124 Heritage Revitalization Agreement Authorization HRA15-0001 – 2124 Pandosy Street, and all amendments thereto, be repealed.
- 3. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

BYLAW NO. 12696 Z24-0015 1115 Cactus Road

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

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

- 1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot B Section 23 Township 26 ODYD Plan 28071 located on Cactus Road, Kelowna, BC from the MF1 Infill Housing zone to the MF2 Townhouse 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

BYLAW NO. 12698 Z24-0026 305 Drysdale Blvd

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:

- THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Parcel A (Being a Consolidation of Lots 4 and 5, See CA9869654) Section 33 Township 26 ODYD Plan EPP48909, located on Drysdale Blvd, Kelowna, BC from the MF3 – Apartment Housing zone to the VC1r – Village Centre Rental Only 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

BYLAW NO. 12607 Z23-0017 1660 - 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:

- THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot A Section 20 Township 26 ODYD Plan EPP136053, located on Bernard Ave, Kelowna, BC from the MF1 – Infill 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 22nd day of January, 2024.

Approved under the Transportation Act this 23rd day of January, 2024. Audrie Henry (Approving Officer – Ministry of Transportation)

Amended at third reading and adopted by the Municipal Council of the City of Kelowna this

Mayor

REPORT TO COUNCIL DEVELOPMENT PERMIT

Sept 23, 2024
Council
City Manager
1660 – 1670 Bernard Ave
DP23-0188
MF ₃ – Apartment Housing



1.0 Recommendation

THAT Rezoning Bylaw No. 12607 be amended at third reading to revise the legal description of the subject properties from Lot 2 Section 20 Township 26 ODYD Plan 12275 and Lot 3 Section 20 Township 26 ODYD Plan 12275 to Lot A Section 20 Township 26 ODYD Plan EPP136053;

AND THAT final adoption of Rezoning Bylaw No. 12607 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP23-0188 for Lot A Section 20 Township 26 ODYD Plan EPP136053, located at 1660 – 1670 Bernard Ave, Kelowna, BC subject to the following:

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

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

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

2.0 Purpose

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

3.0 Development Planning

Staff support the proposed Development Permit for the form and character of apartment housing. The proposal generally conforms to the Official Community Plan (OCP) Form and Character Design Guidelines for Low & Mid-Rise Residential Development. Key guidelines that are met include:

• Expressing a unified architectural concept that incorporates variation in façade treatments, articulating in the facades, and a range of architectural features.

- Orienting the primary building façade to the street and incorporating ground-oriented residential units with semi-private patios and individual entrances to the street;
- Providing high quality amenity space, including an outdoor play area and shared rooftop patio space;
- Using an integrated, consistent range of materials and colours; and
- Accommodating off-street parking primarily underground, away from public view.

Vehicle access is provided from Cherry Cr W, with structured parking provided primarily below grade with some surface parking at the rear of the property. Common amenity space includes an indoor amenity room on the main level, an outdoor play area at-grade, and a rooftop patio with planters, garden boxes, outdoor furniture, and barbecue area.

4.0 Subject Property & Background

4.1 Subject Property Map



The subject property is located on Bernard Ave, between the intersections with Burtch Rd and Cherry Cr W. Bernard Ave and Burtch Rd are both Transit Supportive Corridors, with transit stops located immediately adjacent to the development site. Parkinson Recreation Park, including sports fields, courts, and fitness & recreation facilities is located immediately to the south.

5.0 Zoning Bylaw Regulations Summary

AREA & UNIT STATISTICS		
Gross Lot Area	2990 m²	
Total Number of Units	95	
Bachelor	10	
1-bed	34	
2-bed	51	

DEVELOPMENT REGULATIONS			
CRITERIA	MF ₃ ZONE	PROPOSAL	
Total Maximum Floor Area Ratio	2.05	1.86	
Base FAR	1.8		
Bonus FAR (underground parking)	0.25		
Max. Site Coverage (buildings)	65%	39.8%	
Max. Site Coverage (buildings, parking, driveways)	85%	39.8%	
Max. Height	22.0 m & 6 storeys	21.88 m & 6 storeys	
Base Height	22.0 m & 6 storeys		
Setbacks			
Min. Front Yard (south)	3.0 M	4.5 M	
Min. Flanking Side Yard (east)	3.0 m	4.3 M	
Min. Side Yard (west)	3.0 m	3.0 m	
Min. Rear Yard (north)	4.5 m	4.5 M	
Step backs			
Min. Fronting Street (south)	3.0 m	3.0 m	
Min. Flanking Street (east)	3.0 M	3.0 M	
Amenity Space			
Total Required Amenity Space	1860 m ²	2055 m²	
Common	380 m²	1145 m²	
Private		910 m²	
Landscaping			
Min. Number of Trees	18 trees	21 trees	
Min. Large Trees	10 trees	10 trees	

PARKING REGULATIONS			
CRITERIA	MF ₃ ZONE REQUIREMENTS	PROPOSAL	
Total Required Vehicle Parking	112 stalls	117 stalls	
Residential	99	104	
Visitor	13	13	
Datia of Dogularita Creall Stalls	Min. 50% Regular	6o.6% Regular	
Ratio of Regular to Sirial Stalls	Max. 50% Small	39.4% Small	
Min. Loading Stalls	stalls	stalls	
Bicycle Stalls Short-Term	6 stalls	6 stalls	
Bicycle Stalls Long-Term	71 stalls	101 stalls	
Bonus Stalls Provided for	-	_	
Parking Reduction	n	n	
Bike Wash & Repair	У	У	

6.0 Application Chronology

Application Accepted:	March 22, 2023
Public Information Session:	November 21, 2023
Neighbour Notification Received:	November 24, 2023
Adoption of Zone Amending Bylaw:	September 23, 2024

Report prepared by:

Mark Tanner, Planner Specialist

Reviewed by:	Jocelyn Black, Urban Planning Manager
Reviewed by:	Nola Kilmartin, Development Planning Department Manager
Approved for Inclusion: Ryan Smith, Divisional Director, Planning, Climate Action &	
	Services

Attachments:

Attachment A: Draft Development Permit DP23-0188 Schedule A: Site Plan & Floor Plans Schedule B: Elevations & Sections Schedule C: Landscape Plan Attachment B: OCP Form and Character Development Permit Guidelines Attachment C: Renderings

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

Development Permit

ATT/	ACH	HMENT	A
This for	ms par	t of application	
# DP23-0188			
		City o	f 🥨
Planner Initials	MT	Kel	owna
maalo		DEVELO	PMENT PLANNING



DP23-0188

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

1660 – 1670 Bernard Ave

and legally known as

Lot A Section 20 Township 26 ODYD Plan EPP136053

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

Apartment Housing

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

Date of Council Approval:	September 23, 2024
Development Permit Area:	Form & Character
Existing Zone:	MF ₃ – Apartment Housing
Future Land Use Designation:	C-NHD – Core Area Neighbourhoo

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:

Sole Bernard Developments Ltd., Inc. No. BC1371339

Applicant:

Live Edge Okanagan Enterprises Inc.

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. DP23-0188 for Lot A Section 20 Township 26 ODYD Plan EPP136053 located at 1660 – 1670 Bernard Ave, 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 Council 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 **\$192,946.25**

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 <u>CURRENT LAND OWNER</u>. Security shall <u>ONLY</u> be returned to the signatory of the Landscape Agreement or their designates.



PROPOSED HYDRANT (SEE CIVIL DRAWINGS FOR

LOCATION AND DESIGN OF THE PUBLIC BUS TURNOUT, BIKE LANE AND SIDEWALK AT THE WEST SIDE TOWARDS BERNARD AVENUE TO BE

INDICATES EXTENT AND LOCATION OF PROPOSED BUILDING

INDICATES EXTENT AND LOCATION OF WALKWAY

INDICATES EXTENT AND LOCATION OF ASPHALT PAVING

INDICATES EXTENT AND LOCATION OF LANDSCAPING

INDICATES EXTENT AND LOCATION OF PAINTED LINEWORK

INDICATES PROPERTY LINE (SCALED DOWN FOR CLARITY)

- - INDICATES SETBACK LINE (SCALED DOWN FOR CLARITY)

INDICATES ACCESSIBLE PARKING SYMBOL

INDICATES LOCATION OF BIKE RACK

INDICATES EXISTING GEODETIC SPOT ELEVATION

INDICATES PROPOSED GEODETIC SPOT ELEVATION

S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY **RESIDENTIAL PROJECT**

1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD DEVELOPMENTS LTD

NOTE

- This drawing supercedes previous issues. Do not scale these drawings.
- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

• All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

ISSUED	DATE
ISSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
ISSUED FOR COORDINATION	01.22.2024
ISSUED FOR COORDINATION	01.31.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	02.08.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	03.18.2024





DRAWING NO.



AND

Parking Stall Sizes



S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY **RESIDENTIAL PROJECT**

1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD DEVELOPMENTS LTD

NOTE

- This drawing supercedes previous issues. Do not scale these drawings.
- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

 All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

ISSUED

ISSUED	DATE
ISSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	02.08.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	03.18.2024





Parking Stall Sizes



S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY **RESIDENTIAL PROJECT**

1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD DEVELOPMENTS LTD

NOTE

- This drawing supercedes previous issues. Do not scale these drawings.
- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

• All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

ISSUE)

ISSUED	DATE
ISSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	02.08.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	03.18.2024





BERNARD AVENUE

ROAD DEDICATION LEGEND

REQUIRED ROAD DEDICATION

REQUIRED CORNER RADIUS

S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY **RESIDENTIAL PROJECT**

1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD DEVELOPMENTS LTD

NOTE

- This drawing supercedes previous issues. Do not scale these drawings.
- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

• All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

ISS	SU	Е	D

ISSUED	DATE
ISSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
ISSUED FOR COORDINATION	01.22.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	02.08.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	03.18.2024





ROAD DEDICATION LEGEND

REQUIRED ROAD DEDICATION

REQUIRED CORNER RADIUS

ASPHALT REPLACEMENT - SEE CIVIL FOR

S2ARCHITECTURE CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY **RESIDENTIAL PROJECT**

1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD DEVELOPMENTS LTD

NOTE

- This drawing supercedes previous issues. Do not scale these drawings.
- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

• All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

ISSUED

DATE ISSUED FOR DEVELOPMENT PERMIT 09.22.2023 RE-ISSUED FOR DEVELOPMENT PERMIT 12.01.2023 02.08.2024 RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE) RE-ISSUED FOR DEVELOPMENT PERMIT (TRS 03.18.2024 RESPONSE)





S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY **RESIDENTIAL PROJECT** 1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD DEVELOPMENTS LTD

NOTE

- This drawing supercedes previous issues. Do not scale these drawings.
- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

 All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

ISSUED

ISSUED	DATE
ISSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	02.08.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	03.18.2024





S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY **RESIDENTIAL PROJECT**

1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD DEVELOPMENTS LTD

NOTE

- This drawing supercedes previous issues. Do not scale these drawings.
- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

• All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

ISSUED

ISSUED	DATE
ISSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	02.08.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	03.18.2024



ROOF AMENITY LEVEL PLAN

DRAWING NO. DP2.05



S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY **RESIDENTIAL PROJECT** 1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD DEVELOPMENTS LTD

NOTE

- This drawing supercedes previous issues. Do not scale these drawings.
- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

• All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

ISSUED

ISSUED	DATE
ISSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	02.08.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	03.18.2024





1 North Elevation DP4.00 SCALE:1: 150







PREFINISHED HOLLOW METAL DOOR - COLOUR TO MATCH ADJACENT

S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY **RESIDENTIAL PROJECT**

1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD **DEVELOPMENTS LTD**

NOTE

• This drawing supercedes previous issues. Do not scale these drawings.

- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as
- required by all. • All drawings remain the property of the Architect. These drawings are
- Copyright 2023, S2 Architecture. These drawings may not be reproduced

without the permission of the Architect.

ISSUED	DATE
ISSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
ISSUED FOR COORDINATION	01.22.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	02.08.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	03.18.2024





VB

SH

DP4.00

222088

BUILDING ELEVATIONS

TRUE NORTH

PROJECT NORTH

DRAWING NO.

DRAWN BY

CHECKED BY

PROJECT NO.

DRAWING TITLE



DP4.01 East Elevation SCALE:1 : 150



2 West Elevation DP4.01 SCALE:1:150

Elev	ation - Code
1	CEMENTITIOUS BOARD - ARC
2	PREFINISHED METAL PLATE I
3	CEMENTITIOUS BOARD - CHA
4	PREFINISHED METAL PLATE
5	FIBRE CEMENT PANEL - ARC
6	CIP CONCRETE PLANTER - W
7	ALUMINIUM RAILING PICKET
8	GLAZED GUARD (FROSTED) -
9	PREFINISHED ALUMINIUM SL
10	SEALED GLAZING UNIT C/W C
11	PREFINISHED ALUMINIUM SL
12	PREFINISHED ALUMINIUM SV
13	FIBRE CEMENT LAP SIDING (
14	PRE-FINISHED ALUMINUM G
15	PRE-FINISHED STEEL COLUN
16	SIAMESE / FIRE DEPARTMEN
17	PREFINISHED HOLLOW META
18	PREFINISHED ALUMINIUM BA Glass
19	PREFINISHED METAL SPAND
20	PREFINISHED METAL SPAND
21	PREFINISHED METAL SPAND
22	BRICK
23	CHAIN LINK FENCE

Legend

CTIC WHITE

PANEL (WOOD GRAIN FINISH) - OAK

ARCOAL

FASCIA - ARCTIC WHITE

CTIC WHITE

WHITE

T (CHARCOAL) - FACE MOUNTED

- FACE MOUNTED

SLIDING DOOR C/W VISION GLASS SIDELIGHT

CHARCOAL MULLIONS

SLIDING DOOR

SWING DOOR(S) C/W SIDELIGHT

(WOOD GRAIN FINISH) - OAK

GUARD RAIL

MN

NT CONNECTION

AL DOOR - COLOUR TO MATCH ADJACENT

BALCONY SCREENING - TEMPERED FROSTED

DREL- CHARCOAL GREY

DREL- OAK BROWN

DREL-ARCTIC WHITE

S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY RESIDENTIAL PROJECT

1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

SOLE BERNARD DEVELOPMENTS LTD

NOTE

• This drawing supercedes previous issues. Do not scale these drawings.

- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

• All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

DATE

ISSUED

ISSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS	02.08.2024
RESPONSE)	
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS	03.18.2024
RESPONSE)	



TERED AR SEALS THE PART 2024-00 SCALE As indicated DATE 3/18/2024 3:09:33 PM TRUE NORTH DRAWN BY VB SH CHECKED BY 222088 PROJECT NO. PROJECT NORTH DRAWING TITLE **BUILDING ELEVATIONS**

DP4.01

DRAWING NO.

MATERIAL COLOR BOARD



CEMENTITIOUS BOARD -ARCTIC WHITE



FIBRE CEMENT LAP SIDING (WOOD GRAIN FINISH) – OAK



PREFINISHED METAL PLATE PANEL (WOOD GRAIN FINISH) – OAK



PRE-FINISHED ALUMINUM GUARD RAIL- CARBON BLACK



CEMENTITIOUS BOARD - CHARCOAL



PRE-FINISHED STEEL COLUMN -SILVER

6





PREFINISHED METAL PLATE FASCIA -ARCTIC WHITE



PREFINISHED METAL SPANDREL-CHARCOAL GREY



FIBRE CEMENT PANEL - ARCTIC WHITE



PREFINISHED METAL SPANDREL-OAK BROWN



CIP CONCRETE PLANTER – WHITE



CLEAR





PREFINISHED METAL SPANDREL-ARCTIC WHITE

12



VISION GLAZING -FROSTED



MULLION FOR SEALED GLAZING UNITS-CHARCOAL



BRICK



PLANT LIST - G/F

BOTANICAL NAME

TREES ACER X FREEMANII 'JEFFERSRED' ACER RUBRUM 'AUTUMN SPIRE' ACER RUBRUM 'ARMSTRONG' LIRIODENDRON TULIPIFERA 'JFS-OZ' PRUNUS 'OKAME' QUERCUS MACROCARPA 'TOP GUN QUERCUS ROBUR X BICOLOUR LONG SYRINGA RETICULATA 'IVORY SILK' TILIA AMERICANA 'BOULEVARD'

SHRUBS

BERBERIS THUNBERGII 'GENTRY' CORNUS ALBA 'BAILHALO HYDRANGEA MACROPHYLLA 'BLUSHING BRIDE' SPIRAEA JAPONICA 'GOLDMOUND' Taxus X media 'Hicksii'

PERENNIALS & GRASSES

ACHILLEA MILLEFOLIUM 'TERRACOTTA' CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER' ECHINACEA PURPUREA 'MAGNUS' LAVANDULA ANGUSTIFOLIA 'HIDCOTE SUPERIOR' PENNISETUM ORIENTALE 'KARLEY ROSE' PEROVSKIA ATRIPLICIFOLIA RUDBECKIA FULGIDA 'GOLDSTURM' SALVIA NEMOROSA 'SNOWHILL'

SCF	IEDUL	E C
This for	ms part of a	oplication
# DP2	3-0188	
		City of
Planner Initials	MT	Kelowna



PROJECT TITLE

SOLE BERNARD 1660 & 1670 BERNARD AVE.

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN -AT GRADE

ISSUED FOR / REVISION

.000		
4	23.09.13	Development Permit
5	23.12.01	Development Permit
6	24.02.21	Development Permit
7	24.03.04	Development Permit
8	24.03.13	Development Permit

PROJECT NO	22-1282
DESIGN BY	PH
drawn by	PH/MC
CHECKED BY	GH
DATE	MAR. 13, 2024
SCALE	1:175
PAGE SIZE	24"x36"

SEAL



DRAWING NUMBER



NOT FOR CONSTRUCTION Copyright Reserved. This drawing is the property of Ecora Engineering &Resource Group Ltd. and shall not be reproduced, resold, or tendered without permission.

NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANDAIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 12375 STANDARDS.

2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.

3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.

4. SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT. TREE BEDS TO RECEIVE A MINIMUM 1000mm DEPTH TOPSOIL PLACEMENT.

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.

COMMON NAME	QTY	SIZE/SPACING & REMARKS
AUTUMN BLAZE MAPLE	1	5cm CAL
AUTUMN SPIRE MAPLE	5	4cm CAL
ARMSTRONG MAPLE	8	4cm CAL
EMERALD CITY TULIP TREE	5	5cm CAL
okame cherry tree	1	3cm CAL
TOP GUN BUR OAK	2	5cm CAL
REGAL PRINCE OAK	4	4cm CAL
IVORY SILK LILAC TREE	1	3cm CAL
BOULEVARD LINDEN	2	5cm CAL
ROYAL BURGUNDY BARBERRY	52	#02 CONT. /1.2M O.C. SPACING
IVORY HALO DOGWOOD	30	#02 CONT. /1.8M O.C. SPACING
BLUSHING BRIDE HYDRAGNEA	2/	#02 CONT. / 1.8M O.C. SPACING
GOLDMOUND SPIREA	93	#02 CONT. /0.9M O.C. SPACING
HICK'S YEW	76	#UZ CONT. / T.UM O.C. SPACING
TERRACOTTA YARROW	62	#01 CONT. /0.75M O.C. SPACING
Karl Foerster Feather Reed Grass	47	#01 CONT. /0.9M O.C. SPACING
MAGNUS CONEFLOWER	63	#01 CONT. /0.75M O.C. SPACING
HIDCOTE SUPERIOR ENGLISH LAVENDER	62	#01 CONT. /0.75M O.C. SPACING
KARLEY ROSE FOUNTAIN GRASS	39	#01 CONT. /0.9M O.C. SPACING
RUSSIAN SAGE	48	#01 CONT. /0.9M O.C. SPACING
GOLDSTURM CONEFLOWER	66	#01 CONT. /0.75M O.C. SPACING
SNOWHILL SALVIA	73	#01 CONT. /0.75M O.C. SPACING



PAINTED COLUMNS THAT LAND ON PARTY WALLS BELOW (REFER ARCH DWGS)

PLANT LIST - ROOF

BOTANICAL NAME

TREES SYRINGA RETICULATA 'IVORY SILK'

Shrubs Berberis Thunbergii 'Gentry' Picea Abies 'Little Gem'

SPIRAEA JAPONICA 'GOLDMOUND' **PERENNIALS & GRASSES** ASTILBE JAPONICA 'PEACH BLOSSOM' HOSTA 'STRIPTEASE' LAVANDULA ANGUSTIFOLIA 'HIDCOTE' PENNISETUM ORIENTALE 'KARLEY ROSE' RUDBECKIA FULGIDA 'GOLDSTURM' SEDUM SPECTABILE 'AUTUMN FIRE'

SCF	IEDU	ILE	С	
This for	ms part o	of applica	tion	
# <u>DFZ</u>	5-0100		City of 🍳	
Planner Initials	MT		Kelow DEVELOPMENT P	



PROJECT TITLE

SOLE BERNARD

1660 & 1670 BERNARD AVE.

Kelowna, BC

DRAWING TITLE

Conceptual Landscape Plan -Roof Top

_____ ISSUED FOR / REVISION

.000		
4	23.09.13	Development Permit
5	23.12.01	Development Permit
6	24.02.21	Development Permit
7	24.03.04	Development Permit
8	24.03.13	Development Permit

PROJECT NO	22-1282
design by	PH
dravvn by	PH/MC
CHECKED BY	GH
DATE	MAR. 13, 2024
SCALE	1:175
PAGE SIZE	24"x36"

SEAL



DRAWING NUMBER



NOT FOR CONSTRUCTION Copyright Reserved. This drawing is the property of Ecora Engineering & Resource Group Ltd. and shall not be reproduced, resold, or tendered without permission.

NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANDAIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 12375 STANDARDS.

2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.

3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.

4. SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT. TREE BEDS TO RECEIVE A MINIMUM 1000mm DEPTH TOPSOIL PLACEMENT.

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.

	QTY	SIZE/SPACING & REMARKS
IVORRY SILK LILAC	9	3cm CAL
Royal Burgundy Barberry Little Gem Norway Spruce Goldmound Spirea	4 4 5	#02 CONT. /1.2M O.C. SPACING #02 CONT. /1.0M O.C. SPACING #02 CONT. /0.75M O.C. SPACING
PEACH BLOSSOM ASTILB STRIPTEASE HOSTA HIDCOTE ENGLISH LAVENDER KARLEY ROSE FOUNTAIN GRASS GOLDSTURM CONEFLOWER AUTUMN FIRE STONECROP	6 9 4 6	#01 CONT. /0.9M O.C. SPACING #01 CONT. /0.9M O.C. SPACING #01 CONT. /0.75M O.C. SPACING #01 CONT. /1.2M O.C. SPACING #01 CONT. /0.75M O.C. SPACING #01 CONT. /0.75M O.C. SPACING



DP23-0188 August 2024

FORM & CHARACTER – DEVELOPMENT PERMIT GUIDELINES

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

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

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

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



*Note: Refer to the Design Foundations and the Guidelines associated with the specific building typology.



DP23-0188 August 2024

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

	SECTION 2.0: GENERAL RESIDENTIAL AND MIXED USE							
RA	TE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE	N/A	1	2	3	4	5	
(1 i	s least complying & 5 is highly complying)							
2.1	General residential & mixed use guidelines							
2.1	.1 Relationship to the Street	N/A	1	2	3	4	5	
a.	Orient primary building facades and entries to the fronting street					\checkmark		
	or open space to create street edge definition and activity.							
b.	On corner sites, orient building facades and entries to both				\checkmark			
	fronting streets.							
с.	Minimize the distance between the building and the sidewalk to						\checkmark	
	create street definition and a sense of enclosure.							
d.	Locate and design windows, balconies, and street-level uses to						\checkmark	
	create active frontages and 'eyes on the street', with additional							
	glazing and articulation on primary building facades.							
e.	Ensure main building entries are clearly visible with direct sight						\checkmark	
	lines from the fronting street.							
f.	Avoid blank, windowless walls along streets or other public open						\checkmark	
	spaces.							
g.	Avoid the use of roll down panels and/or window bars on retail and	\checkmark						
	commercial frontages that face streets or other public open							
	spaces.							
h.	In general, establish a street wall along public street frontages to						\checkmark	
	create a building height to street width ration of 1:2, with a							
	minimum ration of 11:3 and a maximum ration of 1:1.75.							
•	Wider streets (e.g. transit corridors) can support greater streetwall							
	heights compared to narrower streets (e.g. local streets);							
•	The street wall does not include upper storeys that are setback							
	from the primary frontage; and							
•	A 1:1 building height to street width ration is appropriate for a lane							
	of mid-block connection condition provided the street wall height							
	is no greater than 3 storeys.							
2.1	.2 Scale and Massing	N/A	1	2	3	4	5	
a.	Provide a transition in building height from taller to shorter					\checkmark		
	buildings both within and adjacent to the site with consideration							
<u> </u>	for future land use direction.							
b.	Break up the perceived mass of large buildings by incorporating	\checkmark						
<u> </u>	VISUAI DREAKS IN FACADES.							
С.	Step back the upper storeys of buildings and arrange the massing						\checkmark	
	and siting of buildings to:							
•	Minimize the shadowing on adjacent buildings as well as public							
	and open spaces such as sidewalks, plazas, and courtyards; and							
•	Allow for sunlight onto outdoor spaces of the majority of ground							
1	floor units during the winter solstice.			1	1	1	1	

ATTACHMENT B This forms part of application # DP23-0188 City of Planner Initials MT DEVELOPMENT PLANNING

DP23-0188 August 2024

	- Cita Dianning		_	_			_
2.1	.3 Site Fidiling	IN/A	1	2	3	4	5
a.	Site and design buildings to respond to unique site conditions and					\checkmark	
	intersections, framing of important open spaces, server late, sites						
	with buildings that terminate a streat and view, and views of						
	natural features						
h	Hacorina Provention through Environmental Design (CRTED)						
D.	principles to better ensure public sofety through the use of						~
	appropriate lighting, visible entrances, opportunities for natural						
	surveillance, and clear sight lines for pedestrians						
c	Limit the maximum grades on development sites to 20% (2.1)						./
d.	Design buildings for 'un-slope' and 'down-slope' conditions					/	v
ч.	relative to the street by using strategies such as					•	
	Stepping buildings along the slope, and locating building						
•	entrances at each step and away from parking access where						
	possible:						
•	Incorporating terracing to create usable open spaces around the						
	building						
•	Using the slope for under-building parking and to screen service						
	and utility areas;						
•	Design buildings to access key views; and						
•	Minimizing large retaining walls (retaining walls higher than 1 m						
	should be stepped and landscaped).						
e.	Design internal circulation patterns (street, sidewalks, pathways)						\checkmark
	to be integrated with and connected to the existing and planed						
	future public street, bicycle, and/or pedestrian network.						
f.	Incorporate easy-to-maintain traffic calming features, such as on-	\checkmark					
	street parking bays and curb extensions, textured materials, and						
	crosswalks.						
g.	Apply universal accessibility principles to primary building entries,						\checkmark
	sidewalks, plazas, mid-block connections, lanes, and courtyards						
	through appropriate selection of materials, stairs, and ramps as						
	necessary, and the provision of wayfinding and lighting elements.						
2.1	4 Site Servicing, Access, and Parking	N/A	1	2	3	4	5
a.	Locate off-street parking and other 'back-of-house' uses (such as						\checkmark
	loading, garbage collection, utilities, and parking access) away						
<u> </u>	from public view.						
b.	Ensure utility areas are clearly identified at the development						\checkmark
	permit stage and are located to not unnecessarily impact public or						
	common open spaces.						
С.	Avoid locating off-street parking between the front façade of a						\checkmark
4	In general accommodate off street parking in one of the					1	
u.	following ways, in order of preference.					~	
_	Underground (where the bigh water table allows)						
	Darking in a half story (where it is able to be accommodated to						
•	raiking in a nan-slorey (where it is able to be accommodated to						
	not negatively impact the street frontage);						

	ATTACH	/ENT	ENT_B				
	This forms part o # DP23-0188	f application	_			DPas	0-0188
	Planner Initials MT	Cit K	elov			Augus	t 2024
•	Garages or at-grade parking integrated into the building (located at the rear of the building); and						
•	Surface parking at the rear, with access from the lane or secondary street wherever possible.						
e.	Design parking areas to maximize rainwater infiltration through the use of permeable materials such as paving blocks, permeable concrete, or driveway planting strips	~					
f.	In cases where publicly visible parking is unavoidable, screen using strategies such as:						√
•	Landscaping;						
•	Grillwork with climbing vines; or						
•	Other attractive screening with some visual permeability.						
g. •	Provide bicycle parking at accessible locations on site, including: Covered short-term parking in highly visible locations, such as near primary building entrances; and						~
•	Secure long-term parking within the building or vehicular parking area.						
h.	Provide clear lines of site at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.						\checkmark
i.	Consolidate driveway and laneway access points to minimize curb cuts and impacts on the pedestrian realm or common open						~
i.	Minimize negative impacts of parking ramps and entrances					./	
J.	through treatments such as enclosure, screening, high quality					•	
	finishes, sensitive lighting and landscaping.						
2.1	1.5 Streetscapes, Landscapes, and Public Realm Design	N/A	1	2	3	4	5
a.	Site buildings to protect mature trees, significant vegetation, and ecological features.	\checkmark					
b.	Locate underground parkades, infrastructure, and other services to maximize soil volumes for in-ground plantings.					\checkmark	
C.	Site trees, shrubs, and other landscaping appropriately to maintain sight lines and circulation.						~
d.	Design attractive, engaging, and functional on-site open spaces with high quality, durable, and contemporary materials, colors, lighting, furniture, and signage.						~
e.	Ensure site planning and design achieves favourable microclimate						~
•	Locating outdoor spaces where they will receive ample sunlight throughout the year;						
•	Using materials and colors that minimize heat absorption; Planting both evergreen and deciduous trees to provide a balance of shading in the summer and solar access in the winter; and						
•	Using building mass, trees and planting to buffer wind.						
f.	Use landscaping materials that soften development and enhance the public realm.						\checkmark
	ATTACHN This forms part of	IENT _	В				
----------	---	--------------	------	---	---	-------	--------------
	# DP23-0188	C 1	— 🔇			DP23	2-0188
	Planner Initials MT	K				Augus	t 2024
g.	Plant native and/or drought tolerant trees and plants suitable for the local climate.						\checkmark
h.	Select trees for long-term durability, climate and soil suitability,						\checkmark
	and compatibility with the site's specific urban conditions.						
i.	Design sites and landscapes to maintain the pre-development						\checkmark
	flows through capture, infiltration, and filtration strategies, such						
	as the use of rain gardens and permeable surfacing.						
j.	Design sites to minimize water use for irrigation by using						\checkmark
	strategies such as:						
•	Designing planting areas and tree pits to passively capture						
	rainwater and stormwater run-off; and						
•	Using recycled water irrigation systems.						
k.	Create multi-functional landscape elements wherever possible,	\checkmark					
	such as planting areas that also capture and filter stormwater or						
	landscape features that users can interact with.						
١.	Select materials and furnishings that reduce maintenance	\checkmark					
	requirements and use materials and site furnishings that are						
	sustainably sourced, re-purposed or 100% recycled.						
m.	Use exterior lighting to complement the building and landscape	\checkmark					
	design, while:						
•	Minimizing light trespass onto adjacent properties;						
•	Using full cut-off lighting fixtures to minimize light pollution; and						
•	Maintaining lighting levels necessary for safety and visibility.						
n.	Employ on-site wayfinding strategies that create attractive and	\checkmark					
	appropriate signage for pedestrians, cyclists, and motorists using						
	a 'family' of similar elements.						
2.1	.6 Building Articulation, Features and Materials	N/A	1	2	3	4	5
а.	Express a unified architectural concept that incorporates variation						\checkmark
	in façade treatments. Strategies for achieving this include:						
•	Articulating facades by stepping back or extending forward a						
	portion of the façade to create a series of intervals or breaks;						
•	Repeating window patterns on each step-back and extension						
	interval;						
•	Providing a porch, patio, or deck, covered entry, balcony and/or						
	bay window for each interval; and						
•	Changing the root line by alternating dormers, stepped roots,						
<u> </u>	gables, or other roof elements to reinforce each interval.						
b.	Incorporate a range of architectural features and details into						\checkmark
	building facades to create visual interest, especially when						
	approached by pedestrians. Include architectural features such as:			1			
	bay windows and balconies; corner feature accents, such as turrets			1			
	or cupoias; variations in root neight, shape and detailing; building			1			
	entries; and canopies and overnangs.			1			
	Include prohitectural details such as Masonny such as tiles, brick			1			
	and stope, siding including score lines and varied materials to			1			
	distinguish between floors, articulation of columns and pilastors						
1	α_{1}	1	1	1	1	1	1

	ATTACHM This forms part of a # DP23-0188 Planner Initials MT	ENT application Cit	B Ly of elown		DP2 <u>3</u> Augus	3-0188 t 2024
	ornamental features and art work; architectural lighting; grills and railings; substantial trim details and moldings / cornices; and trellises, pergolas, and arbors.					
C.	Design buildings to ensure that adjacent residential properties have sufficient visual privacy (e.g. by locating windows to minimize overlook and direct sight lines into adjacent units), as well as protection from light trespass and noise.				~	
d.	d. Design buildings such that their form and architectural character reflect the buildings internal function and use.					\checkmark
e.	Incorporate substantial, natural building materials such as masonry, stone, and wood into building facades.					\checkmark
f.	Provide weather protection such as awnings and canopies at primary building entries.				\checkmark	
g.	Place weather protection to reflect the building's architecture.					\checkmark
h.	Limit signage in number, location, and size to reduce visual clutter and make individual signs easier to see.	\checkmark				
i.	Provide visible signage identifying building addresses at all entrances.	\checkmark				

SECTION 4.0: LOW & MID-RISE RESIDENTIAL MIXED USE							
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE N/A 1 2 3 /						4	5
(1 is least complying & 5 is highly complying)							
4.1 Low & mid-rise residential & mixed use guideli	nes			-			
4.1.1 Relationship to the Street		N/A	1	2	3	4	5
 Ensure lobbies and main building entries are clear the fronting street. 	arly visible from						\checkmark
j. Avoid blank walls at grade wherever possible by	:					\checkmark	
 Locating enclosed parking garages away from st public open spaces; 	reet frontages or						
 Using ground-oriented units or glazing to avoid frontages; and 	creating dead						
• When unavoidable, screen blank walls with land	scaping or						
incorporate a patio café or special materials to n	nake them more						
visually interesting.							
Residential & Mixed Use Buildings							
k. Set back residential buildings on the ground floc	or between 3-5 m						\checkmark
from the property line to create a semi-private e	ntry or transition						
zone to individual units and to allow for an eleva	ted front						
entryway or raised patio.							
A maximum 1.2 m height (e.g. 5-6 steps) is desir	ed for front						
entryways.							
 Exceptions can be made in cases where the wate 	er table requires						
this to be higher. In these cases, provide a larger	patio and screen						
parking with ramps, stairs and landscaping.							

	ATTACHM	ENT	В				
	This forms part of a	t of application B City of Kelowna DEVELOPMENT PLANNING					
	# DP23-0188					DP23	-0188
	Planner Initials MT				,	Augus	t 2024
I.	Incorporate individual entrances to ground floor units accessible from the fronting street or public open spaces.						\checkmark
m.	Site and orient buildings so that windows and balconies overlook					./	
	public streets, parks, walkways, and shared amenity spaces while					v	
	minimizing views into private residences.						
4.1		N/A	1	2	3	4	5
a.	Residential building facades should have a maximum length of 60						\checkmark
	m. A length of 40 m is preferred.						
b.	Residential buildings should have a maximum width of 24 m.						\checkmark
c.	Buildings over 40 m in length should incorporate a significant	\checkmark					
	horizontal and vertical break in the façade.	-					
d.	For commercial facades, incorporate a significant break at	t break at 🗸					
	intervals of approximately 35 m.	-					
4.1	.3 Site Planning	N/A	1	2	3	4	5
a.	On sloping sites, floor levels should step to follow natural grade				\checkmark		
	and avoid the creation of blank walls.						
b.	Site buildings to be parallel to the street and to have a distinct						\checkmark
	front-to-back orientation to public street and open spaces and to						
	rear yards, parking, and/or interior court yards:						
•	Building sides that interface with streets, mid-block connections						
	and other open spaces and should positively frame and activate						
	streets and open spaces and support pedestrian activity; and						
•	Building sides that are located away from open spaces (building						
	backs) should be designed for private/shared outdoor spaces and						
	vehicle access.						
с.	Break up large buildings with mid-block connections which should	\checkmark					
	be publicly-accessible wherever possible.						
4	Cround floors adjacent to mid block connections should have	1					
u.	antransos and windows facing the mid block connection	~					
/ 1	c Site Servicing Access and Parking		-	2	-	,	-
4.1	Vehicular access should be from the lane. Where there is no lane	IN/A	1	2	3	4	5
a.	and where the re-introduction of a lane is difficult or not possible						~
	access may be provided from the street provided.						
•	Access is from a secondary street, where possible or from the						
•	long face of the block.						
•	Impacts on nedestrians and the streetscape is minimised, and						
•	There is no more than one curb cut per property.						
h	Above grade structure parking should only be provided in						1
υ.	instances where the site or high water table does not allow for						v
	other parking forms and should be screened from public view with						
	active retail uses, active residential uses, architectural or						
	landscaped screening elements.						
с.	Buildings with ground floor residential may integrate half-storey						1
	underground parking to a maximum of 1.2 m above grade, with						
	the following considerations:						

	ATTACHM	ENT	В				
	This forms part of a	application					
	# DP23-0188	C 1	🔇			DP23	-0188
	Planner	City of Kelowna			A	August	2024
	Initials MI					0	
•	Semi-private spaces should be located above to soften the edge						
	and be at a comfortable distance from street activity; and						
•	Where conditions such as the high water table do not allow for this						
	condition, up to 2 m is permitted, provided that entryways, stairs,						
	landscaped terraces, and patios are integrated and that blank						
	walls and barriers to accessibility are minimized.						
4.1	5 Publicly-Accessible and Private Open Spaces	N/A	1	2	3	4	5
a.	Integrate publicly accessible private spaces (e.g. private	\checkmark					
	courtyards accessible and available to the public) with public open						
	areas to create seamless, contiguous spaces.						
b.	Locate semi-private open spaces to maximize sunlight						\checkmark
	penetration, minimize noise disruptions, and minimize 'overlook'						-
	from adjacent units.						
Ου	tdoor amenity areas						
C.	Design plazas and urban parks to:	1					
•	Contain 'three edges' (e.g. building frontage on three sides) where	•					
	possible and be sized to accommodate a variety of activites:						
•	Be animated with active uses at the ground level- and						
•	Be located in sunny, south facing areas						
h	Design internal courtvards to:						./
•	Provide amenities such as play areas harbecues and outdoor						v
•	seating where appropriate						
•	Provide a balance of bardscape and softscape areas to meet the						
•	specific needs of surrounding residents and/or users						
0	Design mid-block connections to include active frontages seating	/					
e.	and landscaning	V					
Ro	ofton Amenity Spaces						
f	Design shared roofton amenity spaces (such as outdoor recreation					1	
1.	space and rooftop gardens on the top of a parkade) to be					v	
	accessible to residents and to ensure a balance of amenity and						
	nrivacy by:						
•	Limiting sight lines from overlooking residential units to outdoor						
•	amenity space areas through the use of periods or covered areas						
	where privacy is desired, and						
•	Controlling sight lines from the outdoor amenity space into						
•	adjacent or nearby residential units by using fencing landscaping						
	or architectural screening						
n	Reduce the heat island affect by including plants or designing a					./	
у.	Reduce the neat Island affect by including plants or designing a green roof, with the following considerations:					v	
•	Secure trees and tall shrubs to the roof deck: and						
-	Secure crees and can shrubs to the root deck; and Ensure soil depths and types are appropriate for proposed plants						
•	and ensure drainage is accommodated						
	6 Building Articulation, Features, and Materials	NI/A	-	2	2	,	-
4.1	Articulate building facades into intervals that are a maximum of a s	IN/A	1	2	3	4	5
d.	m wide for mixed use buildings and as m wide for residential						~
	huildings. Strategies for articulating buildings should consider the						
	notential impacts on energy performance and include:						
	אסנפותומו וווואמננג טוו פוופועץ אפווטוווומוונפ מווט ווונוטעפ.	1	1	1	1	1	1

	ATTACHM	ENT_	В				
	This forms part of a	application					
	# DP23-0188		- 🕺 🚿	ΠP	22-0188		
	Plannar	Cit		Αυαι	Jst 2024		
	Initials MT		EVELOPMENT PLANNING				
•	Facade Modulation – stepping back or extending forward a						
	nortion of the facade to create a series of intervals in the facade						
	Peneoting window pattern intervals that correspond to extensions						
•	Repeating window pattern intervals that correspond to extensions						
	and step backs (articulation) in the building raçade;						
•	Providing a porch, patio, deck, or covered entry for each interval;						
•	Providing a bay window or balcony for each interval, while						
	balancing the significant potential for heat loss through thermal						
	bridge connections which could impact energy performance;						
•	Changing the roof line by alternating dormers, stepped roofs,						
	gables, or other roof elements to reinforce the modulation or						
	articulation interval;						
•	Changing the materials with the change in building plane; and						
•	Provide a lighting fixture, trellis, tree or other landscape feature						
	within each interval						
h	Break up the building mass by incorporating elements that define				./		
0.	a building's base middle and top				v		
	a bolicing's base, initiale and cop.						
C.	Ose an integrated, consistent range of materials and colors and				\checkmark		
<u> </u>	provide variety, by for example, using accent colors.						
d.	Articulate the façade using design elements that are inherent to						
	the buildings as opposed to being decorative. For example, create						
	depth in building facades by recessing window frames or partially						
	recessing balconies to allow shadows to add detail and variety as a						
	byproduct of massing.						
e.	Incorporate distinct architectural treatments for corner sites and				\checkmark		
	highly visible buildings such as varying the roofline, articulating						
	the façade, adding pedestrian space, increasing the number and						
	size of windows, and adding awnings or canopies.						
f.	Provide weather protection (e.g. awnings, canopies, overhangs,	\checkmark					
	etc.) along all commercial streets and plazas with particular						
	attention to the following locations:						
	Primary building entrances						
	Adjacent to hus zones and street corners where people wait for						
	traffic lighte						
	Over store fronts and display windows, and						
•	Over store fronts and display windows; and						
•	Any other areas where significant waiting or browsing by people						
 	occurs.	ļ					
g.	Architecturally-integrate awnings, canopies, and overhangs to the				\checkmark		
	building and incorporate architectural design features of buildings						
	from which they are supported.						
h.	Place and locate awnings and canopies to reflect the building's				\checkmark		
L	architecture and fenestration pattern.						
i.	Place awnings and canopies to balance weather protection with				\checkmark		
1	daylight penetration. Avoid continuous opaque canopies that run				-		
1	the full length of facades.						
i.	Provide attractive signage on commercial buildings that identifies	J					
J.	uses and shops clearly but which is scaled to the nedestrian rather						
1	than the motorist. Some excentions can be made for buildings						
	than the motorist some exceptions can be made for bolidings	1					

	ATTACHM						
	This forms part of # DP23-0188Planner InitialsMT	application Cit	y of elow		Ļ	DP23 August	-0188 2024
	located on highways and/or major arterials in alignment with the						
	City's Sign Bylaw.						
k.	Avoid the following types of signage:	\checkmark					
•	Internally lit plastic box signs;						
•	Pylon (stand alone) signs; and						
•	Rooftop signs.						
١.	Uniquely branded or colored signs are encouraged to help						
	establish a special character to different neighbourhoods.						



*ARTIST IMPRESSION INDICATIVE ONLY



SOLE MULTI-FAMILY RESIDENTIAL PROJECT



STREET VIEW FROM BERNARD AVENUE



STREET VIEW FROM CHERRY CRESCENT



STREET VIEW APPROACHING CORNER OF BERNARD AVENUE & CHERRY CRESCENT

S2ARCHITECTURE

CALGARY | EDMONTON | VANCOUVER

CONSULTANT INFORMATION

SOLE MULTI-FAMILY RESIDENTIAL PROJECT

1660-1670 Bernard Avenue, Kelowna, B.C V1Y6R9

CLIENT SOLE BERNARD DEVELOPMENTS LTD

NOTE

- This drawing supercedes previous issues. Do not scale these drawings.
- Verify all dimensions, elevations and datums, and report any discrepancies to the Architect prior to construction.
- The Contract Documents (Drawings and Specifications) are complimentary, what is required by one shall be as binding as required by all.

 All drawings remain the property of the Architect. These drawings are Copyright 2023, S2 Architecture. These drawings may not be reproduced without the permission of the Architect.

ISSUED	DATE
SSUED FOR DEVELOPMENT PERMIT	09.22.2023
RE-ISSUED FOR DEVELOPMENT PERMIT	12.01.2023
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	02.08.2024
RE-ISSUED FOR DEVELOPMENT PERMIT (TRS RESPONSE)	03.18.2024





SH

BUILDING ELEVATIONS - 3D

CHECKED BY

DRAWING TITLE

VIEWS

PROJECT NO. 222088

PROJECT NORTH

DP23-0188 1660 – 1670 Bernard Ave

Development Permit

City of

Kelowna



Purpose

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



Development Process







Subject Property Map







Technical Details

6-storey, 95 unit apartment building

- 10 bachelor units
- 34 one-bedroom units
- 51 two-bedroom units
- ▶ 117 vehicle parking stalls
- ▶ 101 long-term bicycle parking spaces
- Indoor & outdoor common amenity space
 - Indoor amenity room, outdoor play area, rooftop patio
- 21 on-site trees



Site Plan



159



Elevation – South



Elevation – East





Elevation – North



Materials Board





CEMENTITIOUS BOARD -ARCTIC WHITE



FIBRE CEMENT LAP SIDING (WOOD GRAIN FINISH) - OAK



PREFINISHED METAL PLATE PANEL (WOOD GRAIN FINISH) - OAK



CEMENTITIOUS

STEEL COLUMN -

SILVER

BOARD - CHARCOAL

PRE-FINISHED ALUMINUM GUARD RAIL- CARBON BLACK



PREFINISHED METAL PLATE FASCIA -ARCTIC WHITE



PREFINISHED METAL SPANDREL-CHARCOAL GREY



FIBRE CEMENT PANEL - ARCTIC WHITE



PREFINISHED METAL SPANDREL-OAK BROWN



CIP CONCRETE PLANTER - WHITE



PREFINISHED METAL SPANDREL-ARCTIC WHITE



CLEAR



BRICK



9



GLAZING UNITS-CHARCOAL

Landscape Plan – At-Grade





165

Landscape Plan - Rooftop





PAINTED COLUMNS THAT LAND ON PARTY WALLS BELOW (REFER ARCH DWGS)

Rendering – South



Rendering – East





OCP Design Guidelines

- Expressing a unified architectural concept that incorporates variations in façade treatments, articulation, and a range of architectural features
- Orienting primary building facades to the street and incorporating ground-oriented residential units
- Providing high quality amenity space
- Accommodating off-street parking primarily underground, away from public view





Staff Recommendation

- Staff recommend support for the proposed Development Permit as it:
 - Meets OCP Design Guidelines for Low & Mid-Rise Residential Buildings
 - No variances are required



CITY OF KELOWNA

BYLAW NO. 12635 Z23-0082 925 Laurier Avenue

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

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

- 1. THAT City of Kelowna Zoning Bylaw No. 12375 be amended by changing the zoning classification of Lot 1 District Lot 138 ODYD PLAN EPP137592 located on Laurier Avenue Kelowna, BC from the MF1 Infill Housing zone to the MF2 Townhouse 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 8th day of April, 2024.

Approved under the Transportation Act this 10th day of April, 2024. Audrie Henry (Approving Officer – Ministry of Transportation)

Amended at third reading and adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL DEVELOPMENT PERMIT

Date:	September 23, 2024
То:	Council
From:	City Manager
Address:	925 Laurier Ave
File No:	DP23-0224
Zone:	MF2 – Townhouse Housing



1.0 Recommendation

THAT Rezoning Bylaw No. 12635 be amended at third reading to revise the legal description of the subject property from Lot B District Lot 138 ODYD PLAN 2255 to Lot 1 District Lot 138 ODYD PLAN EPP137592;

AND THAT final adoption of the Rezoning Bylaw No. 12635 be considered by Council;

AND THAT Council authorizes the issuance of Development Permit No. DP23-0224 for Lot 1 District Lot 138 ODYD PLAN EPP137592, located at 925 Laurier Ave, Kelowna, BC subject to the following:

- The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A";
- The exterior design and finish of the building to be constructed on the land be in accordance with Schedule "B";
- 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.

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

AND 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 five-unit townhouse development.

3.0 Development Planning

Staff support the proposed Development Permit for the form and character of a five-unit townhouse development. The proposal generally aligns with the Official Community Plan (OCP) Form and Character Design Guidelines for townhouses. Key Guidelines that are met include:

- Orienting building entries, windows, patios, and balconies to face the fronting street, with the primary entry clearly visible and directly accessible from the sidewalk;
- Using building articulation, scaling, and setbacks to define individual units or intervals and to contribute to a consistent frontage pattern, pedestrian scale and rhythm along the fronting street; and

• Providing access to parking from a lane, with integrated tuck under parking that is screened from the fronting street.

The proposal is a three-storey townhouse building, consisting of five three-bedroom units. Each unit is provided with two parking stalls in an open-air parking garage that is located on the ground floor and screened from public view. On-site parking is accessed through the rear lane, and a visitor stall is provided that also accommodates accessible parking. Four short-term bike parking stalls are located near the rear lane.

The front building façade facing Laurier Ave has been designed to be ground-oriented towards the street with projections and material variation to highlight the front entrance and screen the parking garage. Building materials include white and black panel siding, with accenting trim, grey brick, black aluminium doors and windows, and wood-like horizontal privacy slats. Rooftop patios are provided as private amenity space for each unit. A pedestrian walkway from Laurier Ave to the rear lane connects the site and allows for individual unit access at the ground floor.

A tree inventory was completed for this site. There are two mature existing trees located within the future rear lane, which will be removed as the lane is constructed. Four new trees are proposed on-site meeting all landscaping regulations, including planting of various grasses, shrubs, and perennials. The proposed development meets OCP Design Guidelines and is in line with the province's direction for small-scale, multi-unit housing.

Subject Property & Background



3.1 <u>Subject Property Map</u>

The subject property is located on Laurier Ave, between Ethel St and Bowes St. The property is within 50 m of the Ethel Street Transportation Corridor (to the west) and within 250 m of the Harvey Ave Transit Supportive Corridor (to the north).

4.0	Zoning Bylaw Regulations Summary
-----	----------------------------------

AREA & UNIT STATISTICS								
Gross Lot Area	Gross Lot Area 882.1 m ²							
Undevelopable Land (riparian, 30% slop	pe, etc.)		64 m²					
Total Number of Units			5					
3-bed			5					
DEVELOPMENT REGULATIONS								
CRITERIA MF2 ZONE PROPOSAL								
Total Maximum Floor Area Ratio	1.0		1.0					
Max. Site Coverage (buildings)	55 %		54 %					
Max. Site Coverage (buildings, parking, driveways)	80 %		70 %					
Max. Height	11.0 m / j	3 storeys	11.0 m / 3 storeys					
Min. Front Yard (North)	3.0	m	3.0 m					
Min. Side Yard (East)	2.1	m	2.1 M					
Min. Side Yard (West)	2.1	m	2.1 M					
Min. Rear Yard (South)	0.9	m	2.7 M					
Amenity Space								
Total Required Amenity Space	Total Required Amenity Space N/A 341.5 m ²		341.5 m ²					
Landscaping								
Min. Number of Trees	4 tr	ees	4 trees					
Min. Large Trees	2 tr	2 trees 2 trees						

PARKING REGULATIONS						
CRITERIA	MF2 ZONE	PROPOSAL				
Total Required Vehicle Parking	9 stalls	11 stalls				
Residential	8 stalls	10 stalls				
Visitor	1 stall	1 stall (accessible)				
Min. Parking Ratio Regular to Small	Min. 50% Regular Size	50% regular				
Stalls	Min. 50% Small Size	50% small				
Bicycle Stalls Short-Term	4 stalls	4 stalls				
Bicycle Stalls Long-Term	No requirement	5 stalls				

5.0 Application Chronology

Application Accepted:	December 1, 2023
Neighbour Notification Received:	December 28, 2023
Adoption of Zone Amending Bylaw:	September 23, 2024

Report prepared by:	Sara Skabowski, 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, Climate Action & Development
	Services

Attachments:

Attachment A: Development Permit DP23-0224

Schedule A: Site Plan & Floor Plans Schedule B: Elevations & Sections Schedule C: Landscape Plan Attachment B: OCP Form and Character Development Permit Guidelines Attachment C: Applicant Rationale Letter

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

Development Permit

DP23-0224

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

925 Laurier Ave

and legally known as

Lot 1 DL 138 ODYD PLAN EPP137592

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

Townhouse Housing

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

Date of Council Approval:	September 23, 2024
Development Permit Area:	Form and Character
Existing Zone:	MF2 – Townhouse Housing
Future Land Use Designation:	C-NHD – Core Area Neighbourhoo

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.

Ч

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:

Amarjit Singh Gill & Sarbjit Kaur Gill

Applicant:

Brandon Dobrosky – Lime Architecture

Nola Kilmartin Development Planning Department Manager Planning & Development Services Date of Issuance



ATTACHMENT A This forms part of application # DP23-0224 City of Planner Initials SS COMMENT PLANNER

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. DP23-0224 for Lot 1 DL 138 ODYD PLAN EPP137592 located at 925 Laurier Ave, 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.

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 **\$25,000**

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 <u>CURRENT LAND OWNER</u>. Security shall <u>ONLY</u> be returned to the signatory of the Landscape Agreement or their designates.

DP23-0224 Page 2 of 2 177

<u>925 LAURIER AVE, KELOWNA, BC</u>



NORTHWEST VIEW FROM LAURIER AVENUE



SITE KEY PLAN (NOT TO SCALE)

PROPERTY DESCRIPTION

925 LAURIER AVE, KELOWNA BC CIVIC: LEGAL: LOT B, DL 138, ODYD, PLAN KAP2255

CONSULTANT TEAM

<u>OWNER / OPERATOR</u>

Patrika Media 1481 Tracey Street Abbotsford, BC V2T 6G4 604-621-1827

Contact(s): Dave Sidhu ARCHITECTURAL

LIME Architecture 205-1626 Richter Street Kelowna, BC V1Y 2M3 250-448-7801

Contact(s): Brandon Dobroskay

A-000	COV
A-001	LOC
A-002	2040
A-003	PRO
A-101	LEVE
A-102	LEVE
A-103	LEVE
A-104	ROC
A-200	ELEV
A-201	ELEV
A-202	ELEV
A-203	ELEV

<u>CIVIL</u>

D E Pilling & Associates 540 Groves Avenue Kelowna, BC V1Y 4Y7 250-763-2315

Contact(s): David Mori



NORTHEAST VIEW FROM LAURIER AVENUE

ARCHITECTURAL SHEET LIST

VER SHEET CATION CONTEXT 10 OCP RESPONSE DJECT INFORMATION el 1 Plan EL 2 PLAN el 3 plan OF TOP PATIO PLAN VATIONS VATIONS VATIONS VATIONS

LANDSCAPING

Meghan Nimegeers Landscape Design 15675 McDonagh Rd Lake Country, BC V4V 2E7 250-864-3873

Contact(s): Meghan Nimegeers



SOUTHEAST VIEW FROM LANE



SOUTHWEST VIEW FROM LANE

ADDENDUM A



PROJECT 925 LAURIER AVENUE DRAWING TITLE COVER SHEET

Plot Date

4/22/2024 1:23:22 PM

Revision No., Date and Description

04.22.24 ADDENDUM A

water, sewer, gas, hydro and telephone.

11.17.23 FOR REZONING / DP 02.27.24 FOR REZONING / DP

building by-laws and requirements of other local authorities having jurisdiction as well as the british columbia building code -(most recent edition) including all published revisions and addenda. All trades shall assume full responsiblity for the locations and protection of all under and above ground utilities, wires and conduit connections, including (but not limited to)

service, they may not be used or reproduced in any manner without the expressed written consent of LIME Architecture Inc. All Contracting Trades shall check and verify all levels, dimensions data and conditions on the site prior to commencement of any work. Any discrepancies are to be reported immediately to LIME Architecture Inc. Do not Scale any dimensions from this drawing. All trades are to execute the work in accordance with the current municipality



205-1626 Richter Street Kelowna, BC V1Y 2M3 www.limearchitecture.con

COPYRIGHT.

ALL RIGHTS RESERVED All ideas, designs, drawings and specifications are the exclusive property of LIME Architecture Inc. As instruments of

PHONE:250-448-780

<u>925 LAURIER AVE, KELOWNA, BC</u>

PROPERTY DESCRIPTION:

CIVIC: 925 LAURIER AVE, KELOWNA, BC LEGAL: LOT B, PLAN KAP2255

ZONING CALCULATIONS:

CURRENT: CITY OF KELOWNA RU4 ZONING CORE AREA NEIGHBOURHOOD PROPOSED: MF2 ZONING

<u>SITE INFORMATION:</u>

GROSS SITE AREA =	9,494 SF (882.1m ²)	
SITE COVERAGE = SITE COVERAGE + HARDSCAPING = FAR =	<u>ALLOWED/REQUIRED</u> 55% (5,222 SF) 80% (7,596 SF) 1.0 (9,494 SF)	<u>PROPOSED</u> 54% (4,948 SF) 70% (6,612 SF) 1.0 (9,484 SF)
HEIGHT =	11.0m (3 STOREYS)	11.0m (3 STOREYS)
<u>PRIVATE & COMMON AMENITY SPACE:</u> COMMON = PRIVATE =	N/A N/A	0 SF 734-740 SF/UNIT (SEE TAE
<u>YARD SETBACKS:</u> FRONT YARD = FRONT YARD (GROUND ORIENTED) = SIDE YARD (EAST) = SIDE YARD (WEST) = REAR YARD =	3.0m 3.0m 2.1m 2.1m 0.9m	3.0m 3.0m 3.0m 3.0m 2.7m
PARKING CALCULATIONS: 3 BEDROOM UNITS = VISITOR = TOTAL = ACCESSIBLE PARKING =	5 UNITS x 1.6 = 8 5 UNITS x 0.14 = 0.7 9 1 (0 VAN ACCESSIBLE)	10 1 11 1 (0 VAN ACCESSIBLE)
LONG-TERM BICYCLE STORAGE: 3 BEDROOM = TOTAL =	<u>5 UNITS x 1 = 5</u> 5	5
<u>SHORT-TERM_BICYCLE STORAGE:</u> TOWNHOUSES = TOTAL =	4	4

	PARKING
COUNT	TYPE
1	ACCESSIBLE - 90 deg
5	REGULAR - 90 deg
5	SMALL - 90 deg
11	

UNIT CALCULATIONS				
UNIT	# OF BEDROOMS	UNIT AREA	PRIVATE AMENITY SPAC	
UNIT 1	3	1891 SF	734 SF	
UNIT 2	3	1909 SF	734 SF	
UNIT 3	3	1910 SF	734 SF	
UNIT 4	3	1908 SF	734 SF	
UNIT 5	3	1865 SF	740 SF	
TOTAL UNIT AREAS	-	9482 SF		



PRELIMINARY DESIGN





PRELIMINARY DESIGN

180




PRELIMINARY DESIGN









SCHEDULE

#<u>DP23-0224</u>

Planner

ENSUITE

UNIT 1

9' CEILINGS

CLOSET

BEDROOM 2 9'-10" x 9'-11"

This forms part of application

Α

City of



ARCHITECTURE INC.

PHONE:250-448-7801

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

www.limearchitecture.com

COPYRIGHT. ALL RIGHTS RESERVED



PRELIMINARY DESIGN









Α

Kelowna COMMUNITY PLANNING

City of



205-1626 Richter Street, Kelowna, BC V1Y 2M3 www.limearchitecture.com

COPYRIGHT. ALL RIGHTS RESERVED All ideas, designs, drawings and specifications are the exclusive property of LIME Architecture Inc. As instruments of service, they may not be used or reproduced in any manner without the expressed written consent of LIME Architecture Inc. All Contracting Trades shall check and verify all levels, dimensions, data and conditions on the site prior to commencement of any work. Any discrepancies are to be reported immediately to LIME Architecture Inc. Do not Scale any dimensions from this drawing.

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

Revision No., Date and Description

11.17.23 FOR REZONING / DP

Planner Initials

SS

DP23-0224

SCHEDULE

This forms part of application







1 NORTH ELEVATION A-200 3/16" = 1'-0"

EXT	ERIOR FINISH	ES	
#	IMAGE	MATERIAL	ARCHITECTURE INC.
1		PANEL SIDING & FASCIAS: JAMES HARDIE, ARCTIC WHITE	PHONE:250-448-7801 205-1626 Richter Street, Kelowna, BC V1Y 2M3 www.limearchitecture.com
2		PANEL SIDING, TRIM, & FASCIAS: JAMES HARDIE, MIDNIGHT BLACK	ALL RIGHTS RESERVED All ideas, designs, drawings and specifications are the exclusive property of LIME Architecture Inc. As instruments of service, they may not be used or reproduced in any manner without the expressed written consent of LIME Architecture Inc. All Contracting Trades
3		HORIZONTAL SIDING: JAMES HARDIE, GRAY SLATE	shall check and verify all levels, dimensions, data and conditions on the site prior to commencement of any work. Any discrepancies are to be reported immediately to LIME Architecture Inc. Do not Scale any dimensions from this drawing.
4		TRIM: JAMES HARDIE, GRAY SLATE	All trades are to execute the work in accordance with the current municipality building by-laws and requirements of other local authorities having jurisdiction as well as the british columbia building code - (most recent edition) including all published revisions and addenda. All trades shall assume full responsibility for the locations
5		BRICK: SIRENIS, ICY GREY	and protection ot all under and above ground utilities, wires and conduit connections, including (but not limited to) water, sewer, gas, hydro and telephone. Revision No., Date and Description
6		CONCRETE: SEALED, SMOOTH FINISH	11.17.23 FOR REZONING / DP 02.27.24 FOR REZONING / DP 04.22.24 ADDENDUM A
7		HORIZONTAL PRIVACY SLATS: LUX, CYPRESS	
8		FLASHINGS & RWLs: WHITE ALUMINIUM	
9		DOORS, WINDOWS, RAILINGS, SOFFITS, GUTTERS, RWLS, LIGHTS, & UNIT #'s: BLACK ALUMINIUM	
10		TORCH-ON ROOFING: IKO, CHARCOAL GREY	
11		ASPHALT SHINGLE ROOFING: IKO, HARVARD SLATE	



ADDENDUM A

Plot Date

PROJECT

4/22/2024 10:20:57 AM

925 LAURIER AVENUE

ELEVATIONS

DRAWING TITLE

Drawing No.

A-200



	EXT	ERIOR FINISH	IES	
.RD SETBACK		IMAGE	PANEL SIDING & FASCIAS: JAMES HARDIE, ARCTIC WHITE	PHONE:250-448-7801 205-1626 Richter Street, Kelowna, BC V1Y 2M3 www.limearchitecture.com
0.9m READ YA	2		PANEL SIDING, TRIM, & FASCIAS: JAMES HARDIE, MIDNIGHT BLACK	COPYRIGHT. ALL RIGHTS RESERVED All ideas, designs, drawings and specifications are the exclusive property of LIME Architecture Inc. As instruments of service, they may not be used or reproduced in any manner without the expressed written consent of LIME
9	3		HORIZONTAL SIDING: JAMES HARDIE, GRAY SLATE	Architecture Inc. All Contracting Trades shall check and verify all levels, dimensions, data and conditions on the site prior to commencement of any work. Any discrepancies are to be reported immediately to LIME Architecture Inc. Do not Scale any dimensions from this drawing.
	4		TRIM: JAMES HARDIE, GRAY SLATE	All trades are to execute the work in accordance with the current municipality building by-laws and requirements of other local authorities having jurisdiction as well as the british columbia building code - (most recent edition) including all published revisions and addenda. All trades shall
3	5		BRICK: SIRENIS, ICY GREY	assume full responsibility for the locations and protection of all under and above ground utilities, wires and conduit connections, including (but not limited to) water, sewer, gas, hydro and telephone. Revision No., Date and Description
1	6		CONCRETE: SEALED, SMOOTH FINISH	11.17.23 FOR REZONING / DP 02.27.24 FOR REZONING / DP 04.22.24 ADDENDUM A
	7		HORIZONTAL PRIVACY SLATS: LUX, CYPRESS	
	8		FLASHINGS & RWLs: WHITE ALUMINIUM	
 PROPOSED GRADE	9		DOORS, WINDOWS, RAILINGS, SOFFITS, GUTTERS, RWLS, LIGHTS, & UNIT #'s: BLACK ALUMINIUM	
	10		TORCH-ON ROOFING: IKO, CHARCOAL GREY	
	11		ASPHALT SHINGLE ROOFING: IKO, HARVARD SLATE	
		SCH This forr # DP23- Planner Initials	EDULE B ns part of application Image: City of C	
				Plot Date 4/22/2024 10:21:02 AM
				PROJECT 925 LAURIER AVENUE DRAWING TITLE ELEVATIONS
				Drawing No. A-201
	1			UNITERED ARCOM

ADDENDUM A



2 SOUTH ELEVATION (COLOURED) A-202 3/16" = 1'-0"

EXT	ERIOR FINISH	IES	
#	IMAGE	MATERIAL	ARCHITECTURE INC.
1		PANEL SIDING & FASCIAS: JAMES HARDIE, ARCTIC WHITE	PHONE:250-448-7801 205-1626 Richter Street, Kelowna, BC V1Y 2M3 www.limearchitecture.com
2		PANEL SIDING, TRIM, & FASCIAS: JAMES HARDIE, MIDNIGHT BLACK	COPYRIGHT. ALL RIGHTS RESERVED All ideas, designs, drawings and specifications are the exclusive property of LIME Architecture Inc. As instruments of service, they may not be used or reproduced in any manner without the expressed written consent of LIME Architecture Inc. All Contracting Trades
3		HORIZONTAL SIDING: JAMES HARDIE, GRAY SLATE	shall check and verify all levels, dimensions, data and conditions on the site prior to commencement of any work. Any discrepancies are to be reported immediately to LIME Architecture Inc. Do not Scale any dimensions from this drawing.
4		TRIM: JAMES HARDIE, GRAY SLATE	All trades are to execute the work in accordance with the current municipality building by-laws and requirements of other local authorities having jurisdiction as well as the british columbia building code - (most recent edition) including all published revisions and addenda. All trades shall assume full responsibility for the locations and protection of all under and above
5		BRICK: SIRENIS, ICY GREY	ground utilities, wires and conduit connections, including (but not limited to) water, sewer, gas, hydro and telephone.
6		CONCRETE: SEALED, SMOOTH FINISH	and Description 11.17.23 FOR REZONING / DP 02.27.24 FOR REZONING / DP 04.22.24 ADDENDUM A
7		HORIZONTAL PRIVACY SLATS: LUX, CYPRESS	
8		FLASHINGS & RWLs: WHITE ALUMINIUM	
9		DOORS, WINDOWS, RAILINGS, SOFFITS, GUTTERS, RWLS, LIGHTS, & UNIT #'s: BLACK ALUMINIUM	
10		TORCH-ON ROOFING: IKO, CHARCOAL GREY	
11		ASPHALT SHINGLE ROOFING: IKO, HARVARD SLATE	



ADDENDUM A

Plot Date

PROJECT

4/22/2024 10:21:07 AM

925 LAURIER AVENUE

ELEVATIONS

DRAWING TITLE

Drawing No.

A-202



2 EAST ELEVATION (COLOURED) A-203 3/16" = 1'-0"

ADDENDUM A



 \bigcirc

Qty Botanical

<u>Plant List</u>

- 4 Acer rubrum 'Bowhall' Cornus alba 'Elegantissima' 9 6 Picea abies 'Nidiformis' 15 Euonymous alatus 'Compactus' 31 Calamagrostis acutiflora
- 15 Spiraea japonica 11 Salvia x sylvestris
- 39 Hemerocallis 'Ruby Stella'
- 14 Hosta fortuneii 'Patriot'
- 11 Arctostaphylos uva-ursi
- 4 Low Voltage Landscape Lighting

TRUE NORTH PROJECT NORTH

П	FRUJEUI	

Common	Size
'Bowhall' Red Maple	5cm Cal Min.
Variegated Dogwood	#2
Nest Spruce	#2
Dwarf Burning Bush	#2
Foerster's Feather Reed Grass	#1
Double Play Red Spirea May Night Salvia	#1 #2 #1
Ruby Stella Dwarf Daylily	#1
Patriot Hosta	#1
Vancouver Jade Kinnickinnick	#1

Notes:

1. Planting beds to be dressed with Black Bark Mulch and have a landscape fabric underlay for weed prevention. 2. Site to be watered with a fully automated irrigation system.

3. Landscape lighting to be low voltage. 4. All structures to have positive drainage.

5. All materials and methods to conform to the Canadian Landscape Standard.

6. Plant material to be locally sourced.

7. Landscape edger to be used wherever turf touches bark mulch.



191001		
∽ Salvia x sy	vlvestris 'Little Night'	(6)
∕ ── Cornus al	ba 'Elegantissima' (9	9)
— Hosta for	tuneii (14)	
- Arctostap	ohylos uva-ursi (11)	
Ž	RIER	



- Acer rubrum 'Bowhall' (3) (Trees Set Back 3.0m From Building) (1 Lg Tree per 10m Linear Landscape Area)

Scale: / B = 'O'		
Meghan Nimegeers Landscape Design	meghannimegeers@gmail.com	LDO-004-2012
	Landscape Plan	
Date: November 03, 2025	Revised: November 15, 2023	Revised: February 09, 2024
	A, BC	

KELOWNA Φ 4 urie σ S N 0

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

Kelo	owna 2040 Official Community Plan:		AT ⁻	ΓAC	HN	IEN	Т	В
			This fo	orms p	art of	applica	ation	
			#_DP2	23-022	4			
	SECTION 4.0: TOWNHOUSES & INFILL		Planner	SS			Kel	owna
RA	TE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE	N/A	1 1	2	2	4	5	IMUNITY PLANNING
(11	is least complying & 5 is highly complying)				_	–		
3.1	. Townhouses & Infill							
3.1	1 Relationship to the Street	N/A	1	2	3	4	5	
a.	Design primary unit entrances to provide:						\checkmark	
•	A clearly visible front door directly accessible from a public street							
	or publicly accessible pathway via a walkway, porch and/or stoop;							
•	Architectural entrance features such as stoops, porches, shared							
	landings, patios, recessed entries, and canopies;							
•	A sense of transition from the public to the private realm by							
	utilizing strategies such as changes in grade, decorative railings,							
	and planters; and							
•	Punctuation, articulation, and rhythm along the street							
b.	A maximum 1.2 m height (e.g. 5-6 steps) is desired for front						~	
	entryways or stoops. Exceptions can be made in cases where the							
	water table requires this to be higher.							
с.	In the case of shared landings that provide access to multiple	\checkmark						
	units, avid having more than two doors in a row facing outward.							
d.	For buildings oriented perpendicularly to the street (e.g. shotgun						\checkmark	
	townhomes), ensure that the end unit facing the street is a custom							
	street-oriented unit with primary entry directly accessible from							
	the fronting street and primary living space at grade.							
e.	For large townhouse projects (e.g. master planned communities	\checkmark						
	with internal circulation pattern), Guidelines 3.1.1.a-d apply for							
	units facing strata roads as well as those units fronting onto public							
	streets.							
3.1	2 Scale and Massing	N/A	1	2	3	4	5	
a.	Wherever possible, reflect the positive attributes of adjacent							
1	nousing while integrating new higher density forms of housing as			1	1			
L.	envisioned in the UCP.							
D.	Scale and site buildings to establish consistent rhythm along the							
	street by, for example, articulating individual units through							
	and clight projection/record in the facade							
	limit the number of connected townhouse units to a maximum of			+				
L.	6 units before splitting into multiple buildings							
	la larger townhouse developments (e.g., master planned			1	1			
	communities with internal circulation pattern) integrate a large							
	proportion of (unit townhouse buildings to create a finer grap of							
	development and limit visual impacts							
2 1	a Site Planning	N/A	1	2	2	1.	5	
2.1		, INA	-	~	2	4	5	

	A	FTACHMENT	B				
	This	s forms part of applicati	on 💦	A			
	#_D	P23-0224	🕅			DP2	3-0224
			City of		Septem	ber 23 ^r	° , 2024
	Plan Initia	ner Is SS	COMMUNITY PLAY				
a.	Gated or walled communities are not supported.		✓				
b.	For large townhouse projects, consider including	communal	\checkmark				
_	amenity buildings.						
Co	nnectivity						1
с.	Provide pedestrian pathways on site to connect:						\checkmark
•	Main building entrances to public sidewalks and o	pen spaces;					
•	Visitor parking areas to building entrances;						
•	From the site to adjacent pedestrian/trail/cycling	networks (where					
	applicable).	-					
d.	When pedestrian connections are provided on site	e, frame them					\checkmark
	with an active edge – with entrances and window	s facing the path					
	or lane.						
e.	For large townhouse projects (e.g. master planne	d communities	\checkmark				
	with internal circulation pattern):						
•	Design the internal circulation pattern to be integ	rated with and					
	connected to the existing and planned public stre	et network.					
Fa	cing Distances and Setbacks						-
f.	Locate and design buildings to maintain access to	sunlight, and					\checkmark
	reduce overlook between buildings and neighbou	ring properties.					
g.	Separate facing buildings on site a minimum of 10	0 – 12 m to	\checkmark				
	provide ample spatial separation and access to su	nlight.					
h.	Limit building element projections, such as balcor	nies, into setback					\checkmark
	areas, streets, and amenity areas to protect solar	access.					
i.	Front yard setbacks on internal roads should resp	ond to the height					\checkmark
	of townhouses, with taller townhouses (e.g. 3 stor	reys) having					
	greater setbacks to improve liveability and solar a	iccess.					
3.1	4 Open Spaces						
a.	Design all units to have easy access to useable pri	vate or semi-					\checkmark
	private outdoor amenity space.						
b.	Design front yards to include a path from the from	ting street to the					\checkmark
	primary entry, landscaping, and semi-private out	door amenity					
	space.						
с.	Avoid a 'rear yard' condition with undeveloped fro	ontages along					\checkmark
	streets and open spaces.						
d.	Design private outdoor amenity spaces to:						\checkmark
•	Have access to sunlight;						
•	Have railing and/or fencing to help increase privac	cy; and					
•	Have landscaped areas to soften the interface wit	h the street or					
	open spaces/						
e.	Design front patios to:						
•	Provide an entrance to the unit; and						
•	Be raised a minimum of 0.6 m and a maximum of	1.2 m to create a					
	semi-private transition zone.						
f.	Design rooftop patios to:						\checkmark
•	Have parapets with railings;						
•	Minimize direct sight lines into nearby units; and						
•	Have access away from primary facades.						

		NT	B		_			
	This forms part of appli	cation						
	#_DP23-0224						DP23	-0224
		Cityo	of 🎙		Sep	temb	er 23 rd	, 2024
r	Planner Initials SS	Kel	OW	/na			1	
g.	Design balconies to be inset or partially inset to offer privacy and			Danino				
	shelter, reduce building bulk, and minimize shadowing.							
•	Consider using balcony strategies to reduce the significant							
	potential for heat loss through thermal bridge connections which	h						
	could impact energy performance.							
h.	Provide a minimum of 10% of the total site area to common						\checkmark	
	outdoor amenity spaces that:							
•	Incorporate landscaping, seating, play space, and other element	S						
	that encourage gathering or recreation; and							
•	Avoid isolated, irregularly shaped areas or areas impacted by							
	parking, mechanical equipment, or servicing areas.							
i.	For large townhouse projects, provide generous shared outdoor	~	/					
	amenity spaces integrating play spaces, gardening, storm water							
	and other ecological features, pedestrian circulation, communal							
	amenity buildings, and other communal uses.							
i.	Design internal roadways to serve as additional shared space (e.	a. 🗸	,					
5	vehicle access, pedestrian access, open space) suing strategies							
	such as:							
•	High quality pavement materials (e.g. permeable pavers); and							
•	Providing useable spaces for sitting gathering and playing							
2 1	E Site Servicing Access and Parking	N	/Δ	1	2	2	1.	E
 	Provide landscaping in strategic locations throughout to frame		// \	-	-	J	-	, <u> </u>
u.	huilding entrances soften edges screen parking garages and							~
	break up long facades							
Sit	Servicing							
b	Exceptions for locating water collection out of public view can be	00						
υ.	made for well designed waste collection systems such as Molek	ee						\sim
	made for well-designed waste collection systems soch as wolok							
	hing							
Da	bins.							
Pa	bins. rking							
Ра с.	bins. rking Rear-access garage or integrated tuck under parking is preferred							✓
Pa c.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing							~
Pa c.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets.							~
Pa c. d.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate	3						
Pai c. d.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported.							
Pai c. d. e.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhouse	es						>>
Pai c. d. e.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations:	es						>
Pai c. d. e. ●	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provide	d es de						> > >
Pai c. d. e.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provid weather protection to building entries; and	d es de						>
 Pai c. d. e. • 	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provid weather protection to building entries; and Design garage doors to limit visual impact, using strategies such	d es de						> > >
Pail c. d. e. •	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provid weather protection to building entries; and Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the façade.	d es de						>
Pai c. d. e. ● f.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provid weather protection to building entries; and Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the façade. Provide visitor parking in accessible locations throughout the sti	de ee						> > >
Pai c. d. e. • f.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provid weather protection to building entries; and Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the façade. Provide visitor parking in accessible locations throughout the sti and provide pedestrian connections from visitor parking to	de ee						> >
Pai c. d. e. f.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provid weather protection to building entries; and Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the façade. Provide visitor parking in accessible locations throughout the sti and provide pedestrian connections from visitor parking to townhouse units. Acceptable locations include:	de es e						> >
Pai c. d. e. • f.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provid weather protection to building entries; and Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the façade. Provide visitor parking in accessible locations throughout the sti and provide pedestrian connections from visitor parking to townhouse units. Acceptable locations include: Distributed through the site adjacent to townhouse blocks; and	de ee						> >
Pai c. d. e. • f.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provid weather protection to building entries; and Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the façade. Provide visitor parking in accessible locations throughout the sti and provide pedestrian connections from visitor parking to townhouse units. Acceptable locations include: Distributed through the site adjacent to townhouse blocks; and Centralized parking, including integration with shared outdoor	de ee						> >
Pai c. d. e. • f.	bins. rking Rear-access garage or integrated tuck under parking is preferred in townhouses, in general, and is required for townhouses facing public streets. Centralized parking areas that eliminate the need to integrate parking into individual units are supported. Front garages and driveway parking are acceptable in townhous facing internal strata roads, with the following considerations: Architecturally integrate the parking into the building and provid weather protection to building entries; and Design garage doors to limit visual impact, using strategies such as recessing the garage from the rest of the façade. Provide visitor parking in accessible locations throughout the sti and provide pedestrian connections from visitor parking to townhouse units. Acceptable locations include: Distributed through the site adjacent to townhouse blocks; and Centralized parking, including integration with shared outdoor amenity space	de ee						> >

		ATTACHMEN [®]	T B					
	т	This forms part of applica	tion		_			
	#	[‡] DP23-0224	🕷				DP23	-0224
	F	Planner	City of	wna	Sep	temb	er 23 rd	, 2024
a	Ensure that internal circulation for vehicles is de	nitials SS signed to	COMMUNIT					
y.	accommodate necessary turning radii and provi	ides for logical and						`
	safe access and egress	lacs for logical and						
h	For large townhouse projects (e.g. master plan	ned communities						
	with internal circulation pattern), a minimum of	two access/egress	5					
	points to the site is desired.							
i.	Locate access points to minimize impacts of he	adlights on						\checkmark
	building interiors.	5						
j.	Design the internal circulation patter and pedes	strian open space	~					
5	network to be integrated with and connected to	o the existing and						
	planned public street and open space network.	2						
3.1	.6 Building Articulation, Features, and Materia	als	N/A	1	2	3	4	5
a.	Design facades to articulate the individual units	while reflecting						\checkmark
	positive attributes of neighbourhood character.	Strategies for						
	achieving this include:							
٠	Recessing or projecting facades to highlight the	e identity of						
	individual units; and							
٠	Using entrance features, roofline features, or ot	her architectural						
	elements.							
b.	To maximize integration with the existing neigh	nbourhood, design						\checkmark
	infill townhouses to:							
•	Incorporate design elements, proportions, and	other						
	characteristics found within the neighbourhood	l; and						
•	Use durable, quality materials similar or comple	ementary to those						
	fond within the neighbourhood.		_					
с.	Maintain privacy of units on site and on adjacen	it properties by						\checkmark
	minimizing overlook and direct signt lines from	the building using						
	Off setting the location of windows in facing w	alls and locating						
•	doors and paties to minimize privacy concerns f	from direct cight						
	lines:	ion direct signt						
•	Lise of clerestory windows:							
	Use of landscaping or screening, and							
•	Use of setbacks and articulation of the building							
Ь	In larger townhouse developments (e.g. master	. nlanned						
u.	communities with internal circulation pattern)	provide modest	~					
	variation between different blocks of townhous	e units, such as						
	change in colour, materiality, building, and roof	form.						





Transmittal Page 1 of 2

To: Planning Department CC: Dave Sidhu City of Kelowna dave@patrika.ca

November 16, 2023

Re: Design Rationale for the Proposed Development of 925 Laurier Ave, Kelowna, BC (The Site)

Dear City of Kelowna Planning Department,

Further to submitted information as it pertains to the rezoning associated with the proposed Development of 925 Laurier Avenue in Kelowna to an MF2 Zone designation, we offer the following Rationale for the project:

Located in the Core Area, between the Capri Urban Centre and the Downtown Urban Centre created by the 2040 OCP. The proposed site is in close proximity both the Capri and Downtown Urban Centres and is the perfect location for families who need to be in close proximity to amenities such as grocery and retail stores, restaurants, schools, and parks. The location also offers alternative modes of transit to support those who wish to commute by bus, bicycle, or foot.

The proposed MF2 zone allows for ground-oriented townhouses that are strategically incorporated into the area, providing an increase in density from the existing single family in the neighbourhood.

The development provides an easily accessible mail centre, bicycle parking, and garbage & recycling area towards the entry of the site. The entrance to the parking area will be provided via a lane which will be accessed from Ethel Street. The units will have ground-oriented access from Laurier Avenue. The development consists of one (1) townhouse building with five (5) 3-bedroom units. The proposed townhouse will be 3-storeys (11.0m) tall and will conform to all requirements of the MF2 zone; no variances are being requested.

Each unit is provided with two (2) parking stalls in a shared parking area below the building. The main entrance to each unit will be located from grade, providing mechanical rooms and entry closets on the main floor. The second floor contains the kitchen, dining, living, and bathroom. The third floor contains one (1) primary bedroom with ensuite and walk-in-closet, two (2) bedrooms with a common bathroom, a storage room, and a laundry closet. The rooftop contains large private outdoor deck spaces for each unit.

The proposed building form and style serves to maintain consistency with the new developments in the area, bringing new life to the neighbourhood with its modern design. Simplified massing is utilized to ensure both energy efficiency in the exterior wall layout, as well as cost effective construction. The design takes advantage of the simplistic form by accenting elements such as unit entrances to create visual intrigue. Natural elements such as brick and wood-appearance privacy

Matt Johnston, Architect AIBC, LEED AP

www.LIMEarchitecture.com





Transmittal Page 2 of 2

slats are used to enhance the character of the neighbourhood, making the façade more inviting from a pedestrian perspective.

In summary, the rationale for this project is as follows:

- i. Provide an increase in density to a neighbourhood where this density is desired.
- ii. Provide 3-bedroom units to accommodate the need for family-oriented housing.
- iii. Provide a building typology that fits into the context, provides ground-oriented units, and allows for an energy-efficient built-form.
- iii. The proposed development meets all City of Kelowna Bylaw requirements.

This proposed development recognizes the City of Kelowna's strategic approach to overall growth including better use of precious developable land in accordance with the City's OCP/Future Land Use, Healthy City Strategy and planning initiatives.

We look forward to your supportive comments in response to this Rezoning/Development Variance Permit application.

Please do not hesitate to contact our office if you have any questions or require additional information in these matters.

Sincerely:

Matt Johnston // Architect AIBC, LEED AP LIME Architecture Inc.

www.LIMEarchitecture.com







Purpose

To issue a Development Permit for the form and character of a five-unit townhouse development.



Development Process



kelown¹⁹⁷ca

Context Map



Walk Score

Subject Property Map







Technical Details

MF2 – Townhouse Housing

- ► 5 units
 - ▶ 3-bedroom
- 3 storeys in height
- 11 Parking Stalls
 - 10 residential stalls
 - ı visitor/accessible stall
- Bicycle Parking Stalls
 - 5 long-term stalls
 - 4 short-term stalls
- ► 4 Trees
 - 2 large size trees



Site Plan



Elevation – North, fronting Laurier Ave



Elevation – West, side yard



Materials Board



PANEL SIDING & FASCIAS: JAMES HARDIE, ARCTIC WHITE	BRICK: SIRENIS, ICY GREY
PANEL SIDING, TRIM, & FASCIAS: JAMES HARDIE, MIDNIGHT BLACK	CONCRETE: SEALED, SMOOTH FINISH
HORIZONTAL SIDING: JAMES HARDIE, GRAY SLATE	HORIZONTAL PRIVACY SLATS: LUX, CYPRESS
TRIM: JAMES HARDIE, GRAY SLATE	FLASHINGS & RWLs: WHITE ALUMINIUM



Landscape Plan





Rendering – NW, fronting Laurier Ave



Rendering – SE, fronting rear lane





OCP Design Guidelines

- Orienting building entries, windows, patios, and balconies to face the fronting street
- Using building articulation, scaling and setbacks to define individual units
- Providing access to parking from a lane, with integrated tuck under parking that is screened from the fronting street





Staff Recommendation

Staff recommend support for the proposed development permit as it:

- Meets majority of OCP Design Guidelines
- Within 50 m of the Ethel Street Active Transportation Corridor
- No variances required



REPORT TO COUNCIL DEVELOPMENT PERMIT

September 23, 2024
Council
City Manager
3260 Hilltown Dr
DP23-0053
CD18 – McKinley Beach Resort



Recommendation 1.0

THAT Council authorizes the issuance of Development Permit No. DP23-0053 for Lot 14 Section 28 Township 23 ODYD Plan EPP76020, located at 3260 Hilltown Dr, Kelowna, BC subject the following:

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

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

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

Purpose 2.0

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

Development Planning 3.0

Staff support the proposed Development Permit for the form and character of apartment housing. The proposal generally aligns with the Official Community Plan (OCP) Form and Character Design Guidelines for Low & Mid-Rise Residential Development. Key guidelines that are met include:

- The design avoids blank walls alongside and rear of the building, and screens the parkade; •
- Vehicle access is provided from the Statutory Right of Way (SRW) along the rear of the property, and not directly off the fronting street;
- A range of high-quality materials and designs that features various colours and different material • types.

Materials that are proposed include cork and anthracite coloured mac steel siding, white cementitious panel, limestone panel, and white board and batten. Common amenity spaces include a gym and a flex room on the main floor, and private amenity spaces include balconies on each unit.

The subject property does not have any required landscape area due to the setbacks of the CD18 zone, but the proposal does include several small and medium trees at the front, side and rear of the building.

4.0 Subject Property & Background

4.1 <u>Subject Property Map</u>



The subject property is located on Hilltown Drive in McKinley Beach Resort. The surrounding area is a mix of single detached dwellings, apartment housing and townhouses. The property is in close proximity to McKinley Mountain Park.

AREA & UNIT STATISTICS				
Gross Lot Area			1,538.7 m ²	
Total Number of Units			22	
2-bed			14	
3-peq			8	
DEVELOPMENT REGULATIONS				
CRITERIA	CD18	ZONE	PROPOSAL	
Total Maximum Floor Area Ratio	r	ı/a	1.98	
Max. Height	38.25 m / 9 storeys		25.8 m / 7 storeys	
Setbacks				
Min. Front Yard (East)	0.	o m	3.0 m	
Min. Side Yard (North)	0.	o m	2.6 m	
Min. Side Yard (South)	0.	o m	3.6 m	

5.0 Zoning Bylaw Regulations Summary

Min. Rear Yard (West)	0.0 M	1.1 M		
Amenity Space				
Total Required Amenity Space	550 m²	1,374.5 m²		
Common	462 m²	161.7 m²		
Private	88 m²	1212.8 m ²		
Landscaping				
Min. Number of Trees	o trees	o trees		
PARKING REGULATIONS				
CRITERIA	CD18 ZONE REQUIREMENTS	PROPOSAL		
CRITERIA Total Required Vehicle Parking	CD18 ZONE REQUIREMENTS 40 stalls	PROPOSAL 41 stalls		
CRITERIA Total Required Vehicle Parking Residential	CD18 ZONE REQUIREMENTS 40 stalls 37	PROPOSAL 41 stalls 3 ⁸		
CRITERIA Total Required Vehicle Parking Residential Visitor	CD18 ZONE REQUIREMENTS 40 stalls 37 3	PROPOSAL 41 stalls 38 3		
CRITERIA Total Required Vehicle Parking Residential Visitor	CD18 ZONE REQUIREMENTS 40 stalls 37 3 Min. 50% Regular	PROPOSAL 41 stalls 38 3 73.2% Regular		
CRITERIA Total Required Vehicle Parking Residential Visitor Ratio of Regular to Small Stalls	CD18 ZONE REQUIREMENTS 40 stalls 37 3 Min. 50% Regular Max. 50% Small	PROPOSAL 41 stalls 38 3 73.2% Regular 26.8% Small		
CRITERIA Total Required Vehicle Parking Residential Visitor Ratio of Regular to Small Stalls Bicycle Stalls Short-Term	CD18 ZONE REQUIREMENTS 40 stalls 37 3 Min. 50% Regular Max. 50% Small 6 stalls	PROPOSAL 41 stalls 38 3 73.2% Regular 26.8% Small 6 stalls		

6.0 Application Chronology

Application Accepted:	March 27, 2023
Neighbour Notification Received:	N/A

Report prepared by:	Tyler Caswell, Planner II
Reviewed by:	Jocelyn Black, Urban Planning Manager
Reviewed by:	Nola Kilmartin, Development Planning Department Manager
Approved for Inclusion:	Ryan Smith, Divisional Director, Planning, Climate Action & Development
	Services

Attachments:

Attachment A: Draft Development Permit - DP23-0053 Schedule A: Site Plan & Floor Plans 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 <u>www.kelowna.ca/currentdevelopments</u>.

Development Permit

DP23-0053



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

3260 Hilltown Dr

and legally known as

Lot 14 Section 28 Township 23 ODYD Plan EPP76020

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

Apartment Housing

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

Date of Council Approval:	September 23, 2023
Development Permit Area:	Form and Character DPA
Existing Zone:	CD18 – McKinley Beach Resort
Future Land Use Designation:	S-RES – Suburban Residential

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:

1918951 Alberta Ltd., Inc.No. A0110539

Applicant:

New Town Architecture & Engineering

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. DP23-0053 for Lot 14 Section 28 Township 23 ODYD Plan EPP86020 located at 3260 Hilltown Dr, 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 Council 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 **\$74,067.19**

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 <u>CURRENT LAND OWNER</u>. Security shall <u>ONLY</u> be returned to the signatory of the Landscape Agreement or their designates.






























FRONT - NORTH EAST ELEVATION

FRONT ELEVATION

RENDERING FOR ILLUSTRATIVE PURPOSES ONLY





13







No. DAT 1 NOV 25, 2021 2 APRIL 14, 2022 3 MARCH 17, 2023 RE-ISSUED FOR DF JULY 26, 2023 RE-ISSUED FOR DP UGUST 31, 2023 RE-ISSUED FOR DP 8 AUGUST 16, 2024 RE-ISSUED FOR DP UGUST 29, 2024 RE-ISSUED FOR DP 9 4

project title HILLTOWN CONDOS project address 3260 HILLTOWN DRIVE, KELOWNA, BC

× Ζ

Σ r

ш

0

Ľ

C

LL.

dawing

whether d

project legal description LOT 14 SECTION 28 TOWNSHIP 23 ODYD PLAN EPP76020 4188 file no. drawing title RENDERINGS

REAR - NORTH WEST ELEVATION

A9.01D





NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANDAIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 12375 STANDARDS.

2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.

3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.

4. SHRUB BEDS TO RECEIVE A MINIMUM 450mm 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 REPONSIBLE FOR SITE SERVICING AND UTILITIES SHALL ENSURE THAT ALL BUILDING PERMIT SUBMITTALS ARE COORDINATED WITH LANDSCAPE ARCHITECTURAL SUBMITTALS.

PLANT LIST

BOTANICAL NAME

TREES PARROTIA PERSICA 'JLCOLUMNAR' SYRINGA RETICULATA 'IVORY SILK'

SHRUBS BERBERIS THUNBERGII 'GENTRY' BUXUS 'GREEN VELVET' PICEA ABIES 'LITTLE GEM' SPIRAEA JAPONICA 'GOLDMOUND' Taxus X media 'Hicksii'

PERENNIALS & GRASSES

ASTILBE JAPONICA 'PEACH BLOSSOM' CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER' HOSTA 'STRIPTEASE' LAVANDULA ANGUSTIFOLIA 'HIDCOTE' PENNISETUM ORIENTALE 'KARLEY ROSE' Rudbeckia fulgida 'goldsturm' SEDUM SPECTABILE 'AUTUMN FIRE' SYMPHORICARPOS ALBUS

COMMON

PEACH BL KARL FOE STRIPTEAS HIDCOTE Karley R GOLDSTUR AUTUMN SNOWBE

	PLANT Q	UANTITIES ESTIMATED ONLY. NOT FOR PRICING
COMMON NAME	QTY	SIZE/SPACING & REMARKS
PERSIAN SPIRE 'PARROTIA'	13	3cm CAL.
IVORY SILK TREE LILAC	4	3cm CAL.
Royal Burgundy Barberry	24	#02 CONT. /1.2M O.C. SPACING
Green Velvet Boxwood	35	#02 CONT. /1.0M O.C. SPACING
Little Gem Norway Spruce	35	#02 CONT. /1.0M O.C. SPACING
Goldmound Spirea	24	#02 CONT. /1.2M O.C. SPACING
Hick's Yew	35	#02 CONT. /1.0M O.C. SPACING
PEACH BLOSSOM ASTILBE	18	#01 CONT. /0.9M O.C. SPACING
KARL FOERSTER FEATHER REED GRA	SS 15	#01 CONT. /1.0M O.C. SPACING
STRIPTEASE HOSTA	18	#01 CONT. /0.9M O.C. SPACING
HIDCOTE ENGLISH LAVENDER	26	#01 CONT. /0.75M O.C. SPACING
KARLEY ROSE FOUNTAIN GRASS	10	#01 CONT. /1.2M O.C. SPACING
GOLDSTURM CONEFLOWER	26	#01 CONT. /0.75M O.C. SPACING
AUTUMN FIRE STONECROP	26	#01 CONT. /0.75M O.C. SPACING







PROJECT TITLE

3260 HILLTOWN DRIVE

PARKADE LEVEL 2 Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION

1	22.12.16	Review
2	23.03.16	Review
3	23.07.25	Review
4	24.05.15	Review
5		

PROJECT NO	22-0899	
DESIGN BY	NM/AM	
drawn by	TR	
CHECKED BY	AM	
DATE	MAY 15, 2024	
SCALE	1:100	
PAGE SIZE	24"x36"	

SEAL



LM-101

DRAWING NUMBER

NOT FOR CONSTRUCTION Copyright Reserved. This drawing is the property of Ecora Engineering & Environmental Ltd. and shall not be reproduced, resold, or tendered without permission.



NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANDAIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 12375 STANDARDS.

2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.

3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.

4. SHRUB BEDS TO RECEIVE A MINIMUM 450mm 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 REPONSIBLE FOR SITE SERVICING AND UTILITIES SHALL ENSURE THAT ALL BUILDING PERMIT SUBMITTALS ARE COORDINATED WITH LANDSCAPE ARCHITECTURAL SUBMITTALS.

PLANT LIST

BOTANICAL NAME

TREES PARROTIA PERSICA 'JLCOLUMNAR' SYRINGA RETICULATA 'IVORY SILK'

SHRUBS BERBERIS THUNBERGII 'GENTRY' BUXUS 'GREEN VELVET' PICEA ABIES 'LITTLE GEM' SPIRAEA JAPONICA 'GOLDMOUND' Taxus X media 'Hicksii'

PERENNIALS & GRASSES

ASTILBE JAPONICA 'PEACH BLOSSOM' CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER' HOSTA 'STRIPTEASE' LAVANDULA ANGUSTIFOLIA 'HIDCOTE' PENNISETUM ORIENTALE 'KARLEY ROSE' Rudbeckia fulgida 'goldsturm' SEDUM SPECTABILE 'AUTUMN FIRE' SYMPHORICARPOS ALBUS

COMMON

PEACH BL KARL FOEF STRIPTEAS HIDCOTE KARLEY RC GOLDSTUR AUTUMN I SNOWBER

	PLANT QU	JANTITIES ESTIMATED ONLY. NOT FOR PRICING
COMMON NAME	QTY	SIZE/SPACING & REMARKS
PERSIAN SPIRE 'PARROTIA'	13	3cm CAL.
IVORY SILK TREE LILAC	4	3cm CAL.
Royal Burgundy Barberry	24	#02 CONT. /1.2M O.C. SPACING
Green Velvet Boxwood	35	#02 CONT. /1.0M O.C. SPACING
Little Gem Norway Spruce	35	#02 CONT. /1.0M O.C. SPACING
Goldmound Spirea	24	#02 CONT. /1.2M O.C. SPACING
Hick's Yew	35	#02 CONT. /1.0M O.C. SPACING
PEACH BLOSSOM ASTILBE	18	#01 CONT. /0.9M O.C. SPACING
KARL FOERSTER FEATHER REED GRASS	5 15	#01 CONT. /1.0M O.C. SPACING
STRIPTEASE HOSTA	18	#01 CONT. /0.9M O.C. SPACING
HIDCOTE ENGLISH LAVENDER	26	#01 CONT. /0.75M O.C. SPACING
KARLEY ROSE FOUNTAIN GRASS	10	#01 CONT. /1.2M O.C. SPACING
GOLDSTURM CONEFLOWER	26	#01 CONT. /0.75M O.C. SPACING
AUTUMN FIRE STONECROP	26	#01 CONT. /0.75M O.C. SPACING
SNOWBERRY	15	#01 CONT. /1.0M O.C. SPACING







PROJECT TITLE

3260 HILLTOWN DRIVE PARKADE LEVEL 1

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION

1	22.12.16	Review
2	23.03.16	Review
3	23.07.25	Review
4	24.05.15	Review
5		

PROJECT NO	22-0899
DESIGN BY	NM/AM
drawn by	TR
CHECKED BY	AM
DATE	MAY 15, 2024
SCALE	1:100
PAGE SIZE	24"x36"









CANDAIAN LANDSCAPE STANDARDS. ALL OFFSITE LANDSCAPE WORKS TO MEET CITY OF KELOWNA BYLAW 12375 STANDARDS.

2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.

3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.

4. SHRUB BEDS TO RECEIVE A MINIMUM 450mm 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 REPONSIBLE FOR SITE SERVICING AND UTILITIES SHALL ENSURE THAT ALL BUILDING PERMIT SUBMITTALS ARE COORDINATED WITH LANDSCAPE ARCHITECTURAL SUBMITTALS.

PLANT LIST

BOTANICAL NAME

TREES PARROTIA PERSICA 'JLCOLUMNAR' SYRINGA RETICULATA 'IVORY SILK'

SHRUBS BERBERIS THUNBERGII 'GENTRY' BUXUS 'GREEN VELVET' PICEA ABIES 'LITTLE GEM' SPIRAEA JAPONICA 'GOLDMOUND' Taxus X media 'Hicksii'

PERENNIALS & GRASSES

ASTILBE JAPONICA 'PEACH BLOSSOM' CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER' HOSTA 'STRIPTEASE' LAVANDULA ANGUSTIFOLIA 'HIDCOTE' PENNISETUM ORIENTALE 'KARLEY ROSE' Rudbeckia fulgida 'goldsturm' SEDUM SPECTABILE 'AUTUMN FIRE' SYMPHORICARPOS ALBUS

PEACH BL KARL FOEF STRIPTEAS HIDCOTE KARLEY RC GOLDSTUR AUTUMN I SNOWBER

	PLANT QU	JANTITIES ESTIMATED ONLY. NOT FOR PRICING
COMMON NAME	QTY	SIZE/SPACING & REMARKS
PERSIAN SPIRE 'PARROTIA'	13	3cm CAL.
IVORY SILK TREE LILAC	4	3cm CAL.
ROYAL BURGUNDY BARBERRY	24	#02 CONT. / 1.2M O.C. SPACING
LITTLE GEM NORWAY SPRUCE	35	#02 CONT. / 1.0M O.C. SPACING
Goldmound Spirea Hick's Yew	24 35	#02 CONT. /1.2M O.C. SPACING #02 CONT. /1.0M O.C. SPACING
PEACH BLOSSOM ASTILBE	18	#01 CONT. /0.9M O.C. SPACING
KARL FOERSTER FEATHER REED GRASS	15	#01 CONT. / 1.0M O.C. SPACING #01 CONT. / 0.9M O.C. SPACING
HIDCOTE ENGLISH LAVENDER	26	#01 CONT. /0.75M O.C. SPACING
KARLEY ROSE FOUNTAIN GRASS	10	#01 CONT. /1.2M O.C. SPACING
GOLDSTURM CONEFLOWER	26	#01 CONT. /0.75M O.C. SPACING
SNOWBERRY	15	#01 CONT. / 1.0M O.C. SPACING #01 CONT. / 1.0M O.C. SPACING





——) N

PROJECT TITLE

3260 HILLTOWN DRIVE LEVEL 1

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION

1	22.12.16	Review	
2	23.03.16	Review	
3	23.07.25	Review	
4	24.05.15	Review	
5			

PROJECT NO	22-0899
DESIGN BY	NM/AM
drawn by	TR
CHECKED BY	AM
DATE	MAY 15, 2024
SCALE	1:100
PAGE SIZE	24"x36"











WATER CONSERVATION CALCULATIONS LANDSCAPE MAXIMUM WATER BUDGET (WB) = 177 cu.m. / year ESTIMATED LANDSCAPE WATER USE (WU) = 98 cu.m. / year WATER BALANCE = 79 cu.m. / year

*REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS

IRRIGATION LEGEND



17/7/7/7/7/7/7/2

> HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS TOTAL AREA: 295 sq.m. ESTIMATED ANNUAL WATER USE: 98 cu.m.

\rightarrow

3260 HILLTOWN DRIVE PARKADE LEVEL 2

Kelowna, BC

PROJECT TITLE

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION

1	22.12.16	Review
2	23.03.16	Review
3	23.07.25	Review
4	24.05.15	Review
5		

PROJECT NO	22-0899	
DESIGN BY	NM/AM	
drawn by	TR	
CHECKED BY	AM	
DATE	MAY 15, 2024	
SCALE	1:100	
PAGE SIZE	24"x36"	

SEAL









WATER CONSERVATION CALCULATIONS

LANDSCAPE MAXIMUM WATER BUDGET (WB) = 177 cu.m. / year ESTIMATED LANDSCAPE WATER USE (WU) = 98 cu.m. / year WATER BALANCE = 79 cu.m. / year *REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS

IRRIGATION LEGEND

HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS TOTAL AREA: 295 sq.m. ESTIMATED ANNUAL WATER USE: 98 cu.m.

____)N

PROJECT TITLE

3260 HILLTOWN DRIVE Parkade Level 1

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION

1	22.12.16	Review
2	23.03.16	Review
3	23.07.25	Review
4	24.05.15	Review
5		

PROJECT NO	22-0899
DESIGN BY	NM/AM
dravvn by	TR
CHECKED BY	AM
DATE	MAY 15, 2024
SCALE	1:100
PAGE SIZE	24"x36"

SEAL







PROPERTY LINE BUILDING 7777 0 • - - - - - - - - - / F/7/7/7/7/7/7/7/7/7/7/7/7/7/7/ HILLTOWN DRIVE

IRRIGATION NOTES

1. IRRIGATION PRODUCTS AND INSTALLATION METHODS SHALL MEET OR EXCEED THE REQUIREMENTS OF THE WATER USE REGULATION BYLAW NO. 10480 AND THE SUPPLEMENTARY SPECIFICATIONS IN THE CITY OF KELOWNA BYLAW 7900 (PART 6, SCHEDULE 5).

2. THE IRRIGATION SYSTEM SHALL MEET THE REQUIREMENTS, REGULATIONS, AND BYLAWS OF THE WATER PURVEYOR.

3. THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN APPROVED BACKFLOW PREVENTION DEVICE, WATER METER, AND SHUT OFF VALVE LOCATED OUTSIDE THE BUILDING ACCESSIBLE TO THE CITY.

4. AN APPROVED SMART CONTROLLER SHALL BE INSTALLED. THE IRRIGATION SCHEDULING TIMES SHALL UTILIZE A MAXIMUM ET VALUE OF 7" / MONTH (KELOWNA JULY ET), TAKING INTO CONSIDERATION SOIL TYPE, SLOPE, AND MICROCLIMATE.

5. DRIP LINE AND EMITTERS SHALL INCORPORATE TECHNOLOGY TO LIMIT ROOT INTRUSION.

6. IRRIGATION SLEEVES SHALL BE INSTALLED TO ROUTE IRRIGATION LINES UNDER HARD SURFACES AND FEATURES.

7. IRRIGATION PIPE SHALL BE SIZED TO ALLOW FOR A MAXIMUM FLOW OF 1.5m /SEC.

8. A FLOW SENSOR AND MASTER VALVE SHALL BE CONNECTED TO THE CONTROLLER AND PROGRAMMED TO STOP FLOW TO THE SYSTEM IN CASE OF AN IRRIGATION WATER LEAK.





WATER CONSERVATION CALCULATIONS

LANDSCAPE MAXIMUM WATER BUDGET (WB) = 177 cu.m. / year ESTIMATED LANDSCAPE WATER USE (WU) = 98 cu.m. / year WATER BALANCE = 79 cu.m. / year *REFER ATTACHED IRRIGATION APPLICATION FOR DETAILED CALCULATIONS

IRRIGATION LEGEND

HIGH EFFICIENCY SUBSURFACE DRIP IRRIGATION FOR MODERATE WATER USE PLANTING AREAS TOTAL AREA: 295 sq.m.

ESTIMATED ANNUAL WATER USE: 98 cu.m.

N

PROJECT TITLE

3260 HILLTOWN DRIVE

Kelowna, BC

DRAWING TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR / REVISION

1	22.12.16	Review
2	23.03.16	Review
3	23.07.25	Review
4	24.05.15	Review
5		

PROJECT NO	22-0899	
DESIGN BY	NM/AM	
drawn by	TR	
CHECKED BY	AM	
DATE	MAY 15, 2024	
SCALE	1:100	
PAGE SIZE	24"x36"	

SEAL





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

SECTION 4.0: LOW & MID-RISE RESIDENTIAL MIXED USE						
RATE PROPOSALS COMPLIANCE TO PERTINENT GUIDELINE	N/A	1	2	3	4	5
(1 is least complying & 5 is highly complying)						
4.1 Low & mid-rise residential & mixed use guidelines						
4.1.1 Relationship to the Street	N/A	1	2	3	4	5
a. Ensure lobbies and main building entries are clearly visible from						~
the fronting street.						
b. Avoid blank walls at grade wherever possible by:						\checkmark
• Locating enclosed parking garages away from street frontages or						
public open spaces;						
• Using ground-oriented units or glazing to avoid creating dead frontages; and						
When unavoidable, screen blank walls with landscaping or						
incorporate a patio café or special materials to make them more						
visually interesting.						
4.1.2 Scale and Massing	N/A	1	2	3	4	5
a. Residential building facades should have a maximum length of 60						\checkmark
m. A length of 40 m is preferred.						
b. Residential buildings should have a maximum width of 24 m.						\checkmark
c. Buildings over 40 m in length should incorporate a significant					\checkmark	
horizontal and vertical break in the façade.						
d. For commercial facades, incorporate a significant break at	\checkmark					
intervals of approximately 35 m.						
4.1.3 Site Planning	N/A	1	2	3	4	5
a. On sloping sites, floor levels should step to follow natural grade and avoid the creation of blank walls.						~
b. Site buildings to be parallel to the street and to have a distinct						\checkmark
front-to-back orientation to public street and open spaces and to						
rear yards, parking, and/or interior court yards:						
• Building sides that interface with streets, mid-block connections						
and other open spaces and should positively frame and activate						
streets and open spaces and support pedestrian activity; and						
• Building sides that are located away from open spaces (building						
backs) should be designed for private/shared outdoor spaces and						
vehicle access.						
c. Break up large buildings with mid-block connections which should					✓	
be publicly-accessible wherever possible.						
d. Ground floors adjacent to mid-block connections should have	✓					
entrances and windows facing the mid-block connection.						
4.1.4 Site Servicing, Access and Parking	N/A	1	2	3	4	5



•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each interval; Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance; Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval; Changing the materials with the change in building plane; and Provide a lighting fixture, trellis, tree or other landscape feature within each interval.							
• • • •	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each interval; Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance; Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval; Changing the materials with the change in building plane; and Provide a lighting fixture, trellis, tree or other landscape feature							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each interval; Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance; Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval; Changing the materials with the change in building plane; and							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each interval; Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance; Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval;							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each interval; Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance; Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each interval; Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance; Changing the roof line by alternating dormers, stepped roofs.							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each interval; Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal bridge connections which could impact energy performance:							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each interval; Providing a bay window or balcony for each interval, while balancing the significant potential for heat loss through thermal							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each interval; Providing a bay window or balcony for each interval, while							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building façade; Providing a porch, patio, deck, or covered entry for each intervals							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade; Repeating window pattern intervals that correspond to extensions and step backs (articulation) in the building facade:							
•	Façade Modulation – stepping back or extending forward a portion of the façade to create a series of intervals in the façade;							
•	Façade Modulation – stepping back or extending forward a							
-	Facade Modulation – stepping back or extending forward a							
	buildings. Strategies for articulating buildings should consider the		1	1	1	1	1	
	m wide for mixed-use buildings and 20 m wide for residential							
a.	Articulate building facades into intervals that are a maximum of 15					✓		
4.1	6 Building Articulation, Features, and Materials	N/A	1	2	3	4	5	
	from adjacent units.							
	penetration, minimize noise disruptions, and minimize 'overlook'							
b.	Locate semi-private open spaces to maximize sunlight					\checkmark		
	areas to create seamless, contiguous spaces.							
	courtyards accessible and available to the public) with public open							
a.	Integrate publicly accessible private spaces (e.g. private			✓		1 ·		
4.1	5 Publicly-Accessible and Private Open Spaces	N/A	1	2	3	4	5	
	walls and barriers to accessibility are minimized.							
	landscaped terraces, and patios are integrated and that blank							
	condition, up to 2 m is permitted, provided that entryways, stairs,							
•	Where conditions such as the high water table do not allow for this							
	and be at a comfortable distance from street activity; and							
•	Semi-private spaces should be located above to soften the edge							
	the following considerations:							
	underground parking to a maximum of 1.2 m above grade, with							
с.	Buildings with ground floor residential may integrate half-storey					\checkmark		
	landscaped screening elements.							
	active retail uses, active residential uses, architectural or							
	other parking forms and should be screened from public view with							
	instances where the site or high water table does not allow for							
b.	Above grade structure parking should only be provided in					✓		
•	There is no more than one curb cut per property.							
•	Impacts on pedestrians and the streetscape is minimised; and							
	long face of the block;							
•	Access is from a secondary street, where possible, or from the							
	access may be provided from the street, provided:							
	and where the re-introduction of a lane is difficult or not possible.							
-	Vehicular access should be from the lane. Where there is no lane.						V	

b.	Break up the building mass by incorporating elements that define				✓
	a building's base, middle and top.			 	
с.	Use an integrated, consistent range of materials and colors and				✓
<u> </u>	provide variety, by for example, using accent colors.			 	
d.	Articulate the façade using design elements that are inherent to				✓
	the buildings as opposed to being decorative. For example, create				
	depth in building facades by recessing window frames or partially				
	recessing balconies to allow shadows to add detail and variety as a				
	byproduct of massing.			 	
e.	Incorporate distinct architectural treatments for corner sites and	~			
	highly visible buildings such as varying the roofline, articulating				
	the façade, adding pedestrian space, increasing the number and				
_	size of windows, and adding awnings or canopies.		 	 	
f.	Provide weather protection (e.g. awnings, canopies, overhangs,				✓
	etc.) along all commercial streets and plazas with particular				
	attention to the following locations:				
•	Primary building entrances;,				
•	Adjacent to bus zones and street corners where people wait for				
	traffic lights;				
•	Over store fronts and display windows; and				
•	Any other areas where significant waiting or browsing by people				
	OCCURS.				
g.	Architecturally-integrate awnings, canopies, and overhangs to the				✓
	building and incorporate architectural design features of buildings				
	from which they are supported.				
h.	Place and locate awnings and canopies to reflect the building's				✓
	architecture and fenestration pattern.				
i.	Place awnings and canopies to balance weather protection with				✓
	daylight penetration. Avoid continuous opaque canopies that run				
	the full length of facades.				
j.	Provide attractive signage on commercial buildings that identifies	\checkmark			
	uses and shops clearly but which is scaled to the pedestrian rather				
	than the motorist. Some exceptions can be made for buildings				
	located on highways and/or major arterials in alignment with the				
	City's Sign Bylaw.				
k.	Avoid the following types of signage:				✓
•	Internally lit plastic box signs;				
•	Pylon (stand alone) signs; and				
٠	Rooftop signs.				
١.	Uniquely branded or colored signs are encouraged to help				✓
	establish a special character to different neighbourhoods.				





Development Permit

City of Kelowna



Purpose

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



Mar 27, 2023 Control of the second sec

DP Consideration

Sept 23, 2024

Building Permit

Council Approvals

kelowna.ca

Context Map



Walk Score

Subject Property Map



City of **Kelowna**

Technical Details

 Development Permit for a seven-storey apartment building;

CD18 – McKinley Beach Resort

- 22 units
 - 14 2-bedroom
 - 8 3-Bedroom
- 7-storey in height
- 41 parking stalls
- > 20 long-term bicycle parking stalls





North & West Elevation



South & East Elevation



Materials Board

MAC STEEL SIDING - HARRYWOOD PLUS - CORK (#1)



MAC STEEL SIDING - METAL BLOCK - ANTHRACITE (#2)



CEMENTITIOUS PANEL - WHITE (#3)



GLASS RAILINGS - BLACK ALUMINUM RAILS (#10)

FOR SAMPLE

PURPOSES ONLY

BOARD AND BATTEN - WHITE (#4)









MOLOK BINS - GARBAGE/RECYCLING (#16)



248



CAST IN PLACE CONCRETE - RETAINING WALLS (#6)



LIMESTONE ARCHITECTURAL PANEL (#5)

AITH CENTER

Landscape Plan





Landscape Plan



Landscape Plan



Rendering – Hilltown Drive


Rendering – South



Rendering – Rear





OCP Design Guidelines

- Vehicle access is provided from the Statutory Right of Way (SRW) along the rear of the property, and not directly off the fronting street
- The design avoids blank walls along side and rear, and screens the parkade
- A range of high-quality materials and designs that features several colours of fiber cement paneling, metal flashing and wood brackets





Staff Recommendation

Staff recommend support for the proposed Development Permit as it:

- Aligns with OCP Design Guidelines for Low & Mid Rise Residential Development
- Provides density in the McKinley Beach Village Centre (Area I)
- No variances required





Date:	September 23, 2024
То:	Council
From:	City Manager
Subject:	2024 Q2 Planning & Development Statistics
Department:	Planning, Climate Action, and Development Services

Recommendation:

THAT Council receives, for information, the report from the Planning, Climate Action and Development Services Division dated September 23, 2024, with information relating to Planning and Development Statistics for the second quarter of 2024.

Purpose:

To update Council on building and development Statistics for the second quarter of 2024.

Background:

To keep Council current with local development and construction trends, the Divisional Director of Planning, Climate Sustainability, and Development Services will bring quarterly reports forward for Council's information. As the structure of this report continues to develop, the goal is to improve the connection between Council's consideration of development applications on a weekly basis and the larger picture of development and housing goals in the Official Community Plan ("OCP"). Further it also provides staff an opportunity to provide regular updates to Council on significant initiatives such as Housing Accelerator Fund progress.

Discussion:

Planning and Building Application Intake Statistics – Q2 2024

City teams involved in the planning and development completed the implementation of new housing legislation. This was followed up with a letter to the Ministry of Housing indicating that implementation was complete.

Permit numbers for housing going through the building permit process continue to sit slightly above the 10-year average. If this continues through to the end of the year; it will mean that insufficient housing units will have been permitted this year to meet project housing supply (projected by Kelowna's Housing

Council Report September 23, 2024 Page **2** of **3**

Needs Assessment) needs of approximately 1600 – 2000 new units/year. Because construction occurs on a variety of timelines depending on building type; this is likely to pose challenges in 2025, 2026 and possibly 2027.

Both the type and location of housing projects under construction are consistent with OCP goals of placing the bulk of new density in the City's Core/Urban area in a multi-family format.

Housing Accelerator Fund (Government of Canada)

As identified in the Report to Council on November 27, 2023, the City of Kelowna was successful in receiving up to \$31.5M under the federal Housing Accelerator Fund. The City identified seven HAF Initiatives as listed below:

- 1. Implementing the infill housing options program.
- 2. Adjusting regulations to incentivize private sector housing development.
- 3. Transit Supportive Corridor planning.
- 4. Affordable housing on City-owned land.
- 5. Establishing new housing partnerships and affordable housing delivery.
- 6. Investing in infrastructure to unlock housing.
- 7. Leveraging new technology to improve processing and data management.

All HAF Initiatives are currently underway. The Initiatives have been segmented into milestones and tasks; as of Q2/24, 52% of HAF tasks have been completed. HAF-related highlights from Q2 2024 include finalizing the HAF Dashboard, launching the Infill Fast Track Program, acquiring land and launching an EOI to support the Middle Income Housing Partnership Program, expanding the Rental Housing Grant Program, and initiating two infrastructure projects.

In terms of budget, the first allotment of HAF funding (\$7.9M) has been allocated to HAF initiatives. The largest portion of the budget so far has been allocated to land acquisition for affordable housing, and the remainder has been allocated to resourcing (staffing and consulting) and infrastructure projects. Upcoming expenses include additional land acquisition, resourcing, and infrastructure investments, which will be addressed through budget amendment reports from the Financial Planning Department.

Overall, to meet the goals of the Housing Accelerator Fund, the City of Kelowna's target is to issue Building Permits (BP) for 7,430 residential units by 2026. In terms of BP issuance as of Q2 2024, the level of residential units issued BPs is below the level that, on average, would be adequate to achieve the City's HAF targets (150 per month vs. 210 per month). BP issuance will be monitored closely.

Housing Supply Act (Province of BC)

In addition to measuring new housing created for the Housing Accelerator Fund grant, the BC Government has included Kelowna as a community regulated under the provincial Housing Supply Act. Staff provided Council with an overview of the implications of this in June of 2024. The next reporting milestone related to the Housing Supply Act will be an interim report due to the Ministry of Housing in January of 2025.

Council Report September 23, 2024 Page **3** of **3**

Considerations not applicable to this report:

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

Submitted by: R Smith, Divisional Director, Planning & Development Services

Approved for inclusion: D. Gilchrist, City Manager

Schedules: Schedule A – Power Point



2024 Planning Development Statistics Ouarter 2

September 9, 2024

Application Volume Year

Historic Planning and Development Application Volumes

City of Kelowna



Total Building Permit Value (\$)



2024 Q2 Residential Units vs Historical

BP TYPE	2024 (Q2 YTD)	5 YEAR AVG (Q2 YTD)	10 YEAR AVG (Q2 YTD)	2011 (Q2 YTD) (fewest new units since 1989)
Single Detached	57	148	165	118
Semi-Detached	10	29	15	5
Secondary Suites	83	122	60	29
Row Housing	35	136	62	41
Apartment Units	449	729	243	0
Mobile Home	0	1	1	2
Carriage House	3	9	6	0
Total	637	1,175	551	195



New Units by Typology and Location







What does this mean?

- ► Fewer large size housing developments are pulling building permits
- Fewer development applications are going through the City's planning process
- Housing that is going through the building permit process is well aligned in type and location with the OCP
- Local indications that historically low vacancy rates may be easing (lots of new rental supply being added to market)

Looking back..

- Implemented Bills 44 and 46
- OCP Update, Zoning Update, Servicing Bylaw Update, Application Procedures Update
- Large amount of rental supply in-construction
- Climate Lens for Dev Apps

- Development Application Fees
 Bylaw Update updated
- Building Permitting value related to new housing has slowed substantially in both Q1 and Q2 of 2024



Development Variance Permits -Staff Delegation

- ▶ 13 processed to completion
- ▶ 13 open files
- ► Total number of variance application 41
- Reduced minor variances to Council by > 60%
 - File processing times for delegated applications improved



Looking forward...

- Housing Accelerator Fund (Gov Canada)
- HAF Dashboard

- Housing Supply Act (Gov BC)
- Annual Reporting
- Housing Targets

Q2 HAF Highlights

- Launched Infill Fast Track Program
- Issued Middle Income Housing Partnership Program EOI
- Initiated infrastructure projects
- Expanded the Rental Housing Grant Program
- Finalized HAF Dashboard





News Release





HAF Building Permit Targets

Housing Type	Target Units	Building Permits Issued
Missing Middle Housing Units	2,771	927
Other Multi-Unit Housing Units	4,180	270
Affordable Housing Units	416	0



What's next for HAF?

- Ongoing work on all Initiatives including Infrastructure and Transit Supportive Corridors
- Administering enhanced Rental Housing Grants Program
- Developing reporting approach for CMHC permitting data
- Closing MIHP EOI



Other Fall 2024 Projects/Initiatives



- Short Term Rentals / local tourist accommodations update
- Kelowna Climate Resiliency Plan
- North End Plan
- Tolko site design Council check-in
- Parking regulations workshop
- Tenant Protection options





CityWorks – Software Implementation

- Building and Permitting implementation/launch for staff and customers Sept 2024
- Several years of interdepartmental work
- Customer Service improvements
- Improved workload tracking and data





Questions?

For more information, visit kelowna.ca.





Date:	September 23, 2024
То:	Council
From:	City Manager
Subject:	Transit Expansion Initiatives – 3 Year Outlook
Department:	Integrated Transportation

Recommendation:

THAT Council receives, for information, the Report from Integrated Transportation dated September 23, 2024, with respect to the Transit Improvement Program 3-year expansion initiatives;

AND THAT Council directs staff to enter into a Memorandum of Understanding with BC Transit setting out the City's intention to proceed with the service expansions detailed in year one (2025/26);

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

Purpose:

To approve and execute a Memorandum of Understanding for the Transit Improvement Program, outlining the 3-year expansion initiatives.

Council Priority Alignment:

Transportation

Background:

Each year, local governments sign a Memorandum of Understanding (MOU) with BC Transit related to proposed transit service expansion initiatives, outlining each community's intention to proceed with the identified service level. In Kelowna, this process is subject to City Council's annual budget deliberations. The MOU allows BC Transit to include local expansion hours in its proposed Service Plan to the Province's budget to seek matching funding. This annual report to Council serves as an update on proposed transit expansion initiatives, along with a request to proceed with the MOU.

Discussion:

Ridership in the Kelowna Regional Transit System reached a record high in 2023, increasing by nearly one million rides over the prior year and 2024 ridership continues to increase driven in part by population growth. Passenger trips totaled 6,113,825 for conventional transit and 83,810 for paratransit. Annual service hours totaled 210,162 for conventional transit, of which 168,129 were delivered within Kelowna providing 1.04 hours of service per capita, a slight decline over the prior 4-year average. Investments proposed in the program will return service hours provided per capita to levels not achieved since 2019 (1.13 service hours pers capita) by 2027. In 2023, 34,580 hours of service were provided on the paratransit system (HandyDART) in the region (Ridership and service hour figures are based on BC Transit's fiscal year from April 1, 2023, to March 31, 2024).

As part of the annual budgeting process with BC Transit, staff have reviewed and summarized the proposed three-year expansion initiatives and associated budgets for April 1, 2025, to March 31, 2028, and summarized the financial implications based in the City's calendar year fiscal for years 2025 to 2027. The draft budgets and target implementation dates prioritize key investments, taking into consideration the completion of capacity upgrades at the Hardy Street transit operations centre next fall. As a result, the bulk of expansion is focused on years 2 and 3 of the program to align with the targeted completion date of the facility upgrades after which additional buses can be placed into service. Proposals are derived from expansion priorities in local plans and ongoing analysis of system performance.

Proposed investments in new service hours and requisite new buses are based on BC Transit's current best assessment and will be verified during the planning and scheduling phases. In addition to the ongoing facility capacity constraints that extend into 2025, BC Transit has cautioned that the transit industry continues to experience extended lead times for the procurement and delivery of buses, however, we are optimistic the proposed expansions can be achieved. BC Transit is supporting key expansion priorities in the short term while ensuring that identified demand is integrated into their long-term planning process.

Conventional Transit:

The table below outlines the 3-year expansion initiatives for conventional transit from 2025 to 2028 based in BC Transit's April 1 to March 31 fiscal, along with estimated net costs to the City of Kelowna. Revenue projections are based on current fare rates and BC Transit ridership forecasts. The forthcoming fare review may result in changes to fare rates as early as fall 2025, which would impact revenue projections and net costs in years two and three.

	PROPOSED CONVENTIONAL EXPANSION INITIATIVES									
AOA Period	Est. In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share				
		17,750	7	\$436,006	\$3,596,982	\$1,595,786				
2025/26	January 2026	Description	 Route 98 impleme Rutland I improver Mission r Route 84 	d off-peak						

		10,800		4	\$278,290	\$2,227,632	\$977,805
2026/27	June 2026	Description	•	Span, on improver routes. Potential neighbor Additiona Routes 13	time performa nents to Freque introductory se hoods. al frequency an 3 and 84.	nce, and off-pe ent Transit Net ervice to Clifto d weekend ser	eak frequency work (FTN) n Rd. area vice on
		17,600		7	\$453,510	\$3,837,016	\$1,717,9 53
2027/28	September 2027	Description	 Peak service improvements on Rapid, and Frequent Transit Network routes. On time performance improvements on FTN routes. 				

Paratransit:

This section outlines the expansion initiatives for paratransit (HandyDART), along with estimated costs.

PROPOSED PARATRANSIT EXPANSION INITIATIVES							
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Est. Annual Total Costs	Est. Annual Net Municipal Share	
2025/26 April 2025		415	0	\$829	\$71 , 087	\$22,850	
	April 2025	Description	Introduce basic weekend custom transit service on Sundays with dedicated HandyDART vehicles.				
2026/27	April 2026	1,040	0	\$2,215	\$144,643	\$45,966	
		Description	Expand the Hand	yDART service	hour span of	weekday	

The proposed paratransit initiatives for years one and two are remaining priorities from BC Transit's 2018 HandyDART review, which enhances equity between conventional and paratransit services. Expansion initiatives for year three will be explored based on paratransit usage and continuous feedback, ensuring that the system remains accessible and responsive to user needs.

Conclusion:

Ridership in the Kelowna Regional Transit System has reached unprecedented levels. In response, proactive service expansions are being proposed to keep pace with growth and meet the rising demand. Targeted investments in new services are crucial to supporting this growth, including improvements to both Kelowna's conventional bus system and paratransit service (HandyDART).

The phasing of expansions considers the target completion date of fall, 2025 for capacity upgrades to the Hardy Street operations and maintenance facility. This year's Transit Improvement Program proposes

modest service expansions in 2025, followed by significant investments in new service hours over the subsequent two years. Kelowna's estimated share of costs for proposed expansion in 2025 is \$17,138. In 2026 the cost is \$2,124,876 and \$1,073,045 in 2027. Years 2 and 3 expansion priorities will be further refined and incorporated into next year's program.

Internal Circulation:

Financial Planning Financial Services

Considerations applicable to this report:

Financial/Budgetary Considerations:

Net new costs for transit services based on the City's calendar fiscal year are detailed in the table below.

CONVENTIONAL AND PARATRANSIT 3-YEAR SUMMARY								
Fiscal Year	Service Type	Est. Annual Revenue	Est. Annual Est. Annual Net Total Costs Kelowna Share		Total Est. Net Share			
2025	Conventional	\$O	\$O	\$0	\$17.138			
5	Paratransit	\$622	\$53,315	\$17,138	+-//-5*			
2026	Conventional	\$575,151	\$4,710,798	\$2,084,689	42 12 / 8 7 6			
2020	Paratransit	\$1,869	\$126,254	\$40,187	\$2,124,070			
2027	Conventional	\$290,315	\$2,392,821	\$1,061,554	54			
2027	Paratransit	\$554	\$36,161	\$11,492	\$\$10751045			
NOTE: As operating excluded	\$3,215,058							

Existing Policy:

<u>TMP Policy 3.1</u> – As growth is focused along Transit Supportive Corridors, add corresponding increases to transit service to support growth and build transit ridership.

<u>TMP Policy 3.9</u> – Focus the bulk of new service investment on the best performing routes that offer the highest return in terms of emissions and congestion reduction.

<u>TMP Policy 3.10</u> - Provide access to a base level of transit service (every 30 minutes during peak travel periods) in areas with densities that meet performance standards to ensure the financial viability of service.

Consultation and Engagement:

BC Transit has reviewed and approved the report and attachments.

Considerations not applicable to this report:

Legal/Statutory Authority: Legal/Statutory Procedural Requirements: Communications Comments:

Submitted by:M. Kittmer, Transit and Programs Manager

Approved for inclusion: M. Logan, Infrastructure General Manager

Attachment(s):

Attachment 1 – TIPS MOU 2025-26 to 2027-28 Kelowna

cc: Deputy Chief Financial Officer Communications Director Divisional Director, Partnership & Investments Divisional Director, Planning, Climate Action & Development Manager Government Relations, BC Transit Planning Manager, BC Transit



08/26/2024

Attn: Mike Kittmer Transit and Programs Manager City of Kelowna 1435 Water Street Kelowna, BC - V1Y 1J4

Re: Transit Improvement Program - 3 Year Transit Expansion

Dear Mike,

The purpose of this letter is to confirm transit service expansion plans for 2025/26 and the subsequent two years. BC Transit confirms service expansion plans with local government partners on an annual basis. This process supports BC Transit in developing operating and capital budget submissions that reflect the growth trajectory established through service expansion funding commitments.

As your transit system has service initiatives requiring expansion funding, we have attached a Memorandum of Understanding (MOU) to formalize your request for provincial funding to support service expansion. This MOU summarizes specific transit expansion initiatives for the next three operating years from 2025/2026 through to 2027/2028. These initiatives are derived from recommendations outlined in the most recent transit service plan received by your Council and validated in collaboration with local government staff.

Transit service expansion investments are important components to sustaining and growing a successful transit system. These investments in your transit system come with several considerations. To support Council decision making, we have provided updated order-of-magnitude costing for each transit service initiative. These are based on the estimated annual increase to revenue service hours, or in some cases the estimated increases to the Taxi Supplement budget for Custom Transit. If your expansion requires additional vehicles, this is identified and factored into estimated total costs. As always, if expansion requests exceed available provincial funding or vehicle availability, BC Transit's expansion prioritization process will be used to determine which service priorities receive funding.

As we experienced through our 2023 Transit Improvement Program, we expect to see significant demand for expansion resources coming from local governments this year. While we are making every effort to increase the availability of expansion resources to meet this demand, we expect that we will be unable to fulfill all requests that we receive through this process. In addition to the extraordinary demand, the transit industry continues to experience more advanced lead times for the procurement and delivery of buses, and more limited availability of certain vehicle types. Despite these challenges, we are continuing to support key expansion priorities in the short term while ensuring that the identified demand is reflected in our long-term capital planning process. By conveying proposed transit service expansion initiatives as far in advance as possible, we are seeking to achieve four important goals:

- 1. Ensure 3-year expansion initiatives are consistent with the expectations of local governments.
- 2. Provide local government partners with enhanced 3-year forecasts that identify longer term funding requirements.
- 3. Ensure transit system infrastructure investments needed to support transit service expansion plans are aligned with transit service expansion initiatives identified in both local government and BC Transit's 3-year operating budgets and the long-term capital plans.
- 4. Attain a commitment from local governments that allow BC Transit to proceed with the procurement and management of resources necessary to implement transit service expansions.

Upon confirmation of your Council's commitment to the expansion initiatives, we will include your request in BC Transit's Service Plan funding request to the Province. Following confirmation of the provincial budget, I will confirm with you if supporting provincial funding was secured and initiate a transit service implementation plan and work with local government to advance any capital infrastructure planning that may be required to ensure alignment with transit service expansion initiatives. I look forward to working with you on the continued improvement of your transit service and encourage you to contact me if you have any questions regarding these proposed initiatives.

We ask that a signed copy of this letter be returned to BC Transit by September 20, 2024. If you are unable to meet this deadline, please contact me at your earliest convenience.

Bart Walman Manager, Government Relations BC Transit

Three-Year Transit Expansion Plan

Proposed Transit Service Expansion Initiatives

The table below outlines expansion initiatives for the 2025/26 fiscal year with an estimated costing based on the hourly rates of your existing system. Please ensure that these initiatives are consistent with your local government expectations. Upon receipt of this MOU, we will confirm funding from the Province on your behalf. Please keep in mind that should vehicles be procured to support your expansion following agreement to the MOU and a determination is made that an expansion is no longer desired by the local government, the lease fees related to the new vehicles will still be added to your operating budget for a minimum of one-year.

PROPOSED CONVENTIONAL EXPANSION INITIATIVES – YEAR 1 (2025/26)							
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share	
	January 2026	17,750	7	436,006	3,596,982	1,595,786	
2025/26		Description	 98 Rutland, Rutland LA⁻ improveme Mission net Route 84 set 	 98 Rutland/UBCO Express Full Implementation Rutland LATP Phase 2 restructuring and off-peak improvements Mission network restructure Pouto 84 convice expansion 			

PROPOSED CUSTOM EXPANSION INITIATIVES – YEAR 1 (2025/26)							
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share	
		415	0	829	71,087	22,850	
2025/26	April 2025	Description	Introduce basic dedicated hand	weekend custon yDART vehicles.	n transit service c	n Sundays with	

The table below outlines expansion initiatives for year two and three of the three-year transit service expansion initiatives with an estimated costing based on the hourly rates of your existing system. Please ensure that these initiatives are consistent with your local government expectations. Upon confirmation of your local government's intent to commit to the expansion and budget, we will proceed with the request to secure funding from the Province on your behalf.

PROPOSED CONVENTIONAL EXPANSION INITIATIVES – YEAR 2 & 3 (2026/27 – 2027/28)							
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share	
		10,800	4	278,290	2,227,632	977,805	
2026/27	June 2026	Description	 Span, on time performance and off-peak frequency improvements to FTN routes Potential introductory service to Clifton Rd. area neighborhoods Additional frequency and weekend service on Routes 13 and 84 				
		17,600	7	453,510	3,837,016	1,717,953	
2027/28	September 2027	Description	Peak servicOn time pe	e improvements rformance impro	on RTN and FTN wements on FTN	routes routes	

PROPOSED CUSTOM EXPANSION INITIATIVES – YEAR 2 & 3 (2026/27 – 2027/28)							
AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share	
2026/27	April 2026	1,040	0	2,215	144,643	45,966	
		Description	Expand the handyDART service hour span of weekday service to reflect Conventional hours of operation.				

Approval

On behalf of the City of Kelowna, I/we are confirming to BC Transit to proceed with the request for funding to the Province on our behalf for the 2025/26 Fiscal year, and that we will budget accordingly for the initiatives identified above and will review and confirm on an annual basis as per the advice provided and with the knowledge a more detailed budget will follow as service details and capital initiatives are confirmed.

Signature:		Date:	
Name:		Position:	
Signature:		Date:	
Name:		Position:	
On behalf o	f BC Transit		
Signature:	BN	Date:	08/26/2024
Name:	Bartley Walman	Position:	Manager, Government Relations

Transit Expansion Initiatives Three Year Outlook September 23, 2024

9260

SU0470

City of

(250.339.5453

260 www.bctransit.com

Kelowna

Transit Improvement Program (TIP)

2



- Three-year MOU signed by the local government, and BC Transit.
- Outlines transit expansion priorities over the next three years for both the Conventional and Paratransit systems.
- Enables BC Transit to include local expansion hours in its provincial budget request.
- Strong demand for new service province wide & growing lead times for new buses.



Conventional Transit Statistics





Ridership ••••• Service Hours

kelc


Paratransit (HandyDART) Statistics

4



10K





Prioritizing Investments

Service expansions are shaped by:

- Transit Future Action Plan: Focus on span, reliability, and frequency improvements on major routes.
- 2018 Paratransit Services Review: Aims to reduce variability in service availability, aligning it more closely with Conventional transit.
- This year's program includes investments from:
 - Mission Network Restructure Plan
 - Rutland Local Area Transit Plan





Conventional Transit Initiatives

AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share
		17,750	7	\$436,006	\$3,596,982	\$1,595,786
2025/26	January 2026*	 Route 98 Rutland/UBCO Express full implement Rutland LATP Phase 2 restructuring and off-pe improvements. Mission network restructure. Route 84 service expansion. 			ss full implement uring and off-pea	ation. k
		10,800	4	\$278,290	\$2,227,632	\$977,805
2026/27 June 2026		Description	 Span, on time performance, and off-peak frequency improvements to FTN routes. Potential introductory service to Clifton Rd. area. Additional frequency and weekend service on Routes 13 and 84. 			
		17,600	7	\$453,510	\$3,837,016	\$1,717,953
2027/28	September 2027	Description	 Peak service improvements on RTN and FTN routes. On time performance improvements on FTN routes. 			utes. utes.

*Year 1 expansion begins early 2026 following completion of capacity upgrades at the transit operations centre.



98 Rutland/UBCO Express

7





kelowna.ca



Rutland Restructure



kelowna.ca



Mission Network Restructure







Paratransit Initiatives

AOA Period	Estimated In Service	Annual Hours	Vehicle Requirements	Estimated Annual Revenue	Estimated Annual Total Costs	Estimated Annual Net Municipal Share	
		415	ο	\$829	\$71,087	\$22,850	
2025/26 April 2025		Description	Introduce basic weekend custom transit service on Sundays with dedicated HandyDART vehicles.				
		1,040	0	\$2,215	\$144,643	\$45,966	
2026/27	April 2026	Description	Expand the Hand reflect Conventio	dyDART service honal hours of oper	our span of weekd ation.	lay service to	



3-Year Outlook Summary

CONVENTIONAL AND PARATRANSIT 3	-YEAR SUMMARY*

Fiscal Year	Service Type	Est. Annual Revenue*	Est. Annual Total Costs	Est. Annual Net Kelowna Share	Total Net Share	
2025	Conventional	\$0	\$0	\$0	<i>*</i> 17 100	
2025	Paratransit	\$622	\$53,315	\$17,138	\$1/,138	
2026	Conventional	\$575,151	\$4,710,798	\$2,084,689	\$2,124,876	
	Paratransit	\$1,869	\$126,254	\$40,187		
2027	Conventional	\$290,315	\$2,392,821	\$1,061,554		
202/	Paratransit	\$554	\$36,161	\$11,492	\$1,073,045	
	\$3,215,058					

*Based on current fare rates and BC Transit ridership forecasts. Subject to change pending fare review in 2025.

kelowna.ca



Conclusion

Ridership continues to grow and is at unprecedented levels.

Targeted investments in new service are crucial to supporting growth.

This year's program proposes significant investments in new service hours with a return to investments in peak-period service.





Questions?





Date:	September 23, 2024
То:	Council
From:	City Manager
Subject:	2025 Permissive Tax Exemption Bylaw No. 12695
Department:	Corporate Services

Recommendation:

THAT Council receives, for information, the Report from the Revenue Supervisor dated September 23, 2024 with respect to the 2025 Permissive Tax Exemption Bylaw;

AND THAT Bylaw No. 12695, being the Permissive Tax Exemption Bylaw be forwarded for reading consideration.

Purpose:

To consider a property tax exemption for those organizations that have met the qualifications as outlined in Permissive Tax Exemption Policy #327.

Background:

Section 224 of the Community Charter provides the authority for permissive tax exemptions. Council may exempt land and improvements in their entirety or a portion thereof for a period of up to 10 years. Authority to grant permissive tax exemptions is a policy tool available to Council to promote or achieve specific goals. As a general rule when Council grants a permissive tax exemption on a specific property, that property is automatically exempted from municipal, school, regional district, hospital and BC Assessment taxes. The permissive tax exemption does not apply to utility fees such as garbage/landfill/recycle charges or to parcel taxes such as the Water Parcel tax.

Permissive Tax Exemption Policy #327 sets out the extent, conditions, and penalties, along with the general process and the eligibility criteria used by the City of Kelowna to determine property eligibility for Permissive Tax Exemptions.

There is no obligation on the part of Council to grant a permissive tax exemption in any year. Permissive tax exemptions that are granted in any year reduce the total value of the tax base for that year and thereby increase the burden of taxation to properties that are not exempt.

Discussion:

The process requires the completion of applications on a five-year basis for places of worship, private schools, and hospitals, with other non-profit organizations reapplying and being reconsidered annually. The year 2025 is the final year in this five-year cycle for places of worship, private schools, and hospitals.

Renewal applications for all currently exempt applicants as well as new applicants were reviewed by staff in relation to Council Policy #327 and the below recommendations represent the changes to the status of each applicant.

The estimated municipal tax impact related to the 2025 permissive exemptions is \$2.1 million, compared to \$1.9 million in 2024.

The following changes to Schedules A through H of the 2024 Tax Exemption Bylaw No. 12579 for 2025 property tax exemption are placed before Council for consideration:

Schedule A, Public Worship:

FOLIO	LEGAL	ORGANIZATION	COMMENT	MUNICIPAL
	DESCRIPTION			TAXIMPACI
10519.844	Lot A, Plan	Apostolic Resource Centre	Removed -	(\$21,126)
	KAP37351	Society	property was sold	

Schedule B, Private Schools: No Change

Schedule C, Hospitals: No Change

Schedule D, Special Needs Housing:

FOLIO	LEGAL	ORGANIZATION	COMMENT	MUNICIPAL
	DESCRIPTION			ΤΑΧ ΙΜΡΑCΤ
046240	Lot 20, Plan KAP9138, DL136	Kelowna Gospel Mission Society	Addition	\$2,937
046250	Lot 21, Plan KAP9138, DL136	Kelowna Gospel Mission Society	Addition	\$2,930

Schedule E, Social Services:

FOLIO	LEGAL	ORGANIZATION	COMMENT	MUNICIPAL
	DESCRIPTION			ΤΑΧ ΙΜΡΑCΤ
066250	Lot 1, Plan	Kelowna (#26) Royal	Removed -	(\$9,121)
	KAP22678	Canadian Legion	property was sold	
074405	Lot 2, DL 139, Plan KAP32713	Kelowna Gospel Mission Society/City of Kelowna	Addition	\$16,073
033210	Lot 14, Plan	Ki-Low-Na Friendship	Addition	\$O
	KAP3929	Society/Provincial Housing		
		Corp		

FOLIO	LEGAL DESCRIPTION	ORGANIZATION	COMMENT	MUNICIPAL TAX IMPACT
11507.000	Lot A, Plan KAP2284	Central Okanagan Trust	Addition	\$44

Schedule F, Public Park or Recreation Ground, Public Athletic or Recreational:

Schedule G, Cultural Organizations: No Change

Schedule H, Other Non-Profit Societies:

FOLIO	LEGAL	ORGANIZATION	COMMENT	MUNICIPAL
	DESCRIPTION			ΤΑΧ ΙΜΡΑCΤ
06198.706	Lot 1, Plan	Kelowna & District Safety	Removed - Council	\$0
	KAP91112	Council/City of Kelowna	has ceased	
			operations and	
			vacated property	

The attached Appendix B provides a summary of the assessed values and estimated municipal tax impact, related to permissive tax exemptions, per schedule and property class for 2025. Appendix C provides the same summary of information but outlines the assessed values and estimated municipal tax impact for the next three years (2025 – 2027).

Places of Worship, Private Schools, and Hospitals already receive a provincial general statutory exemption for the building and land on which the building stands, per section 220 of the Community Charter. A permissive tax exemption provides an exemption for the land surrounding the exempt building. See Appendix A, which provides the total assessed values and estimated municipal tax impact related to the permissive tax and general statutory exemptions.

Conclusion:

It is recommended that Council approve the changes to Schedules A through H shown in the tables above and approve the complete Schedules A though H in the attached proposed Bylaw No. 12695.

Internal Circulation:

Active Living & Culture Cultural Services Partnership and Investments

Considerations applicable to this report:

Legal/Statutory Authority:

Council may, by bylaw in accordance with sections 220, 224 and 225 of the Community Charter exempt land or improvements, or both, from taxation to the extent, for the period and subject to the conditions provided in the bylaw.

Legal/Statutory Procedural Requirements:

Under section 227 of the Community Charter, Council must give notice of a proposed bylaw in accordance with section 94 [public notice must be once a week for 2 consecutive weeks], identifying the property that would be subject to the bylaw, describe the proposed exemption, state the number of years that the exemption may be provided and provide an estimate of the amount of taxes that would be imposed on the property if it were not exempt, for the year in which the proposed bylaw is to take effect and the following 2 years.

Under Division 7 – Permissive Exemptions of the Community Charter a bylaw may only be adopted by an affirmative vote of the majority of Council and does not apply to taxation in a calendar year unless it comes into force on or before October 31 in the preceding year.

Existing Policy:

Permissive Tax Exemption Policy #327

Financial/Budgetary Considerations:

Tax exemptions are not financed through a budgetary line item in the same way as municipal spending, nor do they affect the amount that has to be raised through property taxes. Nevertheless, tax exemptions do impose a cost on taxpayers who are not exempt. Tax exemptions reduce the total value of the tax base (i.e. the taxable value of property). Therefore, tax exemptions transfer the burden of taxation from properties that are exempt to properties that are taxable. An increase in the value of tax exemptions increases the taxes paid by properties that are not tax exempt. Refer to Appendix A, 2025 Tax Exemptions Summary – Municipal Tax Impact related to General Exemption and Permissive Exemption; Appendix B, 2025 Tax Exemptions Summary – Municipal Tax impact related to Permissive Tax Exemption for the Years 2025-2027.

Considerations not applicable to this report:

External Agency/Public Comments: Communications Comments:

Submitted by: P. Gramiak CPA, CA, Revenue Supervisor

Approved for inclusion: J. Sass CPA, CA, General Manager of Corporate Services

cc: BC Assessment

Attachments:

PTE 2025 Permissive Tax Exemptions Presentation

Appendix A, 2025 Tax Exemptions Summary –Municipal Tax Impact related to General Exemption and Permissive Exemption

Appendix B, 2025 Tax Exemptions Summary – Municipal Tax Impact related to Permissive Exemption only

Appendix C, Municipal Tax Impact related to Permissive Exemption for the Years 2025-2027 Appendix D, Tax Exemption Bylaw –Schedules Background





A permissive tax exemption is a means for Council to support

organizations within the community that further Council's objective to

enhance the quality of life while delivering services economically to

the citizens of Kelowna.





The 2025 taxation year is the final year of the five-year cycle for the

City of Kelowna's Permissive Tax Exemption process.





► No Changes for 2025

- Schedule B, Private Schools
- Schedule C, Hospitals
- Schedule G, Cultural





Schedule A, Public Worship

ROLL NO.	REGISTERED OWNER/LESSEE	Change
10519.844	Apostolic Resource Centre Society	Removed





Schedule D, Special Needs Housing

ROLL NO.	REGISTERED OWNER/LESSEE	Change
046240	Kelowna Gospel Mission Society	Addition
046250	Kelowna Gospel Mission Society	Addition





Schedule E, Social Services

ROLL NO.	REGISTERED OWNER/LESSEE	Change
066250	Kelowna (#26) Royal Canadian Legion	Removed
	Kelowna Gospel Mission Society/City of	
074405	Kelowna	Addition
	Ki-Low-Na Friendship Society/Provincial	
033210	Housing Corp	Addition





Schedule F, Public Park or Recreation Ground, Public Athletic or Recreation

ROLL NO.	REGISTERED OWNER/LESSEE	Change
11507.000	Central Okanagan Land Trust	Addition





Schedule H, Other Non-Profit Societies

ROLL NO.	REGISTERED OWNER/LESSEE	Change
	Kelowna & District Safety Council/City of	
06198.706	Kelowna	Removed





2025 Tax Exemptions Summary – Estimated Municipal Tax Impact related to Permissive Exemption only:

			Class o8:		
Municipal Tax	Class 01:	Class o6:	Recreation/	Class 09:	
Impact	Residential	Business	Non-Profit	Farm Land	Total
Assessed					
Values	\$76,491,706	\$205,369,600	\$279,284,200	\$110,602	\$561,256,108
Municipal					
Taxes	\$202,060	\$1,122,751	\$737,757	\$64	\$2,062,632





Questions?

For more information, visit kelowna.ca.

<u>Appendix A, 2025 Tax Exemptions Summary – Municipal Tax Impact related to General Exemption</u> <u>and Permissive Exemption:</u>

	Class 01:	Class 06:	Class 08: Recreation	Class 09:	
Schedule	Residential	Business	/ Non-Profit	Farm Land	Total
A - Public Worship					
Assessed Values	0	223,000	276,376,300	0	276,599,300
Municipal Taxes	\$0	\$1,218	\$730,073	\$0	\$731,291
B - Private Schools					
Assessed Values	0	117,873,300	2,162,000	0	120,035,300
Municipal Taxes	\$0	\$644,410	\$5,711	\$0	\$650,121
C - Hospitals					
Assessed Values	0	5,420,300	0	0	5,420,300
Municipal Taxes	\$0	\$29,632	\$0	\$0	\$29,632
D - Special Need Ho	using				
Assessed Values	31,361,204	611,200	0	0	31,972,404
Municipal Taxes	\$82,846	\$3,341	\$0	\$0	\$86,187
E - Social Services					
Assessed Values	8,254,502	63,667,900	2,561,000	34,206	74,517,608
Municipal Taxes	\$21,807	\$348,076	\$6,765	\$20	\$376,668
F - Public Park or Re	creation Ground, P	ublic Athletic or Rec	creational		
Assessed Values	35,207,400	12,234,200	111,795,400	76,396	159,313,396
Municipal Taxes	\$93,004	\$66,884	\$295,322	\$44	\$455,254
G - Cultural Organiza	ations				
Assessed Values	1,668,600	100,295,000	6,622,700	0	108,586,300
Municipal Taxes	\$4,409	\$548,313	\$17,495	\$0	\$570,217
H - Other Non-Profit	Societies				
Assessed Values	0	14,634,000	0	0	14,634,000
Municipal Taxes	\$0	\$80,006	\$0	\$0	\$80,006
Grand Total					
1 A 1 A A	76 404 706	244.050.000		440.000	704 070 000

Assessed Values	76,491,706	314,958,900	399,517,400	110,602	791,078,608
Municipal Taxes	\$202,066	\$1,721,880	\$1,055,366	\$64	\$2,979,376

<u>Appendix B, 2025 Tax Exemptions Summary – Municipal Tax Impact related to Permissive</u> <u>Exemption only:</u>

		Class 01:	Class 06:	Class 08: Recreation	Class 09:	
	Schedule	Residential	Business	/ Non-Profit	Farm Land	Total
Α	- Public Worship					
	Assessed Values	0	213,000	159,555,100	0	159,768,100
	Municipal Taxes	\$0	\$1,164	\$421,480	\$0	\$422,644
В	- Private Schools					
	Assessed Values	0	11,571,700	679,000	0	12,250,700
	Municipal Taxes	\$0	\$63,262	\$1,794	\$0	\$65,056
С	- Hospitals					
	Assessed Values	0	2,753,300	0	0	2,753,300
	Municipal Taxes	\$0	\$15,052	\$0	\$0	\$15,052
D	- Special Need Ho	using				
	Assessed Values	31,361,204	592,400	0	0	31,953,604
	Municipal Taxes	\$82,845	\$3,239	\$0	\$0	\$86,084
Ε	- Social Services					
	Assessed Values	8,254,502	63,457,900	1,127,000	34,206	72,873,608
	Municipal Taxes	\$21,805	\$346,923	\$2,977	\$20	\$371,725
F	- Public Park or Re	creation Ground, P	ublic Athletic or Red	creational		
	Assessed Values	35,207,400	12,124,200	111,795,400	76,396	159,127,000
	Municipal Taxes	\$93,002	\$66,284	\$295,319	\$44	\$454,649
G	- Cultural Organiza	ations				
	Assessed Values	1,668,600	100,093,100	6,127,700	0	107,889,400
	Municipal Taxes	\$4,408	\$547,206	\$16,187	\$0	\$567,801
Н	- Other Non-Profit	Societies				
	Assessed Values	0	14,564,000	0	0	14,564,000
	Municipal Taxes	\$0	\$79,621	\$0	\$0	\$79,621
G	rand Total					
	Assessed Values	76,491,706	205,369,600	279,284,200	110,602	561,256,108
	Municipal Taxes	\$202,060	\$1,122,751	\$737,757	\$64	\$2,062,632

Schedule	Property Classification	2025	2026	2027
A - Public Worship	<u> </u>			
	Class 01 - Residential	0	0	0
	Class 06 - Business	1,164	1,218	1,269
	Class 08 - Recreation/Non-Profit	421,480	441,162	459,560
	Total Municipal Taxes	\$422,644	\$442,380	\$460,829
B - Private Schools				
	Class 01 - Residential	0	0	0
	Class 06 - Business	63,262	66,216	68,976
	Class 08 - Recreation/Non-Profit	1,794	1,878	1,956
	Total Municipal Taxes	\$65,056	\$68,094	\$70,932
C - Hospitals				
	Class 01 - Residential	0	0	0
	Class 06 - Business	15,052	15,755	16,412
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$15,052	\$15,755	\$16,412
D - Special Need Hou	using			
	Class 01 - Residential	82,845	86,713	90,328
	Class 06 - Business	3,239	3,390	3,531
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$86,084	\$90,103	\$93,859
E - Social Services				
	Class 01 - Residential	21,805	22,823	23,775
	Class 06 - Business	346,923	363,127	378,271
	Class 08 - Recreation/Non-Profit	2,977	3,116	3,246
	Class 09 - Farm Land	20	21	22
	Total Municipal Taxes	\$371,725	\$389,087	\$405,314
F - Public Park or Re	creation Ground, Public Athletic or	Recreational	07.045	404 404
	Class 01 - Residential	93,002	97,345	101,404
	Class 06 - Business	66,284	69,379	72,273
	Class 08 - Recreation/Non-Profit	295,319	309,110	322,000
		44 ¢454.640	40	48
G Cultural Organiza		\$454,649	\$475,880	\$495,725
G - Cultural Organiza	Class 01 Residential	4 409	4 612	4 905
		4,406 E 47 206	4,015	4,805
	Class 00 - Busiliess	16 197	16 042	17 650
	Total Municipal Taxos	\$567 901	\$ 60/ 217	\$610,000
H - Other Non-Profit		3307,801	3394,317	3019,099
	Class 01 - Residential	0	0	0
	Class 06 - Business	79 621	83 340	86 815
	Class 08 - Recreation/Non-Profit	, 5,021	0	00,015 N
	Total Municipal Taxes	\$79.621	\$83.340	\$86.815
Total Impact		<i>,,,,,</i> ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<i>400,</i> 040	<i>400,010</i>
	Class 01 - Residential	202,060	211,494	220,312

Schedule C - Municipal Tax impact for the years 2025-2027:

Total Municipal Taxes	\$2,062,632	\$2,158,956	\$2,248,985
Class 09 - Farm Land	64	67	7(
Class 08 - Recreation/Non-Profit	737,757	772,209	804,412
Class 06 - Business	1,122,751	1,175,186	1,224,19

Appendix D, Tax Exemption Bylaw –Schedules Background:

(all references to "Section" relate to the Community Charter)

SCHEDULE A – Public Worship:

Statutory Exemption

A building set apart for public worship, and the land on which the building stands is exempt from taxation (Section 220(1)(h)) if title to the land is registered in:

- the name of the religious organization using the building,
- the trustees for the use of that organization, or
- religious organization granting a lease of the building and land to be used solely for public worship

A permissive tax exemption may be provided for the land surrounding the exempt building that Council considers necessary (Section 224(2)(f)).

A permissive tax exemption may be provided for land and improvements used or occupied by a religious organization, as a tenant or licensee, for the purpose of public worship (Section 224(2)(g)). The lessee under the lease must be required to pay property taxes directly to the City of Kelowna.

SCHEDULE B – Private Schools:

Statutory Exemption

A building and the land on which the building stands if owned by an incorporated institution of learning that is regularly giving children instruction accepted as equivalent to that given in a public school, is exempt from taxation (Section 220(1)(I)).

A permissive tax exemption may be provided for the land surrounding the exempt building (Section 224(2)(h.1)).

SCHEDULE C - Hospitals:

Statutory Exemption

A building set apart and used solely as a hospital under the Hospital Act, except a private hospital under that Act, together with the land on which the building stands is exempt from taxation (Section 220(1)(j)).

A permissive tax exemption may be provided for the land surrounding the exempt building (Section 224(2)(h)).

A permissive tax exemption may be provided for land or improvements owned or held by a person or organization and operated as a private hospital licensee under the Hospital Act, or an institution licensed under the Community Care Facility Act (Section 224(2)(j)).

SCHEDULE D – <u>Special Need Housing:</u>

A permissive tax exemption may be provided for land and improvements that are owned or held by a registered charity or non-profit, and Council considers are used for a purpose that is directly related to the purposes of the corporation (Section 224(2)(a)). Special needs housing to members of the community such as:

- Short term emergency or protection housing
- Halfway houses, group homes, or supportive housing for people with special needs

SCHEDULE E – Social Services:

A permissive tax exemption may be provided for land and improvements that are owned or held by a registered charity or non-profit, and Council considers are used for a purpose that is directly related to the purposes of the corporation (Section 224(2)(a)). Social services to members of the community such as:

- Food banks, drop-in centres for people with special needs, seniors or youth.
- Support services and programs for people with special needs, who are in some way disadvantaged and need
 assistance in maximizing their quality of life. (i.e. counselling for substance abuse, employment re-entry
 programs)

SCHEDULE F - Public Park or Recreation Ground, Public Athletic or Recreational

A permissive tax exemption may be provided for land or improvements owned or held by a person or athletic or service club or association and used as a public park or recreational ground or for public athletic or recreational purposes (Section 224(2)(i)).

- Facilities must be available to the public; exclusive membership clubs or associations not eligible for exemption.
- Council may impose covenant restricting use of property or require agreement committing organization to offer the field/facility to certain groups free of charge or at reduced rates.

A permissive exemption may be provided when land and improvements are owned by public authority or local authority and used by a non-profit organization for the purpose of public park or recreation ground or athletic or recreational purposes, which would have been exempt if land and improvements were owned by that organization (Section 224(2)(d)). The lessee under the lease must be required to pay the property taxes directly to the City of Kelowna, or have a partnership agreement with the City of Kelowna.

SCHEDULE G - Cultural Organizations

A permissive exemption may be provided for land and improvements that are owned or held by a non-profit that provides cultural education and recreation (Section 224(2)(a)). The Facility must be available for members of the public.

SCHEDULE H - Other Non-Profit Societies

A permissive tax exemption may be provided for land and improvements that are owned or held by a registered charity or nonprofit society that Council deems beneficial to the community, such as museums, animal shelters, property to preserve wildlife and environmental areas (Section 224(2)(a)).

A permissive tax exemption may be provided for land or improvements, for which a grant has been made, after March 31, 1974, under the Housing Construction (Elderly Citizens) Act before its repeal (Section 224(2)(k)).

CITY OF KELOWNA

BYLAW NO. 12695

2025 Permissive Tax Exemption Bylaw

A bylaw pursuant to Sections 220, 224 and 225 of the Community Charter, to exempt from taxation certain lands and improvements situated in the City of Kelowna

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

- 1. Those certain parcels or tracts of land and improvements, situated, lying and being in the City of Kelowna, as described in Schedules "A" to "I" attached hereto and forming part of this bylaw, shall be exempt from taxation.
- 2. This bylaw shall come into full force and effect and is binding on all persons during the 2025 taxation year.
- 3. This bylaw may be cited as "2025 Permissive Tax Exemption Bylaw No. 12695".

Read a first, second and third time by the Municipal Council this

Adopted by 2/3 of the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule A – Public Worship				
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS	
	Lot 1, Blk 13, Plan 202,	The Union of Slavic Churches of		
001230	DL138	Evangelical Christians		
	Lots 2 and 3, Blk 15,			
001350	Plan 202, DL 138	Trustees of First United Church		
	Lot 4 ,Blk 15, Plan 202,			
	DL 138 In Trust - DD			
001360	197582F	Trustees of First United Church		
	Lot 5, Blk 15, Plan 202,			
	DL 138 In Trust - DD			
001370	197582F	Trustees of First United Church		
	Lot 25, Plan 578, DL			
	138, Except Plan			
	H16278, Lot A, PL			
006911	KAP5277	Kelowna Buddhist Society		
	Lot 2, Plan KAP1319, DL	Truth Now Tabernacle United		
018380	138	Pentecostal Church		
	Lot 19-20, Plan 2085,		Daycare excluded	
021300	District Lot 139	Unitarian Fellowship of Kelowna Society		
		Kelowna Tabernacle Congregation -		
022500	Lot 6, Plan 2271, DL 139	Trustees		
	Lot 1, Plan 11332, DL	Governing Council of the Salvation Army		
051070	137	in Canada		
	Lot A, Plan 16013, DL			
057510	137	Convention Baptist Churches of BC		
		The Trustees of Congregation of		
062110	Lot A, KAP65650	Kelowna Bible Chapel		
062420	Lat 2 Dian 17022	Congregation of Kelowing Bible Change		
062120	LOL 2, PIdii 17933	Congregation of Kelowina Bible Chapel		
00000	Lat 2 Dian 25524	Church		
066660	LUC 5, FIdII 25524			
069380	Lot A. Plan 27070	Roman Catholic Bishop Of Nelson	Residence excluded	
	, Lot 1. Plan 30180.	Governing Council of the Salvation Army		
071130	DL137	in Canada (Community Church)		
0/1100		BC Corp of the Seventh-Day Adventist		
071680	Lot 4, Plan 30824	Church		
	Lot A, Plan 33076,			
074502	DL138	Roman Catholic Bishop of Nelson	Residence excluded	
		Trustees of The Congregation of the		
075210	Lot 1, Plan 34637	Christ Evangelical Lutheran Church		
	Lot C, Plan 40170,	BC Conference of the Mennonite		
076394	DL137	Brethren Churches		
		Ukrainian Catholic Eparchy of New	Posidoneo oveludod	
078266	Lot 1, Plan KAP47242	Westminster		
	Lot A, Plan KAP91385,			
083239	DL 14	Synod of the Diocese of Kootenay		
03255.224	Lot 1, Plan KAP56294	Trust Cong St David's Presb Church		
	Lat A. Dian 22027	Kalanna Christian Dafama ad Church	Daycare excluded	
03337.370	Lot A, Plan 23927	Relowna Christian Reformed Church		
02227 700	Lat A Dian KAD02700	Okanagan Jewish Community	Daycare excluded	
03337.769	LUT A, PIAN KAP83760	Association		
00070 100	Lat A Diam 44044	of Johovah's Witnesses		
03378.102	LUL A, FIdII 44041	Di Jenuvan S Williesses		
02022.000	Lat A Dian 5222	BC Association of Seventh Day		
03922.000	LULA, PIAN 5223	Auventh Day Advantist Church (DC		
04240 442	Lat A Dian 21095	Seventin-Day Adventist Unurch (BU		
04310.442	LOL A, FIdII 31085			
	LUL PI ZO, PIAN 18/			
04433 000	R130	Synod of the Diocese of Kootopay		
04423.888	5130	Synow of the Diolese of Roolellay		

Schedule A – Public Worship				
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS	
	Lot 1, Sec 19, Twp 26,		Housing society residences	
04571.592	Plan 37842	Kelowna Full Gospel Church Society	excluded	
04645.000	Lot 7, Plan 3727	Church of the Nazarene - Canada Pacific		
04660.000	Lot 1 Plan / 877	Serbian Orthodox Par-Holy Prophet St	Residence excluded	
04000.000	Lot A. Sec 22. Twp 26.	Seventh-Day Adventist Church (BC		
04803.157	Plan 71145	Conference)	Residence excluded	
		Gurdwara Guru Amardas Darbar Sikh	Residence excluded	
04804.250	Lot A, Plan 29696	Society		
	Lot Pcl Z, Sec 23, Twp			
	26, Plan 24426, Except	Evangelical Missionary Church of		
05475 931	153659	Canada		
05475.551			Housing society residences	
		BC Conference of Mennonite Brethren	excluded	
05476.791	Lot B, Plan 41234	Churches		
05606 001	Lot A Plan KAP76650	Society	Residence excluded	
05000.001			Residence excluded	
05611.000	Lot PT 2, Plan 2166	Roman Catholic Bishop of Nelson		
05752.000	Lot A Dian 1811	Okanagan Chinese Bantist Church		
05752.000	Lots 78 79 & 80 Sec			
06198.870	26, Twp 26, Plan 22239	Pentecostal Assemblies of Canada		
	Lot H, Sec 26, Twp		Davcare excluded	
06199.358	26,Plan 26182	Faith Lutheran Church of Kelowna		
	Lot 1, Sec 27, Twp 26			
06337.001	Plan 63747	BC Muslim Association		
06270 120	LOT A, Plan 19465, DL	of Jebovah's Witnesses		
00370.120	143, Sec 27, Twp 20		Property 50/50 split church/school	
06372.497	Lot 1, Plan KAP55460	Kelowna Christian Centre Society Inc		
06272 506	Lot A Plan KAP56177	New Apostolic Church of Canada Inc		
00372.300	Lot 1. Sec 29 & 32. Plan	The Church of Jesus Christ of Latter-Day		
06496.742	KAP64073	Saints		
		Trustees Rutland United Church Pastoral	Davcare excluded	
06735.000	Lot A, Plan 11320	Charge of the United Church		
06198 872	Parcel A. Plan 22239	Synod of the Diocese of Kootenay		
00150.072				
07212.492	Lot 1, Plan 37256	Synod of the Diocese of Kootenay		
	Lot A, Plan 20452, DL	Christian & Missionary Alliance -		
10407.200	128	Canadian Pacific District	Housing society residences	
		St. Peter & Paul Ukrainian Greek	excluded	
10468.000	Lot 2, Plan 9491, DL 129	Orthodox Church of Kelowna		
	EPP64708, Lot A, DI	Keleure Trisity Deutist Church		
10519.903	129, LD 41	Kelowna Trinity Baptist Church		
10738.366	DL 131	Evangel Tabernacle of Kelowna	Property 50/50 split church/school	
10700000			Residence excluded	
10768.002	Lot 2, Plan KAP81588	Roman Catholic Bishop of Nelson		
10936 348	Lot 1. Plan 35917	Kelowna Gospel Fellowship Church		
10000.040			Housing society residences	
40000 5		Canadian Mission Board of the Church of	excluded	
10936.653	LUL 1, Plan 41844			
10937.443	Lot A, Plan KAP76720	First Lutheran Church of Kelowna BC	Property 50/50 split church/school	
	Lot 1, Plan 25466, DL	Trustees of The Lakeshore Congregation		
11025.140	135	of Jehovah's Witnesses		
4400	Lot 7, Plan 25798, DL	Congregation of Bethel Church of		
11025.172	135	keiowna		

Schedule A – Public Worship				
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS	
	Lot 1, Plan 12441, DL			
11059.000	136 Trustees	Providence Baptist Church		
	Lot 1, Plan KAP52447,			
11097.073	DL 136	C3 Church		
	Lot 8, Plan 1303 & Lot			
	1, DL 139 PL13585 &	The BC Conference of the Mennonite		
016620	Lot 1 DL139 PL 3585	Brethren Church		

Schedule B – Private Schools				
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS	
	LT 1, PL EPP68016, DL	Catholic Independent Schools of Nelson		
025561	138	Diocese		
	Lot A, Plan 33076, DL		Residence excluded	
074502	138	Roman Catholic Bishop of Nelson		
03458.033	Lot 1, KAP86356	Aberdeen Hall Preparatory School Society	Vacant land excluded	
		Okanagan Montessori Elementary School		
04417.000	Lot A, Plan KAP1725	Society		
		Seventh-Day Adventist Church - BC		
05122.000	Lot 2, KAP3849	Conference		
			Property 50/50 split	
06372.497	Lot 1, Plan KAP55460	Kelowna Christian Centre Society Inc	church/school	
06372.527	Lot A, Plan KAP71175	Vedanta Educational Society Inc		
07212.595	Lot A, Plan KAP48732	Lakeside Educational Society of Kelowna		
07212.596	Lot B, Plan KAP48732	Lakeside Educational Society of Kelowna		
10589.111	Lot 1, Plan KAP59724	Kelowna Society for Christian Education		
	Lat 2 Dian KAD44202		Property 50/50 split	
10700.000	LOT 2, Plan KAP44292,	Evengel Teherneele of Kelevune	church/school	
10/38.366		Evalue l'abernacie of Kelowila		
10720 270	LULA, PIAN KAP54074,	Diocoso		
10/38.378	DF 121	Diocese	Droporty FO/FO colit	
			church (school	
10937.443	Lot A, Plan KAP76720	First Lutheran Church of Kelowna		
	Schedule C – Hospitals			
--------	------------------------	-------------------------	----------	--
	LEGAL			
FOLIO	DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS	
	Lot A, Plan			
079392	KAP60581, DL 14	Canadian Cancer Society		

Schedule D – Special Needs Housing			
FOLIO	LEGAL DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
004340	Lot 15, Plan 462, DL 139	Kelowna Gospel Mission Society	
046240	Lot 20, Plan KAP9138, DL136	Kelowna Gospel Mission Society	
046250	Lot 21, Plan KAP9138, DL136	Kelowna Gospel Mission Society	
007270	Lot 4, Plan 635, DL 14	The Bridge Youth & Family Services Society	
023390	Lot 10, Plan 2498, DL 137	Bridges to New Life Society	
033110	Lot 2, Plan 3929	New Opportunities for Women (NOW) Canada Society	
048500	Lot 8, Plan 10011	Okanagan Halfway House Society Inc	
048770	Lot 35, Plan 10011	Okanagan Halfway House Society	
048730	Lot 31, Plan 10011, DL 137	Resurrection Recovery Resource Society	
048740	Lot 32, Plan 10011, DL 137	Resurrection Recovery Resource Society	
048750	Lot 33, Plan 10011, DL 137	Resurrection Recovery Resource Society	
050050	Lot 22, Plan KAP10689	Resurrection Recovery Resource Society	
050060	Lot 23, Plan 10689	Resurrection Recovery Resource Society	
050070	Plan 10689, Lot 24	Resurrection Recovery Resource Society	
050080	Lot 25, Plan 10689	Resurrection Recovery Resource Society	
050650	Lot A, PL 11018	Society of St. Vincent De Paul of Central Okanagan	
055030	Lot 4, Plan 14741	Central Okanagan Emergency Shelter Society	
055040	Lot 5, Plan 14741	Central Okanagan Emergency Shelter Society	
055150	Lot A, Plan 14836	Okanagan Halfway House Society	
	Plan KAS2634,	Okanagan Mental Health Services	
080873	Lot 1	Society	
05/76 620	Plan KAP33003,	The Bridge Youth & Family Services	
054/6.630		The Bridge Vouth & Eamily Services	
06370 241	Lot D	Society	
303/0.271	PCL A, Plan		
	KAP52447, DL	National Society of Hope /Provincial	
11097.075	136	Rental Housing Corp	
	Plan KAP3185,		
026370	Lot 2, DL 138	Resurrection Recovery Resource Society	

	Schedule E – Social Services			
	LEGAL			
FOLIO	DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS	
	Lot 14, Plan 462			
004330	Block 5	Kelowna Gospel Mission Society		
	Lot 2, DL 139,	Kelowna Gospel Mission Society/City of		
074405	Plan KAP32713,	Kelowna		
	Lots 3 and 4, Blk			
	8, DL 139, Plan			
004580	462	Ki-Low-Na Friendship Society		
	Plan 830, Lot 2,			
	DL 14, Blk 21 exc			
009900	Parcel 2A, B1750	Canadian Mental Health Association		
010470	Lot 11, Plan 922	Kelowna & District S.H.A.R.E. Society		
	Lot A, Plan			
016740	46222	Pathways Abilities Society		

Schedule E – Social Services			
	LEGAL		
FOLIO	DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
026100	Lot 138, Plan	Okanagan Boys & Girls Clubs/City of	
020190	Lot 14 Plan	Kelowild Ki Low Na Friendshin Society/Provincial	
033210	KAP3929	Rental Housing Corp	
045862	Lot A, Plan 9012	Okanagan Boys & Girls Clubs/City of Kelowna	
052700	Lot C, Plan 12546, DL 138	Roman Catholic Bishop of Nelson	
	Plan EPP11464,		
055261	Lot A	Daycare Connection Childcare Society	
057060	Plan 15778, Lot B	Ki-Low-Na Friendship Society	
059530	Lot A, Plan 16898	Okanagan Boys & Girls Clubs/City of Kelowna	
070175	Lot A, Plan 28500	Central Okanagan Community Food Bank Society	
076262	Lot 1, Blk 6, Sec 20, Twp 26, ODYD, Plan 39580	Central Okanagan Child Development Association	
072685	Lot G, Plan	YMCA of Okanagan Association/School District No. 23 (Central	
072005		Okallagall)	
	LOL A, FL 159, LD		
070079		Kalawaa Community Bacourcas Society	
0/90/8	Lat A Dlan	Coverning Council of the Soluction	
04918 002	LOL A, PIAN KAP90062	Army in Canada	
04510.002	Lot 1 Plan		
06198.704	KAP91112	Boys & Girls Clubs/City of Kelowna	
	Lot 19, Plan		
06370.273	23749	Ki-Low-Na Friendship Society	
	Lot 2, Plan		
06371.030	KAP30323	Pathways Abilities Society	
	Lot 2, Plan	Big Brothers Big Sisters of the	
06774.486	KAS2048	Okanagan Society	
	Lot 7, Plan	Big Brothers Big Sisters of the	
06774.491	KAS2048	Okanagan Society	
10508.002	Lot 2, Plan 15777	Kalano Club of Kelowna	
	Lot A, Plan	Reach Out Youth Counselling & Services	
10519.925	KAP54261	Society	
	Lot 1, Plan		
10707 000	15596, Except		
10/0/.000	Pian KAP/3/53	BHF Building Healthy Families Society	
	Lot 1, Sec 20,	Charle visible Children de David	
057010	1 WP 26, ODYD,	Starbright Children's Development	Criteria #5: 7,568 sq ft taxable for
05/010			lease/rental to third parties
	LOUB, Plan		
04/26 002	16 TMD 26	Tripity Legacy Foundation	Exemption for Class Q portion only
04420.002	Lot Q BIL 7 Blan		
004550	KAP462, DL139	Ki-Low-Na Friendship Society	

Schedule F – Public Park or Recreation Ground, Public Athletic or Recreational			
	LEGAL		
FOLIO	DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
	Part DL 14 (.727		
000574	Acres) Lot A,	Kelowna Lawn Bowling Club/City of	
000571	Plan 5352	Kelowna	
027220		Kelowna Badminton Club/City of	
037220	Lot 4, Plan 4921	Kelowna	
073507	Lot 2, Plan 32159	Kelowna Cricket Club/City of Kelowna	
090066	Lot B, Plan	Kelowna Major Men's Fastball	
080900	Lot A Plan		Critoria #7: 2,000 sq ft taxable for
080967	K ΔΡ76448	Kelowna Curling Club/City of Kelowna	liquor/food services
000507	Lot 1 Plan	Relowing ClobyCity of Relowing	Criteria #7: 21 168 so ft taxable for
083521	EPP29214	Kelowna Yacht Club	liquor/food services
	Plan 2020, Parcel		
	A, PCL A		
04009.000	(KG34204)	Kelowna & District Fish & Game Club	Exemption for Class 8 portion only
		Kelowna United Football Club/City of	
04078.511	Lot 2, KAP80134	Kelowna	
		RG Arenas (Kelowna) Ltd/City of	H2O Centre (except retail on folio
04078.511	Lot 2, KAP80134	Kelowna	04078.513)
	Lot 1 & 2, Plan	East Kelowna Community Hall	Criteria#9: Caretaker Agreement in
04453.000	3067	Association	place
		Central Okanagan Land Trust/Central	
04525.505	Lot 1, KAP61083	Okanagan (Regional District)	Land Conservation (Parkland)
0.0100 705	Lot 1, Plan	Okanagan Gymnastic Centre/City of	
06198.705	KAP91112	Kelowna	
06225 505	Lot B, Plan	Dutley d David Carriety	Criteria #5: 1,200 sq ft taxable for
06225.585	RAP53830	Control Okanagan Land Truct/Control	lease/rental to third parties
06935 000	1//	Okanagan (Pegional District)	Land Conservation (Parkland)
00555.000	Part N 1/2 of SW	Central Okanagan Land Trust/Central	
06936 000	1/4	Okanagan (Regional District)	Land Conservation (Parkland)
00000000	Lot Fr E 1/2 Sec		
	17, Twp 28 exc		
06961.000	Plan B4553	Nature Trust of BC	Land Conservation (Parkland)
	Fr NE 1/4 Sec 17,		
	Twp 28 SDYD,		
	shown Amended		
	Plan B4553, exc		
06962.004	Plan 26911	Nature Trust of BC	Land Conservation (Parkland)
	Lot A, Sec 1/,		
06962.006	1 WP 20, Plan	Natura Trust of BC	Land Conservation (Parkland)
06962.000	Lot B Plan 41403	Nature Trust of BC	Land Conservation (Parkland)
06974 000			
-	Lot 11, Sec. 22,		
06974.001	Plan 4080	Scout Properties (BC/Yukon) Ltd	
	Lot 14, Sec. 28,		
06976.000	Plan 8258	Scout Properties (BC/Yukon) Ltd	
09461.002-	Lot A-D, DL 14,	Kelowna Outrigger Racing Canoe Club	Criteria #9: Caretaker Agreement in
09461.005	Plan EPP96732	Association/City of Kelowna	place
			Criteria #9: Caretaker Agreement in
10776.000	Plan 9359, Lot 2	Kelowna Riding Club	place
11501.989		Central Okanagan Small Boat	Criteria #9: 541 sq ft taxable for
/11501.979	Lot 1, Plan 35229	Association/City of Kelowna	residence
			Criteria #5: 5,000sq ft taxable for
11507 000	LOT A, Plan	Central Okanagan Land Trust	lease or nouse and associated land to
11207.000	INAF 2204	Kelowna Minor Eactball Society/City of	third party
11151 004	l ot 1 Plan 11796	Kelowna	
11131.004	Lot 1. Plan	Okanagan Mission Community Hall	<u> </u>
12184.556	KAP69898	Association	
h		1	ı

Schedule G – Cultural			
	LEGAL		
FOLIO	DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS
	Lot 1, Block 12,		
000950	Plan 202	Centre Cultural François De L' Okanagan	
	Lot 49, Plan 262,		
001830	Blk 15	Kelowna Canadian Italian Club	
		Kelowna Museums Society/City of	
038641	Lot A, Plan 5438	Kelowna	
	Plan 5438, D.L.	Kelowna Museums Society/City of	
038644	139	Kelowna	
		KF Aerospace Centre for Excellence	
10201.007	EPP10201.007	Association/City of Kelowna	
		City of Kelowna/Kelowna Museums	Criteria #3: 200 sq ft taxable for retail
077062	Lot 1, Plan 42511	Society	space
	Lot A, Plan		
089195	EPP95954	Kelowna Art Gallery	
		Kelowna Visual & Performing Arts	
080250	Lot A, KAP67454	Centre Society/City of Kelowna	
		Kelowna Visual & Performing Arts	
080252	Lot A, KAP67454	Centre Society/City of Kelowna	
		Kelowna Visual and Performing Arts	
080256	Lot A, KAP67454	Centre Society/City of Kelowna	
		Kelowna Visual & Performing Arts	
080259	Lot A, KAP67456	Centre Society/City of Kelowna	
		Okanagan Symphony Society/City of	
083355	Lot 1, KAP92254	Kelowna	
	Plan EPP51686,		
05669.001	Lot A, Section 26	Okanagan Buddhist Cultural Centre	
	Lot 10,		
07212.624	KAP72245	Westbank First Nation	
			Criteria #7: 4,413 sq ft taxable for
10349.220	Lot B, Plan 28112	German-Canadian Harmonie Club	liquor/meal services
	Lots 15 and 16,		Criteria #9: Caretaker agreement in
10388.000	Blk. 7, Plan 415B	Central Okanagan Heritage Society	place
		Roman Catholic Bishop of Nelson	
10768.001	Lot A, Plan 6710	Pandosy Mission	
	Plan KAS944,		
	Lot 2, Section 19,		
04571.614	Township 26	OCCA Communities Association	
	Plan KAS1996,		
	Lot 1, District Lot		
079428	136	Chabad Okanagan Society	

	Schedule H – Other Non-Profit Societies			
	LEGAL			
FOLIO	DESCRIPTION	REGISTERED OWNER/LESSEE	COMMENTS	
	Plan EPP 74060,	Tourism Kelowna Society/City of	Criteria #3: 165 sq ft taxable for retail	
000641	Lot 1527	Kelowna	space	
016670	Lot 16, Plan 1303	Kelowna Yoga House Society		
	Strata Lot 2, Plan			
023422	EPS6884, DL 137	Columbus Holding Society		
			Criteria #9: Caretaker agreement in	
077364	Lot A, Plan 43658	Kelowna Sr. Citizens Society of BC	place	
	Lot A, Plan			
05763.001	KAP82536	Kelowna General Hospital Foundation		
	Lot 3, Plan	Father DeLestre Columbus (2009)		
06200.303	EPS6838	Society		
	Lot 11, Plan 515,	BC Society for Prevention of Cruelty to		
10759.011	Blk 1	Animals		

Cabadula	Droporty Classification	2025	2026	2027
A Public Worship	Property classification	2025	2020	2027
A - Public worship	Class 01 Residential	0	0	0
		1 164	1 219	1 260
	Class 08 - Recreation/Non-Profit	1,104	1,218	1,209
		\$122,480	\$441,102 \$442,280	\$460 920
B Drivata Schools	Total Wullcipal Taxes	3422,044	3442,38 0	3400,829
D - FIIVate Schools	Class 01 - Residential	0	0	0
	Class 06 - Business	63.262	66 216	68 976
	Class 08 - Recreation/Non-Profit	1 70/	1 979	1 956
	Total Municipal Taxes	\$65,056	\$68.094	\$70.932
C - Hosnitals		\$03,030	700,0 54	<i>\$70,332</i>
e nospitals	Class 01 - Residential	0	0	0
	Class 06 - Business	15 052	15 755	16 412
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$15,052	\$15,755	\$16,412
D - Special Need Ho	using	<i> </i>	<i>\</i> 20)700	<i>\</i> 20)111
	Class 01 - Residential	82.845	86.713	90.328
	Class 06 - Business	3.239	3.390	3.531
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$86.084	\$90.103	\$93.859
E - Social Services	•	. ,		
	Class 01 - Residential	21,805	22,823	23,775
	Class 06 - Business	346,923	363,127	378,271
	Class 08 - Recreation/Non-Profit	2,977	3,116	3,246
	Class 09 - Farm Land	20	21	22
	Total Municipal Taxes	\$371,725	\$389,087	\$405,314
F - Public Park or Re	creation Ground, Public Athletic or	Recreational	•	•
	Class 01 - Residential	93,002	97,345	101,404
	Class 06 - Business	66,284	69,379	72,273
	Class 08 - Recreation/Non-Profit	295,319	309,110	322,000
	Class 09 - Farm Land	44	46	48
	Total Municipal Taxes	\$454,649	\$475,880	\$495,725
G - Cultural Organiza	ations			
	Class 01 - Residential	4,408	4,613	4,805
	Class 06 - Business	547,206	572,761	596,644
	Class 08 - Recreation/Non-Profit	16,187	16,943	17,650
	Total Municipal Taxes	\$567,801	\$594,317	\$619,099
H - Other Non-Profit	Societies	1	1	1
	Class 01 - Residential	0	0	0
	Class 06 - Business	79,621	83,340	86,815
	Class 08 - Recreation/Non-Profit	0	0	0
	Total Municipal Taxes	\$79,621	\$83,340	\$86,815
Total Impact				
	Class 01 - Residential	202,060	211,494	220,312
	Class 06 - Business	1,122,751	1,175,186	1,224,191
	Class 08 - Recreation/Non-Profit	737,757	772,209	804,412
	Class 09 - Farm Land	64	67	70
	Total Municipal Taxes	\$2,062,632	\$2,158,956	\$2,248,985

Schedule I - Municipal Tax impact for the years 2025-2027:

Report to Coun	cil
----------------	-----



Date:	September 23, 2024
То:	Council
From:	City Manager
Subject:	2024 Climate Resilient Kelowna Strategy
Department:	Climate Action & Environmental Stewardship

Recommendation:

THAT Council receives, for information, the report from Climate Action & Environmental Stewardship, dated September 23, 2024, with respect to the 2024 Climate Resilient Kelowna Strategy;

AND THAT Council adopt the 2024 Climate Resilient Kelowna Strategy as attached to the report from Climate Action & Environmental Stewardship dated September 23, 2024.

Purpose:

To review and adopt the 2024 Climate Resilient Kelowna Strategy.

Council Priority Alignment:

Climate & Environment

Background:

Previous Council Resolution

Resolution	Date
THAT Council receives, for information, the report from the Climate Action &	January 22,
Environmental Stewardship Department dated January 22, 2024, with respect to the	2024
Climate Resilient Kelowna Strategy key drivers and strategies.	
THAT Council declare a climate crisis.	October 13,
	2023
THAT Council receives, for information, the report from Policy & Planning dated April	April 3, 2023
3, 2023 with respect to the Climate Resilient Kelowna Strategy: Vulnerability and Risk	
Assessment and Public Engagement Kickoff.	
THAT Council receives for information, the report from the Policy & Planning	June 22,
Department dated June 20, 2022, with respect to Climate Modelling: GHG Reduction	2022
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;

AND FURTHER THAT the 2022 Financial Plan be amended to include \$95,000 to complete the Climate Resilient Kelowna strategy from Intact Insurance's Municipal Climate Resiliency Grant program, if successful, or \$80,000 from the Climate Action Reserve should the grant not be approved, as outlined in the report.

In recent years, major shifts in climate have made it essential to rethink local climate action planning. The Intergovernmental Panel on Climate Change (IPCC) reported that preventing severe climate impacts requires reducing greenhouse gas (GHG) emissions by 40-45 per cent by 2030 and reaching net zero by 2050 to keep global warming below 1.5 degrees. Governments worldwide, including the Province of BC, set more ambitious emissions reduction targets and outlined plans to meet them. Our community has faced flooding, drought, wildfires, and heat domes due to climate change, leading to a stronger focus on climate adaptation.

Given local governments control or influence over 50 per cent of Canada's GHG emissions and are on the front lines of many climate impacts, numerous municipalities in BC have answered the call for climate action. On October 16, 2023, Kelowna City Council declared a climate crisis to emphasize the urgency of addressing climate change. Further, as part of the 2023 -2026 Climate & Environment Council Priority, Council set a priority action of completing a new community climate action plan. These factors, along with the 2018-2023 Community Climate Action Plan reaching the end of its life, created the need for a new plan: The Climate Resilient Kelowna Strategy (CRKS).

The first phase of developing the CRKS began in 2021 to model Kelowna's community GHG emissions and to understand the degree of action that would be needed to align with IPCC recommendations and senior government targets. Following the technical analysis, Council provided the direction to use new community emissions reduction targets (40 per cent below 2007 levels by 2030 and achieve net zero by 2050) in the development of the CRKS. Phase 2 of strategy development involved a Climate Vulnerability and Risk Assessment (CVRA), which was completed throughout 2022 to identify the vulnerabilities and risks Kelowna is exposed to due to a changing climate. The CVRA and GHG emissions modelling study, coupled with input from the public through two rounds of community engagement, shaped the development of the CRKS (Figure 1).



Figure 1: Process for developing the Climate Resilient Kelowna Strategy

Discussion:

Unlike the previous community climate action plan that concentrated solely on reducing emissions, the CRKS takes a low-emission resilience approach to climate change. This approach integrates actions that both reduce emissions (mitigation) and adapt to a changing local climate (adaptation). It acknowledges that mitigating and adapting to climate change are interconnected efforts essential for confronting the challenges of climate change.

Although the CRKS prioritises climate action, numerous initiatives within this strategy also yield additional benefits that transcend climate concerns. Often, actions aimed at reducing emissions align with those that foster dynamic and resilient urban environments, enhance public health, lower government operational and capital costs, and promote innovation. Therefore, the CRKS strengthens many of the community goals addressed through other City initiatives that are not climate focused.

Based on technical analysis, research, and community/staff engagement, 10 key drivers emerged where the biggest impact can be made to help transition to a low-emission, resilient community. The drivers are broken into 27 strategies, and further into 153 actions the City can take (Table 1). It should be noted that not all actions are new. Many actions identified in other plans (e.g., the Transportation Master Plan), are also included in this strategy as they are critical to helping achieve the City's climate objectives.

10 Key Drivers		27 Strategies	153 Actions
		Create fast and reliable transit	6
	Reduce reliance on vehicles	Create safe, comfortable walking and bicycling routes	17
		Expand shared mobility options	3
		Reduce distance driven by vehicles	2
		Increase access to EV charging on private property	5
	Transition to	Expand the public EV charging network	8
F=1 4	efficient, low-	Support the transition to efficient and zero-emission	F
-D	emission vehicles	commercial vehicles and goods movement	5
		Support more fuel-efficient, lower emission driving	6
		Support retrofits to create more efficient, low-emission, resilient residential buildings	10
A O	Create low- emission, efficient resilient buildings	Support retrofits to create more efficient, low-emission, resilient non-residential buildings	3
		Accelerate adoption of low-emission, efficient new buildings	5
		Increase the resilience of new construction to local climate hazards	3
-:::):===	Support low- emission and	Support the transition to a low-emission energy supply	6
ហ	resilient energy supply	Advocate for increased resilience of the local energy supply	2
an.	Create complete, compact, resilient communities	Target growth in climate resilient Urban Centres and Core Areas	2
		Apply a climate lens to land-use planning and development policies	8
	Employ paturo	Protect and restore natural systems providing ecosystem services to reduce climate hazard risk	5
E CE	Employ hatore-	Utilize green infrastructure to improve climate resilience	4
t (B)	dased solutions	Inventory, assess and monitor ecosystems and green infrastructure	6

Table 1: CRKS Key Drivers and Strategies

10 Key Drivers		27 Strategies	153 Actions
(F)	Reduce emissions from waste	Reduce waste generation and increase waste diversion	6
	Increase the resiliency of infrastructure and assets	Infrastructure is upgraded or adapted to withstand the impacts of a changing climate	9
	Improve climate emergency preparedness	Enhance climate emergency response planning	11
		Empower the community to be prepared for climate emergencies	5
₽ (]]	Demonstrate municipal corporate climate leadership	Incorporate Indigenous Knowledge in climate action initiatives	1
		Incorporate a climate lens into municipal governance and operations	7
		Decarbonize City assets and operations	3
		Empower the community to take climate action	5

Reducing GHG Emissions

The CRKS strategies and actions have been developed based on the Council endorsed 2030 community emissions targets (i.e., 40 per cent reduction compared to 2007 levels). The modelling demonstrated that if all the strategies and actions are implemented with community uptake, Kelowna can meet the 40 per cent reduction target by 2030. As transportation and buildings are the community's main emissions sources, they also provide some of the biggest opportunities for reduction (Figure 2).



Figure 2: Modelled emissions reductions to meet the 2030 target

Adapting to a Changing Climate – Addressing Risks and Vulnerabilities

Reducing emissions is essential to help limit the impacts of climate change, but our community needs to prepare for and adapt to the local impacts that we are already experiencing, and those still to come. The CVRA identified flooding, extreme heat, wildfire, landslides, water security, invasive species, and extreme cold as some of the major local climate hazards.

Through developing the CRKS, potential adaptation actions for all relevant local climate hazards were identified and assessed. Further analysis on select interventions for heat and flooding was completed to understand how these actions could reduce the level of risk for the community. This analysis

demonstrated a significant reduction in people's exposure to the hazards as well as potential financial savings if actions were implemented. For example, expanding the urban tree canopy and expanding cool or green roofs for new and existing buildings could reduce the population exposed to extreme heat in more urbanized areas by nearly half by 2070.

Actions to adapt and build resilience to local climate hazards are rooted throughout the CRKS. Several Key Drivers are strictly adaptation focused (e.g., Increase the Resiliency of Infrastructure and Assets; Improve Climate Emergency Preparedness), while others address mitigation and adaptation concurrently (e.g., Employ Nature-Based Solutions; Create Complete, Compact, Resilient Communities).

Conclusion:

Climate hazards such as wildfire, extreme heat, flooding, and drought are all top-of-mind for Kelowna's residents. Adapting to and preparing for the impacts of these and other hazards, must be coupled with opportunities to reduce overall GHG emissions. By combining climate mitigation and adaptation efforts as the CRKS proposes, Kelowna can be part of the collective effort to reduce the impacts of climate change, while also becoming more resilient to climate hazards we are already experiencing.

The CRKS marks an important milestone in the transition to a low-emission resilient community; nonetheless, the majority of the effort is still required over the coming years. Table 2 outlines some of the key priorities for initial implementation to enable immediate progress.

Strategy	Priority Action
Create fast and reliable transit	T1.1 - New Transit Maintenance & Operations Centre (includes infrastructure for electric bus conversion) in alignment with the Kelowna Regional Transit Facility Strategy to facilitate increased transit service (initial focus on Hardy Transit Facility Refurbishment)
Enable active modes	T2.1 – Implement biking projects in the TMP (initial focus on Bertram Street and Rutland Neighbourhood Bikeways)
	T2.17 - Consider E-bike incentives for certain demographics (e.g., low- income)
Expand the public EV charging network	T6.5 - Expand the off-street Public Level 2 charging network
Support retrofits to create more efficient, low-emission, resilient	B1.1 - Expand the Home Energy Coordinator program to support homeowners pursuing energy retrofits
residential buildings	B1.7 - Continue to offer incentives for proven low-emission technologies (e.g., CleanBC heat pump top-up rebate)
Accelerate adoption of low- emission, efficient new buildings	B3.2 - Accelerate Energy Step Code and/or Zero Carbon Step Code adoption (initial focus on developing an implementation strategy for higher steps)
Apply a climate lens to land-use planning and development policies	C2.5 - Incorporate climate considerations into development guidelines for buildings and site and develop a process to review and communicate the performance.
Utilize green infrastructure to improve climate resilience	N2.1 - Implement the Sustainable Urban Forest Strategy (initial focus on priority initiatives identified in the August 26, 2024 Council Report)
Decarbonize City assets and operations	CL _{3.1} - Implement the Strategic Energy Management Plan (initial focus on a High-Performance Building Policy for new City facilities)

Table 2: CRKS priority implementation actions

Internal Circulation:

Building Services Fire Prevention Capital Planning & Asset Management Housing Policy and Programs **Community Communications** Infrastructure Delivery **Cultural Services** Infrastructure Operations **Development Engineering** Integrated Transportation **Development Planning** Long Range Policy Planning Parks & Buildings Planning **Development Services Emergency Management Risk Management Financial Services Utility Services** Fire Administration and Finance Water Quality & Customer Care

Considerations applicable to this report:

Existing Policy:

- 2040 OCP
 - Chapter 12 Climate Resiliency
- Imagine Kelowna
 - Goal: Take action in the face of climate change

Financial/Budgetary Considerations:

The full implementation of the CRKS requires additional funding and resources at various stages. Funding and resourcing options will be investigated and/or budget requests will be made as part of the normal budget cycle when necessary. Each of the major investments will be paired with a metric that measures the value of each investment towards meeting our targets.

In the "Quarter two Amendment to the 2024 Financial Plan" report to Council on August 12, 2024, Council approved spending \$410,000 on various climate initiatives between 2024-2027 using the Local Government Climate Action Program (LGCAP) funding from the provincial government. Staff will continue to utilize LGCAP funds and other funding sources to support implementation of the CRKS actions as needed.

Consultation and Engagement:

Public engagement for the CRKS was done in two rounds. Round 1 was completed in Spring, 2023 and aimed to help draft the key drivers and strategies of the CRKS. The outcomes of this round were presented to Council on January 22, 2024. Round 2 of public engagement was completed in Spring, 2024 and provided the public an opportunity to review and provide feedback on the draft CRKS. This round was carried out in conjunction with engagement for the Sustainable Urban Forest Strategy, which was adopted by Council on August 26, 2024. As part of the second round of engagement, the public had an opportunity to provide their input through a survey (hosted from May 15 to June 9, 2024) and two in-person open houses (May 23, 2024 and June 6, 2024). Staff also engaged directly with a CRKS Working Group composed of various interest holders and a Youth Working Group throughout the development of the CRKS.

Attachment 2 provides a summary of what we heard during the second round of engagement.

Communications Comments:

Once endorsed by Council, the CRKS will be posted on the City's website, and the Get Involved Kelowna project webpage will be updated to reflect the most current version.

Submitted by:

C. Ray Climate Action & Environment Manager

Approved for inclusion: R. Smith, Divisional Director, Planning, Climate Action & Dev. Services





CLIMATE RESILIENT KELOWNA STRATEGY

September 2024



Indigenous Peoples and Land Acknowledgement

We acknowledge that Kelowna is located on the traditional, ancestral, unceded territory of the syilx/Okanagan people. The syilx Nation, including Westbank First Nation and the Okanagan Indian Band, comprises six communities north of what is now the border between Canada and the US and a confederated tribe south of the border. We also respectfully acknowledge the many other Indigenous nations represented among Kelowna's population.

The syilx Nation are "stewards of the land – promoting a healthy economic, social, cultural, and spiritual exchange."¹ Indigenous people and traditional territories, however, are being disproportionately affected by climate change, as the land (*tmx^wulax^w*), waters, natural habitats, ecosystems, and all living things (*tmix^w*) that have been stewarded by Indigenous people for millennia are being impacted.²

Across Turtle Island, Indigenous peoples are taking action. In 2023, the Assembly of First Nations released a *National Climate Strategy* proposing a transition away from the overemphasis on technological solutions and marketbased mechanisms towards a framing that emphasizes the centrality of Indigenous knowledge systems, rights, and self-determination.³ BC First Nation's Leadership Council released its *Climate Strategy and Action Plan* in Spring 2022, seeking to respond to the needs and priorities of Indigenous People in BC.⁴ The BC Government has formally acknowledged the importance of collaborating with Indigenous populations on climate initiatives through the *BC Declaration on the Rights of Indigenous Peoples Act Action Plan*.⁵ Locally, the syilx Nation has done extensive work addressing the impacts of climate change in the region. Some highlights include:

- Re-establishing prescribed fire on the Okanagan landscape. Climate change and past fire suppression has led to more intense, destructive wildfire seasons and less resilient forest and grassland ecosystems. The syilx Nation are working to re-establish prescribed fire in the region, which traditionally maintained open forest and grassland ecosystems with low intensity, controlled burns, lit and managed by syilx people for the health of *tmix*^w.
- Syilx siw4k^w (water) Strategy. This strategy is designed to protect and manage water within syilx territory which has been impacted by a variety of influences, including climate change.
- kłúsžnítk^w (Okanagan Lake) Responsibility Planning Initiative. This initiative is designed to bring syilx and nonsyilx partners together to address the cumulative impacts threatening the long-term viability of Okanagan Lake to provide clean drinking water, habitat for fish and wildlife, erosion and flood control, and contribute to climate change mitigation.⁶

The City of Kelowna is committed to establishing and maintaining a mutually respectful relationship with the syilx Nation and other Urban Indigenous people residing in Kelowna. As we move to implementation of the Climate Resilient Kelowna Strategy, we hope to learn from Indigenous Traditional Ecological Knowledge to better inform how we adapt and respond to climate change and be a more resilient community that respects the *tmix*^w.

¹ Westbank First Nation. (2020). Comprehensive Community Plan. Retrieved from: westbank_ccp_web.pdf (wfn.ca).

² BC First Nation's Leadership Council. (2022). BC First Nations Climate Strategy and Action Plan. Retrieved from: BCFNCSAP Final Draft (22April2022).pdf (bcafn.ca).

³ Assembly of First Nations. (2023). National Climate Strategy. Retrieved from: 2023 Climate Strategy Report (bynder.com).

⁴ BC First Nation's Leadership Council, 2022. BC First Nations Climate Strategy and Action Plan.

⁵ BC Ministry of Indigenous Relations and Reconciliation. (2022). Declaration On the Rights of Indigenous Peoples Act Action Plan (Action 2.12). Retrieved from: <u>declaration_act_action_plan.pdf (gov.bc.ca</u>).

⁶ Okanagan Nation Alliance. Archives: Projects. Projects - Okanagan Nation Alliance (syilx.org)

Acknowledgements

We are grateful to the many people and groups who contributed to the creation of this Strategy. We sincerely value your dedication and effort towards making a Climate Resilient Kelowna.

PUBLIC

- 599 responses over two community surveys
- 131 community members who attended a series of open houses
- Six community members who participated in equity seeking focus groups

CLIMATE ACTION WORKING GROUP

Representatives from:

- Climate & Agriculture Initiative
- University of British Columbia Okanagan
- Okanagan Collaborative Conservation Program
- Okanagan Climate Hub
- Thompson Okanagan Tourism Association
- Accelerate Okanagan
- Okanagan College
- Regional District of Central Okanagan
- Interior Health
- School District 23
- Okanagan Basin Water Board
- Kelowna Climate Coalition
- FortisBC
- Okanagan Sustainable Leadership Council
- Central Okanagan Economic Development Commission
- Canadian Home Builders Association Central Okanagan

CLIMATE ACTION YOUTH WORKING GROUP

Students from:

- Aberdeen Hall Preparatory School
- AS Matheson Elementary School
- Kelowna Secondary School
- KLO Middle School
- Okanagan College

- Okanagan Mission Secondary School
- Rutland Secondary School
- University of British Columbia Okanagan

CONSULTING AND TECHNICAL EXPERTISE

Sustainability Solutions Group

GRAPHIC DESIGN

Kold Design

CITY OF KELOWNA STAFF DEPARTMENTS

- Building Services
- Communications
- Corporate Strategy & Performance
- Cultural Services
- Development Planning
- Development Services
- Emergency Management
- Infrastructure Operations
- Integrated Transportation
- Long Range Planning
- Parks & Buildings Planning
- Risk Management
- Social Development
- Utilities Services

PLAN CONTACT

Climate Action & Environmental Stewardship Department



CONTENTS

Plan at-a-glance			
A Climate Crisis, A Time for Action	. 4		
Co-benefits of Climate Action	. 6		
Factors for Change	. 8		
Kelowna's Climate Hazards and Risks	. 9		
Growth and Development	. 10		
The Inequities of Climate Change	. 11		
Developing the Strategy	. 12		
Strategy Inputs	. 13		
What We Heard	. 14		
GHG Emissions Inventory and Targets	. 16		
Where We Are Now	. 17		
GHG Emissions Reduction Targets	. 19		
Modelling the Future	. 20		
Emissions Reduction Opportunities	. 21		
Addressing Climate Risks and Vulnerabilities	. 21		
 A Path Forward	23 25 26 29 31 34 34 36 39 42 44 44 46 48		
Moving Forward	50		
Monitoring and Reporting	51		
Community Engagement and Action	51		
Appendix A - Actions			

Plan at-a-glance: 10 Key Drivers to Address Climate Change in Kelowna

The climate landscape has changed significantly in recent years, requiring aggressive GHG emissions reduction now in combination with a stronger focus on resilience. The Climate Resilient Kelowna Strategy (CRKS) provides direction to help reduce community GHG emissions (mitigation) while preparing for the impacts of climate change (adaptation). This lowemission resilience approach is essential for addressing the challenges posed by a changing climate and ensuring the longterm sustainability of ecosystems, economies, and society, while maximizing efficiencies and other co-benefits of action. As a local government, the City of Kelowna (the City) is uniquely positioned to influence how the community grows, commutes, interacts and protects natural ecosystems and how all of this can be done in a low-emission and resilient manner. To become resilient to climate change, collective action by all levels of government, businesses, organizations and the broader community is necessary; however, the CRKS focuses on actions the City can take to influence this shift.

Based on technical analysis, research, and community engagement, there are 10 key drivers where action is needed to make the biggest impact on climate in our community. These drivers of change will help put us on the path to reducing emissions 40 per cent below 2007 levels by 2030 and net zero emissions by 2050, while helping us become more resilient to climate change impacts.

The drivers are broken into 27 strategies, and further into actions the City can take to help create a low carbon resilient community. It should be noted that many actions identified in other plans (e.g., the Transportation Master Plan), are also included in the CRKS as they are critical to helping achieve our goals. The CRKS comes at a critical point in time, as the Intergovernmental Panel on Climate Change recently announced the urgency for climate action on all fronts – a need for "everything, everywhere, all at once" as the world edges closer to the 1.5 degree threshold.⁷



Reduce reliance on vehicles

- Create fast and reliable transit
- Enable active modes
- Expand shared mobility options
- Reduce distance driven by vehicles

2 🚔 4

Transition to efficient, low-emission vehicles

- Increase access to EV charging on private property
- Expand the public EV charging network
- Support the transition to efficient and zero-emission commercial vehicles and goods movement
- Support more fuel-efficient, lower emission driving



Create low-emission, efficient, resilient buildings

- Support retrofits to create more efficient, low-emission, resilient residential buildings
- Support retrofits to create more efficient, low-emission, resilient non-residential buildings
- Accelerate adoption of low-emission, efficient new buildings
- Increase the resilience of new construction to local climate hazards

7 Bloomberg. (2023). UN Calls for 'Everything, Everywhere, all at Once' Climate Action. Retrieved from: <u>https://www.businessoffashion.com/news/sustainability/warming-above-15c-likely-in-near-term-unless-world-acts-now-un-says/</u>.



Support low-emission and resilient energy supply

- Support the transition to a low-emission energy supply
- Advocate for increased resilience of the local energy supply

Create complete, compact, resilient communities

- Target growth in climate resilient Urban Centres and Core Areas
- Integrate climate change consideration in land-use planning regulation and development policies





- Protect and restore natural systems providing ecosystem services to reduce climate hazard risk
- Utilize green infrastructure to improve climate resilience
- Inventory, assess and monitor ecosystems and green infrastructure



Reduce emissions from waste

• Reduce waste generation and increase waste diversion



Increase the resiliency of infrastructure and assets

• Infrastructure is upgraded or adapted to withstand the impacts of a changing climate



Improve climate emergency preparedness

- Enhance climate emergency response planning
- Empower the community to be prepared for climate emergencies



Demonstrate municipal corporate climate leadership

- Incorporate Indigenous Knowledge in climate action initiatives
- Incorporate a climate lens into municipal governance and operations
- Decarbonize City assets and operations
- Empower the community to take climate action



A CLIMATE CRISIS, A TIME FOR ACTION

The climate landscape has changed significantly in recent years, demanding aggressive greenhouse gas (GHG) emissions reduction now and a stronger focus on resilience.

Soon after Council's endorsement of the 2018 Community Climate Action Plan, significant changes began happening on the climate front (Figure 1). The Intergovernmental Panel on Climate Change (IPCC) published findings that avoiding the most catastrophic impacts from climate change will require GHG emissions reductions of 40 - 45 per cent by 2030, and reaching net zero by 2050, to limit global warming below 1.5 degrees. Senior levels of government from across the globe responded, including the Province of BC who adopted aggressive GHG emissions reduction targets followed by plans on how to achieve them. The past five years have also seen both the region and most of the Province experience the impacts of a changing climate including flooding, drought, wildfires, heat domes and polar intrusions. In response, the Province has put a stronger emphasis on climate adaptation, exemplified through the Climate Preparedness and Adaptation Strategy.

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 in BC have also responded to the call for climate action. On October 16, 2023, Kelowna City Council declared a climate crisis to communicate clearly to the residents of Kelowna the importance of urgent action on a government and community-wide basis in the face of climate change. The declaration acknowledges that:

"...this is an emergency with no foreseeable conclusion and requires immediate and drastic action away from a business as usual approach in order to sustain our quality of life, including our thriving tourism, technology, and agricultural sectors; our citizen health and affordability; and our public infrastructure and celebrated environment."⁸

This new community climate action plan, the Climate Resilient Kelowna Strategy (CRKS), takes a low-emission resilience approach to climate change. Low-emission resilience integrates and coordinates actions that both reduce GHG emissions (mitigation) and adapt to the changes anticipated in the coming decades (adaptation). This new strategy comes at a critical point in time, as the IPCC recently announced the urgency for climate action on all fronts – a need for "everything, everywhere, all at once" as the world edges closer to the 1.5 degree threshold.⁹ Figure 1: Recent events that motivated climate action



8 City of Kelowna. (2023). Council Climate Crisis Declaration: https://kelownapublishing.escribemeetings.com/filestream.ashx?DocumentId=45063.

⁹ United Nations. (2023). Secretary-General's video message for press conference to launch the Synthesis Report of the Intergovernmental Panel on Climate Change. Retrieved from: https://www.un.org/sg/en/content/sg/statement/2023-03-20/secretary-generals-video-message-for-press-conference-launch-the-synthesis-report-of-the-intergovernmental-panelclimate-change.



Co-benefits of Climate Action

While the CRKS is focused on GHG emissions reduction and building resilience to climate impacts, there are cobenefits of many actions in this strategy that extend beyond climate. In many cases, actions that reduce GHG emissions correspond or directly overlap with actions that create vibrant and resilient cities, improve public health outcomes, reduce government operating and capital costs, and support innovation—these are no-regrets policies.¹⁰ One review of more than a dozen studies on GHG mitigation policies found that the co-benefits of reduced air pollution—a single co-benefit—often equaled or exceeded the benefit of the GHG reduction itself.¹¹

Implementing the CRKS will result in numerous social, economic and environmental benefits to the community as outlined in Figure 2 and the sections below.



Figure 2: Climate action co-benefits

¹⁰ Lamia Kamal-Chaoui and Alexis Robert. (2009). Competitive Cities and Climate Change. Retrieved from: http://www.oecd-ilibrary.org/governance/competitive-cities-and-climate-change_218830433146.

¹¹ Gao, J., Kovats, S., Vardoulakis, S., Wilkinson, P., Woodward, A., Li, J., ... & Liu, Q. (2018). Public health co-benefits of greenhouse gas emissions reduction: A systematic review. Science of the Total Environment, 627, 388-402.

Health and Equity Benefits

Kelowna's plan enhances public health through planned initiatives such as promoting active transportation and improving public transit. This includes creating safer and more accessible walking and cycling routes, and enhancing the efficiency and frequency of public transit, which will lead to reduced air pollution and encourage a more active lifestyle among residents. Building retrofits, can significantly enhance indoor air quality, especially during wildfire seasons, by filtering out harmful particulates from smoke. These upgrades also ensure effective temperature regulation inside buildings, offering a refuge from extreme heat. Adding and enhancing green space creates more spaces for people to connect with one another, encouraging social connection and improved health & well-being.

Addressing climate change in Kelowna can also improve social equity, particularly for equity-seeking groups. Implementing climate action strategies with an equity lens ensures that efforts to reduce emissions and adapt to climate impacts also address existing societal inequities. Initiatives like expanding transit pass programs and e-bike incentives make sustainable transportation options more accessible to a broader range of the population. Programs like energy retrofits of residential rental buildings can reduce living costs and improve living conditions for marginalized communities.

Economic Benefits

The CRKS can also contribute to economic prosperity through job creation, energy cost savings, reduced maintenance, and avoided impact costs. For example, modelling some of the GHG emission reduction initiatives found that the implementation of this plan could lead to the creation of an average of 1,200 person years of employment annually, most of which is attributed to the building sector due to retrofits and installation of more efficient heating systems.¹² Additionally, by 2050, there could be over \$2 billion in cumulative savings for the community due to energy efficiency savings, less maintenance, and avoided carbon taxes and renewable energy revenues. A large part of these savings would be realized through the transition to electric vehicles, which are nearly five times more energy efficient when compared to gasoline and diesel vehicles.13 Important energy savings can also be achieved in the buildings sector though energy retrofits, new buildings designed to highest level of energy performance, and the adoption of energy efficient heat pumps.

Environmental Benefits

Implementing the CRKS recommended actions will also enhance our natural environment. Using nature-based solutions such as green roofs will mitigate the effects of heat, flooding and drought while also enhancing biodiversity and habitat for various species. Treating natural areas to reduce wildfire fuels can also restore valuable habitats to pre-settler conditions. Additionally, transitioning to low-emission vehicles and reducing vehicle reliance will decrease air pollutants, improving air quality for people and the wildlife we share this ecosystem with. Ultimately, developing complete, compact communities will lessen the pressure on our surrounding natural environment.



^{12 1} person year = the amount of work one person performs in one year of regular working hours.

¹³ Natural Resources Canada. (2024). Buying an electric vehicle. Retrieved from: https://natural-resources.canada.ca/energy-efficiency/transportation-alternative-fuels/personalvehicles/choosing-right-vehicle/buying-electric-vehicle/21034.



FACTORS FOR CHANGE

Kelowna's Climate Hazards and Risks

Human-caused climate change is already affecting the local climate, causing heat domes, droughts, wildfires, and flooding.

The <u>Climate Projections for the Okanagan Region (2020)</u> report models expected local climate changes in the coming decades, finding:

- Warmer temperatures year-round;
- Summers that are considerably hotter and drier;
- Increased duration of the growing season;
- Warmer winter temperatures;
- Increased precipitation across all seasons except summer; and
- Shifting seasons.¹⁴

As global GHG emissions increase, and the climate continues to change, the risk of several major climate hazards impacting our community increases as outlined in Table 1.

CLIMATE HAZARDS, RISKS AND VULNERABILITIES

Hazards

Refers to the potential occurrence of climate-related physical events with a potential for causing harm to health, property, environment, and other things of value (e.g., flooding, wildfires, extreme heat).

Risk

Refers to the likelihood that a hazard will occur as well as the severity of the possible impacts.

Vulnerability

Refers to the people, property, infrastructure, industry, resources, or environments that are particularly exposed to the adverse impact from a hazardous event.

Table 1: Climate hazards anticipated by the 2080s due to the changing climate in Kelowna¹⁵



EXTREME HEAT

- 30 more days above 30°C annually
- Hottest summer days that are 7°C hotter



FLOODING

- 19% increase in precipitation in spring and fall
- 15% increase in precipitation in winter
- 18% increase in precipitation on the wettest day

<u>х</u> х) • 1

WILDFIRE

- Longer wildfire season
- Drier landscape
- Increased fuel due to heat stressed plants and invasive vegetation



LANDSLIDES

- Increased severe storms with intense precipitation that can increase slope instability
- Drought can compromise vegetation health causing increases to slope instability



INVASIVE SPECIES

- Increased presences of invasive species
- Decreased biodiversity



EXTREME COLD

• Disrupted polar vortex as the polar jet stream shifts further south causing periodic intrusions of cold air

WATER SECURITY

- 20% less precipitation in summer
- Increased average annual temperatures
- Reduced snow pack
- Longer grower season

14 RDCO, RDOS, RDNO. (2020). Climate Projections for the Okanagan Region: <u>https://www.rdco.com/en/environment/resources/Documents/2020---OK_Climate_Projections_Report_Final.pdf</u>. 15 RDCO, RDOS, RDNO. (2020). Climate Projections for the Okanagan Region (data from RDCO valley bottom selected).

CLIMATE CHANGED



The 2023 Forest Fires

2023 is officially the most expensive, most destructive wildfire season on record in BC. The Central Okanagan witnessed that destruction first-hand when the McDougall Creek Wildfire, fueled by dry conditions and winds, spread from West Kelowna and ignited fires in both Kelowna and Lake Country (the three fires are referred to as the Grouse Complex wildfire). At the peak over 10,000 properties were ordered to be evacuated in the region, and over 200 properties were destroyed by the fire. Damages are still being calculated, but the mental health impacts to the community will continue long after the infrastructure is rebuilt.



The 2022 Mission Creek Flooding

In June, 2022, a Local State of Emergency was declared for the City of Kelowna due to flooding along Mission Creek. Higher-than-usual volumes of precipitation in the upper watershed led to flooding downstream, threatening properties, homes, and infrastructure in Kelowna. Risk is elevated by continued population growth, placing greater numbers of people, buildings, and critical infrastructure in potentially vulnerable areas. Further, climate hazards do not occur in isolation, for example, heat waves and wildfires are often simultaneous, coupled with concerns about water security and drought.

Almost every Kelowna neighbourhood is at risk for at least one climate change threat and many of the most populous neighbourhoods are at risk of multiple hazards. For example, areas of downtown will experience increased flood and heat risk, while suburban and rural areas will primarily experience increased wildfire risk.

Growth and Development

Kelowna is one of the fastest growing communities in Canada. Over the next 20 years, Kelowna's population is projected to continue to grow significantly rreaching over 230,000 people by 2040. To accommodate this growth, it is expected that Kelowna will need 1,870 – 2,650 housing units to be built annually over the next 10 years alone.^{16,17}

Growth presents both a challenge and an opportunity from a climate perspective. Even with a denser development pattern, as identified in the 2040 Official Community Plan (OCP), the homes, buildings, infrastructure, businesses, and vehicles required to house, employ, and move more people could result in more GHG emissions if a businessas-usual approach is taken. Further, balancing growth and densification with expanding green space and the urban forest canopy are important considerations.

But growth also provides an opportunity to embed lowemission efficient and resilient buildings at the time of construction. It provides an opportunity to create complete, compact communities, that can reduce emissions from these sectors while also providing myriad other benefits, including improved public mental and physical health outcomes, increased convenience, improved access to amenities, more day-to-day choices for residents, and greatly reduced servicing costs (i.e., energy, water, wastewater, and roadway infrastructure), all of which are priorities for the City of Kelowna.

¹⁶ City of Kelowna. (2023). Housing Needs Assessment: <u>https://www.kelowna.ca/sites/</u>files/1/kelowna_housing_needs_assessment_2023.pdf.

¹⁷ Modelling for the CRKS used projections based on the 2040 OCP and extrapolated them beyond the 2040 timeline, the analysis done as part of the Housing Needs Assessment, shows that we will meet population projections sooner than those outlined in the 2040 OCP time horizon.

The Inequities of Climate Change

While privileged populations often have resources and capacity to better respond to the impacts of climate change, research shows that this is not the case for equity-seeking groups. These vulnerable populations, who often contribute the least to emissions, are more likely to be exposed to climate hazards, susceptible to their impacts, and less likely to have resources to recover, making climate change an equity issue. Within a Kelowna context, equityseeking groups may include the following, among others:

- Racialized people (including Black, Indigenous, and People of Colour BIPOC),
- Lower-income households
- Renters
- Children
- Seniors
- People with physical and/or mental health conditions
- People with disabilities
- People experiencing homelessness
- Those living in single-person households
- Immigrants
- Refugees

Climate events often impact neighbourhoods with a high proportion of equity seeking individuals the most. Equityseeking groups are more vulnerable to climate events and tend to face heightened risk to their health and overall well-being due to societal discrimination and both historical and current inequities. This causes higher levels of negative health outcomes, displacement, and longer recovery periods for equity-seeking groups living in these areas, exacerbating existing inequities.

Achieving a decarbonized and climate-resilient future hinges on swift emissions reduction and adept adaptation to climate impacts. Achieving this while alleviating disparities requires a just and sustainable transition. Amidst resource constraints, prioritizing the most vulnerable community members is imperative, especially those facing concurrent social and economic difficulties. Social equity must guide decisions, program creation, and implementation across all tiers of action.

As part of developing the CRKS, a Climate Vulnerability and Risk Assessment was completed to help identify these equity-seeking groups that may be more vulnerable to climate hazards. Further consideration has been given to how equity can be considered in the implementation of each of the strategies.

CLIMATE CHANGED



The 2021 Heat Dome

In late June, 2021, a mass of hot, compressed air settled over the Pacific Coast and Interior areas of Oregon, Washington, and BC. This 'heat dome' created unprecedented high temperatures in the area, breaking dozens of records, including in Kelowna where the high reached 45.7°C. 526 deaths were attributed to the heat dome in BC, 12 of which were in Kelowna. Scientists studying the event determined through historical observations and modelling that such high temperatures would be virtually impossible without climate change effects. They estimate that what used to be a 1 in 1,000 year event will become a standard 1 in 5 or 10 year event by 2040.



DEVELOPING THE STRATEGY

The process of developing the Climate Resilient Kelowna Strategy began in 2021 to model Kelowna's community GHG emissions and to understand the degree of action that would be needed to align with provincial and international targets. Following this technical analysis, Council provided the direction to use new targets: 40 per cent below 2007 levels by 2030 and achieve net zero by 2050 in the development of the CRKS. Further technical analysis was completed throughout 2022 and 2023 to examine the vulnerabilities and risks our community is exposed to due to the changing climate. These two analyses, together with the input from the community informed the series of recommended actions of how our community can become resilient by reducing GHG emissions and preparing for the impacts of climate change (see the *A Path Forward* section).

Figure 3: Strategy Development Process



* On June 22, 2022, City Council directed staff to update the 2040 OCP with new GHG reduction targets (40 per cent below 2007 by 2030 and net-zero by 2050) and use these new targets as a basis fro developing the CRKS.

Strategy Inputs

The CRKS was developed based on a variety of inputs. These included:

- Technical analysis: The GHG Emissions Modelling Study, Climate Vulnerability and Risk Assessment, and Adaptation Modelling, were all key technical inputs to identifying actions and their impacts on helping reduce GHG emissions and being better prepared for the impacts of climate change.
- Existing plans and strategies: The City isn't starting from scratch. A lot of existing plans and strategies that are currently in progress will help the City reach our climate goals. The CRKS reinforces the importance of continuing to implement these plans and strategies as per their identified timeline including:
 - 2040 Official Community Plan
 - 2040 Transportation Master Plan
 - Electric Vehicle & E-Bike Strategy
 - Pedestrian & Bicycle Master Plan
 - Agriculture Plan

- Sustainable Urban Forest Strategy
- Community Wildfire Resiliency Plan
- Central Okanagan Regional Emergency Plan
- Regional Solid Waste Management Plan
- Regional Transportation Plan
- Regional Goods Movement Strategy
- Regional Bicycling and Trails Master Plan
- Regional Clean Air Strategy
- Water Security and Responsibility Plan
- Other plans under development will also have a relationship to the CRKS moving forward. This includes urban centre and neighbourhood plans, and infrastructure plans.
- Senior government plans and policies: Canada's 2030 Emissions Reduction Plan, National Adaptation Strategy, CleanBC Roadmap to 2030, and BC's Climate Preparedness and Adaptation Strategy provide a pathway and synergies for the City to reach our goals.
- Council and corporate priorities: Council's 2023 2026 priorities identify Climate & Environment as one of their six priority areas. 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.

- **Staff input:** Multiple departments across the organization will be responsible for leading the input of the CRKS actions and have provided input on how they can be integrated with other City of Kelowna priorities.
- **Community input:** Community input was gathered through several different tactics as summarized in the *What We Heard* section below.
- Municipal tools: The City has six main tools at its disposal to help create change: Policy & Regulation, Infrastructure, Incentives, Partnerships, Education & Awareness, and Advocacy. All of these tools were considered when developing the actions in Appendix A.

Figure 4: Summary of community engagement



What We Heard

Engagement for the CRKS occurred in two phases:

- Phase 1 of public engagement occurred in 2022 and 2023. The purpose of this round of engagement was to inform and consult with the community and various interest holders about the CRKS and to seek input on key priorities and actions.
- Phase 2 of public engagement occurred in the Spring of 2024 with the primary purpose of giving the community an opportunity to review the draft CRKS, gauging level of support for the key drivers and strategies and understanding some of the community's priorities.

Most participants across the various engagement tactics used reinforced the importance of taking action on climate. In fact, nearly 80 per cent of survey respondents felt the City's current GHG emissions reduction target (25 per cent reduction below 2007 levels by 2033 and 80 per cent reduction by 2050) 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 the lack of local infrastructure to make change, the community's dependence on fossil fuels, as well as concerns that there is a lack of community motivation for behavioral change.

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.

For a complete summary of the input received in the development of the CRKS see the Climate Resilient Kelowna Strategy Engagement Summaries.¹⁸

18 City of Kelowna. (2023). Climate Resilient Kelowna Strategy Engagement Summary: <u>https://kelownapublishing.escribemeetings.com/filestream.</u> <u>ashx?DocumentId=45716</u>

Key themes that emerged from the engagement on how the City could support climate action:					
KEYTHEMES		SUGGESTED SOLUTIONS FROM COMMUNITY MEMBERS			
	Development and land use planning	More compact communities created through urban centres or land use plans			
\bigcirc	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			
ор Г	Demonstrate leadership	> Right size municipal fleet vehicles			

Figure 5B: Climate action priorities from community engagement Round 2

	Most supported strategies across the CRKS 10 key drivers:	Key drivers survey participants felt they could address in their own lives over the next five years:
E B	 Protect and restore natural systems providing ecosystem services to reduce climate hazard risk 	> Employ nature-based solutions
	Create comfortable walking and bicycling routes	Reduce reliance on vehicles
	Reduce waste generation and increase waste diversion	Reduce emissions from waste

GHG EMISSIONS INVENTORY AND TARGETS

Where We Are Now

As of 2021, Kelowna's community GHG emissions were 767,132 tonnes (approximately 5.1 tonnes per capita). While emissions have fluctuated from year to year since the 2007 baseline year, the main sources remain relatively consistent: the bulk of emissions are due to transportation, followed by buildings and waste.

- Transportation (54 per cent): the fuel required to move people and goods around and through our community is the biggest source of GHG emissions. Most of these emissions can be credited to light-duty passenger vehicles using an internal combustion engine, accounting for approximately 70 per cent of emissions from transportation locally. As the biggest source of community emissions, transportation is also a key driver for emissions reduction actions, as discussed in the A Path Forward section.
- Buildings (38 per cent): Emissions generated from heating and powering our buildings is the second highest source of total community emissions. Over 95 per cent of building emissions can be attributed to natural gas used for space and water heating.
- Waste (8 per cent): Emissions from waste are due to methane and carbon dioxide that is produced as waste decomposes at the Glenmore Landfill.

Community GHG emissions have fluctuated over time due to a variety of factors including weather, fuel prices and population growth (Figure 7). For the year 2021, absolute GHG emissions rose 4.4 per cent compared to 2007.While absolute GHG emissions reduction is key, it is noted that progress is being made on a per capita basis (declining 22 per cent since 2007). However, this is not enough to keep pace with Kelowna's rapid growing population to make a reduction in overall community GHG emissions.

The City also generates GHG emissions from its own operations, such as corporate fleet vehicles and city-owned buildings. Corporate emissions amount to less than one per cent of community emissions, but emissions reduction from this sector is an important component of demonstrating climate leadership. Corporate emissions reduction strategies are not addressed in detail in the CRKS, as the City has a separate Strategic Energy Management Plan and Green Fleet Strategy that together outline strategies to reduce corporate emissions from city-owned facilities and fleet vehicles (with targets that generally align with this strategy).



Figure 6: 2021 Kelowna community GHG emissions inventory



Figure 7: Kelowna community GHG emissions reduction progress



A note on GHG Emissions Scope

The GHG emissions inventories used in this strategy are based on the provincial Community Energy and Emissions Inventory (CEEI) that provides a provincial framework for tracking and reporting energy and GHG emissions at a community-wide scale. CEEI is a cost-effective and flexible data collection, analysis and reporting system for BC local governments and other interested parties. The system establishes and enables inventory baselines, ongoing monitoring, and periodic reporting. The CEEI uses three data sets:

- Transportation emissions based on vehicle registration data and vehicle kilometers travelled estimates
- Utilities energy and emissions by residential, commercial and small/medium industrial buildings
- Waste data based on historic annual tonnes of waste disposed using Waste-In-Place method.

Figure 8: Scope of community GHG emissions inventory


GHG Emissions Reduction Targets

Extensive GHG emissions modelling and forecasting was conducted to understand Kelowna's current community GHG emissions as well as how current local plans and policies and senior government policies, programs and standards will impact those emissions towards 2030 and 2050.

The modelling built on provincial CleanBC policies and projections and included the City of Kelowna's currently planned emissions reduction actions. The model demonstrates the significance of supporting the local implementation of provincial policy outlined in the CleanBC Roadmap to 2030 to achieve reductions that align with Provincial and international targets.

Based on the modelling, input from Council and the community the CRKS implementation actions have been developed based on the following targets:

In partnership with senior governments; local citizens and businesses; non-profits; external agencies; and utility providers; work towards reducing absolute community greenhouse gas emissions:

- 40 per cent below 2007 levels by 2030; and
- Achieve net zero emissions by 2050

WHAT WE HEARD

"

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

Align with the province

29%

be **more ambitious** than the Province **49%**

be less ambitious than the Province **11%**

need more information **11%**





MODELLING THE FUTURE

Emissions Reduction Opportunities

Achieving our GHG emissions targets and creating a more resilient community involves action from multiple "key drivers" as summarized in the <u>A Path Forward</u> section. Some of the actions identified are already underway and continual progress is necessary, while others will be implemented throughout the life of the CRKS. Some focus areas will see immediate benefit if the corresponding actions are implemented (e.g., low-emission, resilient buildings), while others are crucial to implement early to see benefits beyond the life of this plan (e.g., complete, compact, resilient communities).

Based on modelling, if all the strategies and actions are implemented with community uptake, Kelowna could exceed the 40 per cent reduction target by 2030 as demonstrated in Figure 9. As transportation and buildings are the community's main emissions sources, they also provide some of the biggest opportunities for reduction.





Addressing Climate Risks and Vulnerabilities

Reducing GHG emissions is essential to help limit the impacts of climate change, but we also need to prepare for and adapt to the local impacts that we are already experiencing, and those still to come. A Climate Vulnerability and Risk Assessment based on the region's climate projections (see *Factors for Change*) identified flooding, extreme heat, and wildfire as the greatest climate threats to our community. Other potential hazards resulting from a changing climate include landslides, water security, invasive species, and extreme cold.

Modelling climate hazards both in the present day and in the long term projected to the year 2070, may exceed typical community planning guidelines, but it is essential to consider this horizon as climate projections commonly extend to or beyond this timeframe. Moreover, it is important to acknowledge that the largest climatic changes are often anticipated toward later years of the projection period, however decisions made in the near term can impact the level of risk that the community may encounter in the future. Understanding and incorporating long-term climate projections into decision-making ensures the community's resilience to climate hazards.

Potential actions for all seven hazards were identified and assessed through the *City of Kelowna Climate Adaptation Report.* Further analysis on select interventions for heat and flooding was completed to understand how these actions could reduce the level of risk for the community.

Some adaptation actions were modelled to understand their impact on the community. This modelling demonstrated a significant reduction in people's exposure to the hazard as well as significant financial savings. For example, expanding flood construction levels across the community can reduce the number of people exposed to flooding by over 30 per cent and reduce potential damages by up to \$500 million (a 20 per cent reduction over a business-as-usual scenario) by 2070. Expanding urban tree canopy and expanding cool or green roofs for new and existing buildings could reduce the population exposed to extreme heat in more urbanized areas by nearly half by 2070 (dropping from 30 per cent of the population to 15 per cent of the population exposed to extreme heat).

Example: Modelling Extreme Heat and Urban Heat Islands

Land use greatly impacts the average temperature fluctuations of an area. Spaces that are heavily vegetated or treed, or are near water bodies, are typically cooler than those with hard, dry surfaces. Buildings, roads, sidewalks, and parking lots absorb heat from the sun, and radiate it back, concentrating heat in densely developed areas. These areas, known as Urban Heat Islands (UHIs) are pockets of landscape with elevated temperatures that are made worse by human activities, like driving, or internal space cooling, that release more heat into the environment.

Using satellite data for the region, the variation in average temperatures across Kelowna can be more fully understood. The maps below show the variation in surface temperature by traffic zone relative to the Kelowna weather station. Areas that are cooler are shown in blues, and areas that are hotter are in reds. The map on the left represents actual data using satellite imagery from 11 pm PST on June 29, 2021, during the peak of the heat dome event. The land surface temperature at the weather station was 30°C. The map demonstrates the impacts of land use on surface temperatures, as treed and vegetated areas tend to correspond with lower temperatures (darker blues), while more densely developed and highly urbanized areas tend to correspond with higher temperatures (darker reds).

Future temperatures across Kelowna will be influenced by climate change and land use decisions such as densification of urban areas. The map on the right shows the influence of development on surface temperature variability by 2070. The UHI effect will increase temperature in more densely developed regions if development does not include heat mitigation measures.

Figure 10 (left): Nighttime surface temperature variation on June 29, 2021 by traffic zone. Temperatures are relative to the Kelowna weather station.

Figure 11 (right): Influence of climate change and development without intervention on surface temperature variability by 2070.





A PATH FORWARD



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 a local government, the City of Kelowna is uniquely positioned to influence this shift as to how a community grows, commutes, interacts and protects natural assets for a continued quality of life. The CRKS focuses on actions that the City can take to help our community make this shift.

Mitigating 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-emission 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 also maximizes efficiencies and co-benefits of action.

Figure 12: Balancing mitigation and adaptation through a low-emission resilience approach



Key Drivers

Based on technical analysis, research, and community engagement, 10 key drivers emerged as illustrated in Figure 13 where the biggest impact can be made to help transition to a low-emission, resilient community.

Figure 13: 10 key drivers for climate action



Each key driver is broken down according to Figure 14. These key drivers have been modelled, where possible, for potential GHG emissions reductions impact in the community. The drivers are broken into 27 strategies, and further into actions the City can take to help create a low-emission resilient community. It should be noted that many actions identified in other plans (e.g., the Transportation Master Plan), are also included in this strategy as they are critical to helping achieve our goals.

Figure 14: Key drivers, strategies, and actions



The following sections summarize the strategies, climate mitigation and adaptation impact, primary and secondary progress indicators,¹⁹ equity considerations, and co-benefits for each of the 10 key drivers. The full Implementation Framework that includes the 153 actions is provided in <u>Appendix 1</u>.

At the beginning of each Key Driver section, the climate hazards addressed through the various actions of each key driver are listed. The symbols correspond to the following climate hazards:



19 Primary progress indicators are those which are imperative to track to determine overall success of the driver. Secondary progress indicators are those which may help provide insight into the progress of a driver, but on their own wouldn't provide a complete picture.

KEY DRIVER 1 Reduce Reliance on Vehicles

CLIMATE IMPACT

Contribution to 2030 Emissions Target

5.5% (18.5 kt CO₂e)





MODELLED CHANGES

- 21% of trips by sustainable mode by 2030 (TMP)
- Double transit ridership by 2040 (TMP)
- Quadruple bike trips by 2040 (TMP)
- Reduce vehicle kilometres travelled (VKT) per capita 20% (TMP)

WHAT WE HEARD FROM THE PUBLIC

To support emissions reduction from transportation, key themes from engagement suggest:

- Expanded, safer bike lanes
- Increased transit frequency



The main cause of GHG emissions in Kelowna is on-road transportation. In 2021, 54 per cent of Kelowna's total emissions came from the gas and diesel fuels used by cars, light and heavy-duty trucks.

Cutting down vehicle use by shortening trip distances and shifting to active modes (walking, rolling, cycling) and public transit are key strategies for achieving Kelowna's climate goals, while also lowering transportation costs for residents and businesses, and improving health and quality of life. Active modes are easy, cheap, and very effective for shorterdistance trips, especially in dense, mixed-use communities. Transit is much more energy efficient (per person) than a private car and can offer low-cost options for those travelling longer distances.

Based on the latest data available from 2018, 85 per cent of all trips in Kelowna are by vehicle, either as a driver or a passenger.²⁰ The best opportunities to shift these trips to more sustainable modes are within the Urban Centres and Core Area, where trips are shorter, the terrain is relatively flat, and supporting infrastructure for walking, biking and transit is readily available. Increased densification (see the <u>Complete, Compact, Resilient Communities Driver</u> for related actions) will result in shorter trip distances that make biking, walking or transit more convenient.

Kelowna's <u>Transportation Master Plan</u> aims to support provincial policy to reduce distance driven, increase sustainable mode share, and move toward vehicle electrification (outlined in the following Key Driver). Implementing the Plan per its implementation schedule (or sooner) is a key component to helping reduce reliance on vehicles. The Plan's actions will help to create fast and reliable transit, improve road connections, develop comfortable bicycle routes, create walkable neighbourhoods, and help people use and enjoy new ways of getting around.

²⁰ Based on 2018 Central Okanagan Household Travel Survey

Figure 15: Hierarchy of sustainable transportation modes



High emissions

Strategies

STRATEGY

T1 Create fast and reliable transit

Transit is the best option for shifting driving trips that are too long to walk or bike or for those with mobility issues. Investing in transit is critical to supporting the 2040 OCP and keeping Kelowna moving as our population grows. The TMP aims to double transit ridership by 2040 but to do so requires increasing our investment in transit service and infrastructure. Examples include dedicated transit lanes on Hwy 97, improvements to the current transit maintenance and operations site and plans for a new site which will support increased transit service, and increased frequency on many of our transit routes. Investments such as these will be critical to creating fast and reliable transit that can help reduce our reliance on vehicles. Additionally, the new transit maintenance and operations centre is being designed with electric buses in mind, which would help to further lower emissions from transit operation.

T2 Enable active modes

Bicycling is an affordable, healthy, and sustainable way to keep Kelowna moving. For shorter trips, biking can also offer travel times that are competitive with driving. The TMP aims to quadruple the number of trips made by bicycle by 2040. The key to making biking and walking attractive options is building a network of comfortable routes protected from traffic. Supporting e-bike use is also part of this strategy as e-bikes can extend the distance people are able to travel and make it easier to climb hills. Increasing walking and biking is an important strategy for accommodating growth, particularly in our Urban Centres and Core Area.

T3 Expand shared mobility options

Emerging technologies are creating new ways for people to get around. Often these emerging modes are "shared" which means they can be rented for a single trip with a smartphone. Emerging technologies such as ride-hailing, carshare, e-bikeshare and e-scooter-share can make it easier to get around without owning a car and will be important parts of how people get around in the future.

T4 Reduce distance driven by vehicles

Incentives or disincentives (such as distance-based insurance premiums) are one way to encourage people to reduce the annual distance that they drive (e.g., by combining trips, working from home, living closer to work, etc.). In fact, one of the most cost-effective ways to manage traffic congestion is to reduce the number of people traveling to work or school during the morning and afternoon rush hours. Actions like the Employer Commute Trip Reduction Program help reduce the number of people driving along during peak travel times, saving time, money and GHG emissions.

ACTIONS

Low emissions

6 actions T1.1-T1.6

17 actions

3 actions

2 actions

Tracking Progress

Primary indicator – transportation emissions:

The provincial government publishes annual transportation emissions for each community in BC through the community energy and emissions inventory (CEEI). While CEEI data is several years behind, it provides a consistent, defensible method to track transportation emissions in Kelowna year-over-year.

Secondary indicators: Kelowna's Transportation Master Plan set targets for 2040 that include doubling transit ridership, quadrupling the number of trips made by bicycle and reducing the average distance driven per person by 20 per cent. The following metrics can help us monitor and track progress toward meeting our climate and transportation goals:

- Distance driven per capita
- Trips by bike and distance biked
- Transit ridership

Equity Considerations

- Increase transit and active transportation infrastructure in areas with a higher proportion of lower income households
- Make mode-shifting more affordable for lower income households (e.g., active transportation and transit incentives)
- Consider all ages and abilities when planning and designing infrastructure and programs.
- Factor in climate hazards (e.g., heat, smoke from wildfires) and the elements (e.g., snow) for transit and active transportation infrastructure.

Co-Benefits

Improved

health







Improved livability

Energy and Imp fuel savings of

Improved air quality

KEY DRIVER 2 Transition to efficient, Low-Emission Vehicles

CLIMATE IMPACT

Contribution to 2030 Emissions Target

27.5% (92.5 kt CO,e)

Ø



>	-
5	
-	

MODELLED CHANGES

- 100% of new personal vehicles are EV's by 2035 (CleanBC)
- 10% of commercial vehicles are electric by 2030 (CleanBC)
- BC Renewable and Low Carbon Fuel Requirements (CleanBC)

WHAT WE HEARD FROM THE PUBLIC

To support emissions reduction from transportation, key themes from engagement suggest:

- More public electric vehicle (EV) charging
- Availability of at home charging in condos and apartments

Most of Kelowna was designed around car use. As a result, it remains the default way most residents get around. In fact, we collectively drive the equivalent of going to the moon and back twice every weekday.²¹

Considering that most of these trips are still completed in vehicles that use gasoline or diesel, it is easy to understand why transportation accounts for the largest sources of GHG emissions in our community.

Getting people out of their automobiles through effective planning (i.e., trip distance reduction) and mode shifting to active transportation (e.g., walking, biking) and public transit remains a priority (see <u>Key Driver 1</u>). Shifting away from reliance on personal vehicles, however, does not mean banning cars. Cars and trucks will continue to be used for the foreseeable future, especially when driving remains the most practical option for some trips. Even with promoting modeshifting, Kelowna's Transportation Master Plan estimates that 75 per cent of trips will still be made by automobiles by 2040 (down from 85 per cent in 2018). This is a citywide average that recognizes that mode shift happens slowly and is highly dependent on largely pre-existing land use patterns and the built environment. However, within Kelowna's more compact urban centres the TMP estimate 55 percent of trips will be made by automobiles in 2040 (down from 75 per cent currently). Regardless, it is clear that personal vehicles will continue to be the dominant way to move around for the foreseeable future. This means that reducing emissions through low-emission fuel technologies (e.g., plug-in electric vehicles), hydrogen fuel-cells, and renewable fuels (e.g., biofuels) will be a vital component of this strategy.

The Province has mandated that 100 per cent of new personal vehicle sales must be emission-free by 2035. This means EVs will undoubtedly make a significant impact on GHG emissions reduction over the next decade. EVs are a market-ready, proven technology providing a feasible pathway to decarbonizing our transportation sector. Continued implementation of the Community Electric Vehicle & E-Bike Strategy will help with the transition to EVs, mainly by supporting EV charging expansion. Further emissions reductions will come from provincial renewable and low carbon fuel requirements, which will increasingly reduce the emissions intensity of transportation fuels in BC.

²¹ City of Kelowna, 2022. Transportation Master Plan.

Strategies

STRATEGY

T5 Increase access to EV charging on private property

Access to at-home charging represents a barrier for many Kelowna residents, especially those living in multi-unit residential buildings that require strata approval for changes to the building. The City recently adopted new Zoning Bylaw regulations to reduce these barriers in new residential buildings, however, support is still needed to expand EV charging for existing multi-unit residential buildings and make residential charging more affordable and accessible for all.

T6 Expand the public EV charging network

Supporting the public charging network is critical to give EV drivers confidence in a reliable network of charging opportunities in convenient locations. Public charging opportunities may be the predominant charging option for many EV drivers, including those visiting our community. The City has an important role to play in expanding public charging opportunities because it owns many of the assets that will be used to install public EV charging infrastructure (e.g., on-street parking, parkades, etc.).

T7 Support the transition to efficient and zero-emission commercial vehicles and goods movement

Goods movement activity in the Central Okanagan is primarily servicing businesses and residents in the region (only one to two per cent of truck trips are inter-regional or just "passing through"). One of the six strategic directions of the Regional Goods Movement Strategy is to accelerate adoption of zero-emissions goods movement vehicles and to provide supporting infrastructure. Example actions include greening provincial and municipal fleets of medium- and heavy-duty vehicles, advocating for a provincial medium- and heavy-duty zero-emission vehicle sales standard, and advocating for public charging and low/zero-emissions refueling stations that support goods transporters and couriers.

T8 Support more fuel-efficient, lower emission driving

The implementation of BC's Renewable and Low Carbon Fuel Requirements, together with shifting the way people drive (e.g., how you accelerate, idle, or anticipate traffic) will help reduce the amount of GHG emissions produced by internal combustion engines (and help save drivers hundreds of dollars in fuel each year). Local government can support this by implementing options to increase efficiency of existing traffic flow, offering education for eco-driving and anti-idling, and advocating for continued incentives for EVs.

Tracking Progress

Primary indicator – transportation emissions:

As indicated in Key Driver 1, the provincial government publishes annual transportation emissions for each community in BC through the CEEI.

Secondary indicators: The following metrics can help us monitor and track progress toward meeting our climate and transportation goals:

- Fuel Sales
- Number of public EV chargers installed
- Number of electric vehicle registrations

Equity Considerations

Increasing access to home charging for new and existing residential buildings can help make the transition to electric vehicles easier and more affordable for lower income households.

Co-Benefits

Improved

health



Improved

livability



fuel savings



Improved air quality

ACTIONS

5

actions



T6.1-T6.8

5 actions

T7.1-T7.5

6 actions T8.1-T8.6

372

KEY DRIVER 3 Create Efficient, Low-Emission and Resilient Buildings

CLIMATE IMPACT

Contribution to 2030 **Emissions Target**

Climate Hazards Addressed

(107 kt CO₂e)

MODELLED CHANGES

New Buildings

32%

- All new buildings are zero carbon by 2030 (CleanBC)
- 15 % decrease in average new dwelling size by 2050
- Highest Energy Step Code level adoption by 2028*
- Increased heat pump uptake in homes starting in 2022
- Cool roofs for all new buildings

* Zero Carbon Step Code policy was not modelled, as policy details were not available at time of modelling

Existing Buildings

- Switch 80% of primary building heating to heat pumps and hot water heat pumps by 2040* (CleanBC);
- 80 per cent of building stock is retrofitted to 50 per cent thermal, 20 per cent electrical energy use by 2040**;
- Municipal buildings use 100 per cent clean energy by 2030; and
- Add cool roofs for 10 percent of existing buildings.
- * Projection based on CleanBC min. 100% efficient heating equipment by 2030

** Expert assessment of future retrofit requirements

WHAT WE HEARD FROM THE PUBLIC

To support emissions reduction for buildings, key themes from engagement suggest the community wants to see:

- Incentives for landlords to complete upgrades;
- New rental buildings are built with high energy efficiency standards;
- Regulations requiring energy saving or low-emission upgrades;
- Support with upfront costs (e.g., incentives, grants or financing);
- Information on how to make some of the upgrades on their own; and
- Assistance with finding contractors who could make the upgrades.



Buildings represent the second largest source of GHG emissions in Kelowna. In 2021, the energy used to heat, power, and cool our buildings represented 38 per cent of Kelowna's total emissions. Burning fossil fuels (e.g., natural gas) for space and water heating and cooking is responsible for the majority of GHG emissions from buildings.

Well insulated buildings with low air leakage use less energy and produce less GHG emissions. These features, combined with heating and hot water systems that use low-emission sources, lower the emissions even more. More efficient, low-emission buildings are also more resilient to the climate changes we will face by keeping comfortable temperatures during extreme heat or cold.

With Kelowna's rapid population growth, new building construction presents a critical opportunity to shape a more sustainable future. According to the recent Housing Needs Assessment,²³ 19,000 to 26,000 housing units will need to be constructed by 2031 to meet existing demand and future growth. This projected increase underscores the necessity for these buildings to be low-emission, efficient, and resilient structures. The provincial Energy Step Code and Zero Carbon Step Code provide pathways to create low-emission resilient buildings at the time of construction. Reducing energy and emissions in buildings involves not only adopting new building practices but also retrofitting existing structures. Many of the 40,000 buildings in the city are not currently optimized for low emissions or energy efficiency. Retrofitting these structures by improving insulation, installing energy-efficient windows, installing lower-emission heating and cooling systems, integrating renewable energy sources, and many other improvements, can significantly cut energy consumption and emissions, while also lowering energy costs for residents and businesses.

The transition to efficient, low-emission buildings in Kelowna is not only about reducing GHG emissions but also about increasing the city's resilience against extreme weather and natural disasters. Improving building envelopes, windows, heating and cooling systems, ventilation and air filtration systems, cool or green roofs, and landscaping is crucial in the face of more frequent and severe temperature extremes, ensuring comfort and safety while reducing energy use and costs.

Strategies

STRATEGY		ACTIONS
B1	Support retrofits to create more efficient, low-emission, resilient residential buildings Residential buildings represent 85 per cent of the current building stock, therefore supporting renters and homeowners will be key to accelerate energy retrofits in Kelowna. Actions focused on education and information can empower residents with the resources they need to undertake home retrofits, reduce energy waste and improve indoor air quality. Furthermore, financial incentives and financing options can help ease the upfront investment costs needed to complete energy renovation projects.	10 actions B1.1- B1.10
B2	Support retrofits to create more efficient, low-emission, resilient non-residential buildings Non-residential buildings represent 15 per cent of the current building stock. By promoting energy benchmarking, commercial retrofit programs and utility programs focused on improving energy efficiency, Kelowna can increase the speed at which non-residential buildings are retrofitted.	3 actions B2.1- B2.3
B3	Accelerate adoption of low-emission, efficient new buildings New construction is an opportunity to lock in low-emission, energy-efficient and resilient buildings for generations to come. Accelerating the adoption of the higher Energy Step Code and/or Zero Carbon Step Code levels can advance these efforts. Collaborative efforts with organizations to promote incentives and training will help ease the transition.	5 actions B3.1 - B3.5

²³ City of Kelowna, 2023. Housing Needs Assessment. Retrieved from: https://getinvolved.kelowna.ca/housing-needs-assessment-healthy-housing-strategy

Strategies

STRATEGY

B4 Increase the resilience of new construction to local climate hazards

New building design should include resilient features to prepare for climate change. Advocating to senior government for heat-risk reduction and FireSmart requirements, investigating options for green infrastructure at the site level (e.g., green roofs, cool roofs, shade trees) are ways to reduce risks from climate hazards.

3 actions B4.1- B4.3

Tracking Progress

Primary indicator – building emissions:

The provincial government publishes annual emissions from buildings for each community in BC through the CEEI. This data is largely based on utility information for energy use by fuel type. While CEEI data is several years behind, it provides a consistent, defensible method to track emissions from buildings in Kelowna year-over-year.

Secondary indicators: The following metrics can help us monitor and track progress toward meeting our lowemission resilience goals in the buildings sector:

- Number of home renovation rebates accessed (e.g., heat pumps, insulation, electric water heaters, etc.)
- Energy Step Code performance level of new buildings: Thermal, Mechanical, Airtightness Performance
- Emissions intensity of new buildings: total emissions and emissions intensity

Equity Considerations

- "Energy poverty" reduction (i.e., supporting households who are struggling to pay their home energy bills.)
- Affordable cooling during extreme heat waves, and heating during extreme cold events.

Co-Benefits





WHAT IS ENERGY POVERTY?

Energy poverty is broadly defined as the household experience of struggling to meet one's energy needs. There are three drivers for energy poverty: household income, energy price, and energy efficiency in homes.

The experience of energy poverty could involve any mix of those three factors depending on the local and household context. Focusing on improving energy efficiency (which the City has more influence over) can help reduce energy use in homes and consequently lower energy bills, as income level and energy prices are largely outside of local government influence.

ACTIONS

KEY DRIVER 4

Ø

44

Support Low-Emission and Resilient Energy

CLIMATE IMPACT

Contribution to 2030 Emissions Target

26.2% (88 kt CO,e)



Climate Hazards

MODELLED CHANGES

- 100% clean electricity by 2030 (CleanBC)
- 15% natural gas supply replaced with RNG by 2030 (CleanBC)
- 7% natural gas supply replaced with lowemission hydrogen

WHAT WE HEARD FROM THE PUBLIC

Public input on renewable energy options demonstrated support for a variety of approaches in Kelowna, including:

- Requiring new developments to be solar PV ready;
- Purchasing renewable energy systems in bulk;
- Installing solar panels as shading devices;
- Investing in public solar and wind energy utilities; and
- Providing incentives and subsidies for renewable energy systems.

The energy supply to our homes and businesses in Kelowna primarily comes from hydro-electric power and natural gas. As outlined in the Province's CleanBC Plan, there are currently efforts to significantly reduce the emissions intensity of both fuel sources.

BC has a very low-emission electricity supply, where the emissions per unit of electricity delivered is over 90 per cent lower than the Canadian average. Under the CleanBC Roadmap to 2030, electricity delivery is slated to be net-zero emissions by 2030, which would effectively reduce GHG emissions from grid-supplied electricity.*^{,24} This has the potential to impact both the building and transportation sectors, as use of low-emission electric technologies (e.g., heat pumps, EVs) increase over time. In addition to low-emission electricity, the CleanBC Roadmap aims for 15% of the natural gas supply to be renewable natural gas (RNG) by 2030, which reduces the emissions intensity of natural gas by a similar percentage. The City has been collaborating with FortisBC since 2012 to reduce emissions from natural gas by capturing methane at Glenmore Landfill in order to produce RNG, a low-emission energy option. The City is investigating other opportunities to add to the existing RNG supply.

* CleanBC's focus on "100% clean electricity" is on the BC Hydro grid, which supplies the majority of electricity in BC. The provincial emissions factors which are used to estimate emissions in Kelowna will decline as a result of this policy.

24 Clean BC Roadmap, p.8: https://www2.gov.bc.ca/assets/gov/environment/climate-change/action/cleanbc/cleanbc roadmap 2030.pdf



As low-emission technologies evolve and are adopted into the mainstream, it is important that local governments continue supporting utility-scale renewable energy generation that helps to achieve our collective climate goals. Policy targets for low-emission fuels, whether electricity, RNG, or clean hydrogen, are anticipated to increase and play a critical role in achieving our future GHG targets.

Strategies

STRATEGY

EN1 Support the transition to a low-emission energy supply

Renewable energy is a community-wide effort. The City can support it by removing barriers to renewable energy infrastructure installation in its codes and bylaws, and by supporting public utility efforts. Coordinating site design to utilize PV panels can offer dual benefits of energy generation and shading. Building code guidance may help encourage this practice. The City can also continue to investigate the potential for an anaerobic digestion system for organic waste to create RNG, and for potential renewable energy-sourced district heating and cooling system projects.

replacement.

6 actions

ACTIONS

EN1.1 - EN1.6

EN2 Advocate for increased resilience of local energy supply

The City will coordinate with energy utilities in the increased provision of renewable energy and improved energy infrastructure resilience. This coordination must advocate for adequate local energy supply for heating and cooling during extreme and extended heat and freezing events.

2 actions EN2.1 - EN2.2

Tracking Progress

Primary indicators:

- Annual BC electricity grid emissions factor
- Annual percentage RNG delivered to BC natural gas network

Secondary indicators:

- Amount of biogas captured at the Glenmore Landfill
- Annual percentage of hydrogen delivered to BC natural gas network
- Annual kWh capacity of personal and public solar PV, wind energy, and renewable energy storage installations

Equity Considerations

energy

Providing subsidies, incentives, and support for equityseeking and vulnerable populations is an important step in alleviating energy poverty.

From a resilience perspective, current climate change impact

projections indicate that Kelowna can expect more frequent

and more extreme weather events in the near future. These

events will threaten energy supply and incur high recovery

costs. Energy resilience and emissions reductions can be

achieved with renewable energy systems and natural gas

Co-Benefits



fuel savings

Energy and Resilient

Ś

Improved air quality

KEY DRIVER 5 Create Complete, Compact, Resilient Communities

CLIMATE IMPACT

Contribution to 2030 Emissions Target

4.6% (15.6 kt CO,e)

Π

Ø

44



MODELLED CHANGES

- Building mix 2050: 33 per cent single detached; 17 per cent doubles/rowhouses; and 50 per cent apartments.
- 15 per cent decrease in average new dwelling size by 2050 (due to more multi-unit dwellings)

WHAT WE HEARD FROM THE PUBLIC

Public input was generally supportive of developing compact, complete, resilient communities. Themes included:

- Developing more multi-unit housing (e.g., 6-storey wood frame);
- Adding commercial zones to suburban neighbourhoods;
- Policy and regulation changes, for example: reducing parking requirements and changes to development regulations and cost charges to incent infill instead of sprawl; Requiring park/green land components of new development; and
- Restricting hillside development to decrease landslide risk.

Urban form has a significant influence on the amount of energy used for mobility as well as heating and cooling of buildings. As a result, our land use and development decisions can have long-term "lock in" effects whose impacts can endure for many decades.

Like many places in North America, Kelowna was built around the automobile with single family homes spread across the city. This lower building density, located further from services has influenced our community's GHG emissions.

Today, however, Kelowna's 2040 OCP focuses growth on Urban Centres, the Core Area, and along transit corridors and stops planning for new suburban neighbourhoods, which will enhance livability and help reduce emissions while adapting to a changing climate. The Pillars of the 2040 OCP provides direction for how our community will grow, commute, interact and protect natural assets, all of which are intricately related to how we will reduce GHG emissions and adapt to anticipated climate changes as illustrated in Figure 16 on the following page.

Consistency with the OCP's Pillars, Growth Strategy, objectives and policies in development is crucial, but so is ensuring that new plans, policies, and bylaws are also aligned with the OCP's direction. While in the short-term, reductions may be slow to realize, over the long-term these actions to improve our communities by making them compact, complete, and resilient will lock-in low-emission, high-choice, high quality of life for decades to come. As we continue to grow, climate needs to be considered in all land use decisions, from both a GHG emissions perspective as well as ensuring resiliency to future climate impacts. For example, modelling illustrated that updating bylaws to include expansion of city-wide flood construction levels demonstrates that damages from flooding can be reduced 11 to 45 per cent depending on the severity of flood event compared to a do-nothing approach. The Complete, Compact, Resilient Communities driver should not be considered in isolation. It's implementation alongside other drivers such as Reduce Reliance on Vehicles (Key Driver 1), Efficient, Low-Emission and Resilient Buildings (Key Driver 3), Employ Nature-Based Solutions (Key Driver 6), and Increase the Resiliency of Infrastructure and Assets (Key Driver 8), is crucial to achieving a low-emission, resilient community.

Figure 16: Pillars of the 2040 OCP



STR	ACTIONS	
C1	Target growth in climate resilient Urban Centres and Core Areas Prioritizing infill development can allow people to live closer to their daily needs in more efficient homes, while at the same time allow for more natural features and agriculture to be preserved.	2 actions C1.1 - C 1.2
C2	Apply a climate lens to land-use planning and development policies A variety of efforts achieve this strategy. Revisiting development regulations, form and character guidelines, and public realm design principles can foster compact, complete communities in Urban Centres and along Transit Supportive Corridors. Developing with floodplains and wildfires in mind helps to avoid loss of property and life. Strengthening landscaping requirements to absorb stormwater and plant trees to shade from heat will help new development be more resilient to climate impacts. Assessing developments through a climate lens may reveal opportunities for improvements or alternatives to reduce GHG emissions or to be better prepared for a changing climate.	8 actions C2.1 - C2.8

Tracking Progress

While there is no single indicator that can be used as a proxy to measure Complete, Compact, Resilient Communities, the following secondary indicators can help show progress for this Key Driver:

- Residential growth by Urban Centre and Suburban neighbourhood (monitored in OCP Progress Reports)
- Residential units within 200m of Transit Supportive Corridors (monitored in OCP Progress Reports)
- Annual area of urban infill land developed (housing and commercial use area measurements)
- Resident and employee density to be developed
- Average annual "Climate lens" scores of approved development applications (criteria in development)

Equity Considerations

- Infill development can create neighbourhood gentrification. Efforts must be made not to displace equity-denied and vulnerable populations. A portion of new infill development must be made affordable.
- Developments should protect people, especially vulnerable populations, against climate change threats.
- Efficient and affordable public transport is vital in dense areas to ensure that all residents, regardless of income, have access to jobs, education, and services.
- Offering a mix of housing types with universal design (e.g., apartments, townhouses, single-family homes) can cater to different needs and preferences, accommodating a diverse population.

Co-Benefits

ì

Improved

livability







Energy and fuel savings

Improved air quality

More trees and greenspace

KEY DRIVER 6 Employ Nature-Based Solutions

CLIMATE IMPACT

Contribution to 2030 Emissions Target

3.6% (12 kt CO,e)

Ø



MODELLED TARGETS

- Increase tree canopy coverage by 2040 12% Urban Centres, 20% Core Area, 25% remainder of City*
- Achieve 10 per cent more tree coverage than targeted in the OCP

* Since the modelling was completed, new tree canopy targets were endorsed: 20% - Urban Centres and Core Area; 15% - Gateway; and 25% - Suburban and Rural Areas.

WHAT WE HEARD FROM THE PUBLIC

- Encourage homeowners to plant trees;
- Protect and expand tree canopy;
- Protect natural areas to mitigate heat and flood damage;
- Encourage green roofs and gardens; and
- Increase required percentage of park/green land in new developments.

Okanagan Lake, 27 creeks, over 200 wetlands, grasslands, old growth forests, coniferous woodlands, and mature forests provide habitat for a wide variety of plants and animals, including several numerous species at risk in Kelowna. The City also has a variety of green infrastructure supporting this natural network – nearly 22,000 inventoried urban street and park trees, stormwater ponds, and rain gardens.

Kelowna relies on functional ecosystems to maintain the quality of water in lakes and streams, to mitigate floodwaters, moderate temperatures and support better air quality, to preserve slopes, to develop and protect healthy populations of pollinator species, and maintain the natural beauty of the Okanagan area. In addition to the host of other services they provide, natural systems and green infrastructure can significantly reduce GHG emissions through carbon sequestration and help our community adapt to the impacts of extreme weather including heat, flooding, and drought. Our environment has been significantly modified by human activity and urbanization over the past century. Protecting ecosystems, and ensuring they are managed in a way to limit dramatic shifts as the climate and ecozones shift northward (and upward in elevation) will help maintain these ecosystem services. Working to protect, preserve and enhance Kelowna's ecosystems and green infrastructure network is essential for managing temperature in dense urban neighbourhoods and protecting the forests and grasslands surrounding the city. As Kelowna continues to grow and becomes more densely populated, the cooling benefits of urban trees, as well as parks and urban greenspaces will be amplified.



Modelling showed that increasing tree canopy coverage in our Urban and Core Areas could help reduce the number of people impacted by heat waves by 20 per cent.²⁵ The threat of wildfire is also top-of-mind for many in Kelowna, and careful management of forests and grasslands is one of the steps that the community can take to reduce the risk of wildfires in the future as outlined in the <u>Community Wildfire Resiliency Plan</u>.





Strategies



25 Modelling results from the Climate Adaptation Report show that, by 2070, a 5% increase in total tree canopy in urban and core areas could result in a 20% decrease in number of people experiencing nighttime temperatures of 22°C or higher during extreme heat events similar to the 2021 heat dome. It is estimated that around 70,000 people could be experiencing these dangerous levels of nighttime temperature by 2070 in Kelowna during extreme heat events.

infrastructure must be coordinated to ensure improved management of natural vegetation.

26 Adapted from https://gibsons.ca/wp-content/uploads/2018/01/GibsonsFinancialPlanningReportJan2018-PRINT.pdf

Tracking Progress

Primary indicators:

- **Tree canopy coverage:** Track tree canopy coverage per the 2040 OCP and Sustainable Urban Forest Strategy
- Changes to natural and sensitive ecosystems: Kelowna has the privilege of having some of the rarest ecosystems in the country, and it's important to track the status of these ecosystems in the face of increased growth and development. A sensitive ecosystem inventory (SEI) was recently completed at the regional level, and going forward a metric should be developed for ensuring changes to sensitive ecosystems can be adequately monitored on a regular time interval (e.g., every 3-5 years).

Secondary indicators: Additional metrics may be considered to help us monitor and track progress toward implementing nature-based solutions:

- Number of restoration projects completed (Mission Creek Compensation Bank Credits added) (to be developed)
- Measure the proportion of residents with low incomes living within 500m walking distance to a neighbourhood park (as tracked with the OCP indicators).
- Percentage of City Parkland protected as Natural Area (or percentage of native species coverage in parks) (to be developed)
- Amount of private land area protected under no disturbance covenant for the purpose of protecting environmentally sensitive areas (to be developed).

Equity Considerations

- Incorporate traditional knowledge in solutions/actions (e.g., through collaboration with traditional knowledge keepers/sylix nation)
- Ensuring that green infrastructure is not just concentrated in wealthier areas but is also present in underserved or marginalized communities to provide equal environmental and health benefits. For example, targeting tree canopy expansion to areas of low tree equity (areas with low tree canopy and higher social vulnerabilities) is one way to help populations who may be more susceptible to extreme heat.
- Green infrastructure should be accessible to all, regardless of age, ability, or socio-economic status. This includes designing parks, green spaces, and walking trails that are wheelchair accessible and have amenities for various age groups and abilities.

Co-Benefits



KEY DRIVER 7 Reduce Emissions from Waste

CLIMATE IMPACT

Contribution to 2030 Emissions Target

<1% (1.9 kt CO,e)

MODELLED TARGETS

• 95% of organic waste is diverted from landfills by 2030

WHAT WE HEARD FROM THE PUBLIC

- Offer kitchen waste composting program;
- Integrate circular economy principles to reduce landfill directed goods;
- Apply climate friendly procurement practices; and
- Create up-cycling / recycling / repair mall



Emissions from waste account for 8 per cent of the total GHG emissions GHG emissions in Kelowna. Reducing emissions from waste comes from two primary actions: reducing the total volume of waste being produced, and by changing how the remaining waste is managed.

As garbage, recycling, and yard waste is managed regionally in the Central Okanagan, both of these approaches need to be in collaboration with the Regional District of Central Okanagan through the execution of the regional Solid Waste Management Plan.²⁷

Reducing the total volume of waste hinges on encouraging behavioral change and conscious consumption practices, as well as developing systems to direct materials away from the landfill and extending its useful life. By reducing the total volume of waste being produced, we can reduce the associated GHG emissions from transporting the waste to landfills, and the noise and pollution associated with the collection and transportation of waste. How the remaining waste is managed also impacts our GHG emissions, as the biodegradation of organic materials in landfills releases methane, a powerful greenhouse gas. Methane can be reduced by diverting biodegradable waste to beneficial approaches such as composting, anaerobic digestion, and recycling.²⁸

The Regional District of Central Okanagan are investigating options to expand their organics program to include a food waste program by 2026. This could divert up over 75 per cent of the waste material currently collected in the waste pick up program.

²⁷ Regional District of Central Okanagan, Solid Waste Management Plan, https://www.rdco.com/en/your-government/solid-waste-management-plan.aspx

²⁸ Government of Canada, 2022. Reducing methane emissions from Canada's municipal solid waste landfills: discussion paper. <u>Reducing methane emissions from Canada's municipal</u> solid waste landfills: discussion paper - <u>Canada.ca</u>

While the City does not include GHG emissions associated with the production, transportation, and sale of materials before they become waste in its emissions inventory, focusing on product lifecycle emissions can have environmental, economic, and social benefits. Transitioning from a take-make-waste linear economy towards a circular economy (as illustrated in Figure 18) through smarter product

design, longer use, re-use, re-purposing, and recycling can help to minimize waste, promote sustainable use of natural resources, and reduce GHG emissions, while also providing a local economic opportunity for new business ideas. While local government can play a role in this transition, it will require the collaboration of senior government, business, and the community to make it a reality.

Figure 18: Linear economy vs. circular economy



Strategies



Tracking Progress

Primary indicator - waste emissions:

• The provincial government publishes annual emissions from waste for each community in BC through the CEEI. This data is largely based on the total amount of waste disposed at the Glenmore Landfill from Kelowna sources. While CEEI data is several years behind, it provides a consistent, defensible method to track emissions from waste in Kelowna year-over-year.

Secondary indicators:

- Material diverted from landfil disposal on-site (tonnes)
- Discharge rate (tonnes per capita)

Equity Considerations

New

jobs

Long term planning for expansion or new management facilities should consider vulnerable populations that could be impacted.

Food waste diversion efforts can increase food security by engaging the social sector and people with lived experience of food insecurity to drive innovative, locally informed solutions.

Co-Benefits





Energy and fuel savings livability

KEY DRIVER 8 Increase Resiliency of Infrastructure and Assets

CLIMATE IMPACT

Climate Hazards Addressed



WHAT WE HEARD FROM THE PUBLIC

- Solar biking corridors (solar panels above bike route to generate electricity and provide shelter); and
- Incorporate findings from the Climate Vulnerability and Risk Assessment into new infrastructure projects

The community relies on the City for essential services, such as water supply, potable water and wastewater treatment, road and traffic maintenance, solid waste disposal (in partnership with the RDCO), fire prevention, and recreational/cultural programs.

Other important community services that are not under the City's control include energy supply (e.g., the electricity grid) and health care. The infrastructure that enables these essential services is very important to support the economy and provide the first line of protection against shocks and disasters.²⁹

Much of Kelowna's infrastructure was built based on knowledge from the past, but the increases in frequency and intensity of storms and extreme temperatures associated with climate change can exceed the capacity of this infrastructure, causing damage and, in some cases, failure.³⁰ This has led to a heightened need for resilient infrastructure that can withstand and adapt to the impacts of climate change and natural disasters.

Recognizing this, the City has already taken action in some areas to ensure our infrastructure is more resilient. For example, the multi-year, multi-million-dollar Mill Creek Flood Protection Project initiative includes significant upgrades to the diversion structure that redirects a portion of flood flows to Mission Creek to help reduce flooding potential within the City. As our community continues to grow and the climate continues to change, infrastructure will play an integral role in ensuring reliable City services and building resilience. Many industries rely on continued services our infrastructure provides. The agriculture industry, for instance, is collaborating with the BC government through the <u>Climate</u> <u>Change Adaptation Program BC</u> to build the sector's resilience to climate change. The City, however, can also play a role through ensuring resilient infrastructure to help support farmers. Warmer and drier conditions and increase in extreme precipitation events are two areas the City can play a role in addressing. Reviewing the City's critical infrastructure as well as developing water shortage management plans and the Water Security and Responsibility Plan will help ensure that this sector is serviced during climate events.

Resilient infrastructure is about more than just durability; it's about adaptability and the capacity to maintain critical functions in the face of various challenges. The goal is to create systems that not only withstand these trials but also recover swiftly and efficiently, minimizing impact on daily life and economic activities. This approach protects the community, reduces potential recovery costs and contributes positively to the overall quality of life. By building a city that is prepared for future challenges, Kelowna is taking a significant step towards a sustainable and resilient urban future.

²⁹ United Nations Office for Disaster Risk Reduction, https://www.undrr.org/resilient-infrastructure#:~:text=for%20sustainable%20development-,Resilient%20 infrastructure,defence%20against%20shocks%20and%20disasters.

³⁰ Engineers Canada. Preparing for the Impact of Climate Change: The Importance of Improving Climate Resiliency – the Engineering Perspective, https://engineerscanada.ca/sites/default/files/Engineers-Canada-Submission-Preparing-Impact-Climate-Change-en.pdf

Strategies

STRATEGY

R1 Infrastructure is upgraded or adapted to withstand the impacts of a changing climate

Using information for the Climate Vulnerabilities and Risk Assessment (CVRA) and other studies to target the most vulnerable critical infrastructure in the city, Kelowna can increase its resilience by upgrading its bridges and culverts, upgrade key buildings with fire resistant materials, design and retrofit public spaces to provide protection and shelter in its most vulnerable neighborhoods.



ACTIONS

Tracking Progress

As City infrastructure and assets relate to multiple climate hazards, there is no single metric that shows progress on this Key Driver. However, the following indicators can help show how critical infrastructure is performing in the face of climate change:

- Number of critical infrastructure buildings adhering to FireSmart guidelines (to be developed)
- Progress towards increasing creek channel widths to meet hydrological needs (widening channels/ floodplains) (to be developed)
- Water supply: pump resilience the number of pump failures due to a climate-related event
- Water quality: number of boil water advisories due to a climate-related event
- Landfill: number of days closed due to a climaterelated event

Equity Considerations

- Ensure that resilient infrastructure is not only built in affluent areas but also in underserved and vulnerable communities that may be more prone to the impacts of climate change and disasters.
- Develop funding and investment strategies that do not unduly burden low-income residents, and ensure transparent and equitable allocation of resources for infrastructure projects.

Co-Benefits



fuel savings

Improved

livability

KEY DRIVER 9 Improve Climate Emergency Preparedness

CLIMATE IMPACT

44

Climate Hazards Addressed



WHAT WE HEARD FROM THE PUBLIC

• Only 28 per cent of survey respondents felt extremely or well prepared for extreme weather events, indicating that additional action may be needed to help the community feel prepared.

The Ministry of Emergency Management and Climate Readiness (EMCR) is BC's lead coordinating agency for all emergency management activities, including preparedness, mitigation, response, and recovery. The Ministry has developed a new approach, ClimateReadyBC, to learn lessons from past emergencies, address disaster and climate risk, build capacity and resilience to face current challenges, and prepare BC communities to mitigate risk from future disasters.

The City of Kelowna's Fire Department administers the Central Okanagan Regional Emergency Plan which supports all local governments in the Central Okanagan and Westbank First Nation. The Plan, which is constantly evolving, goes hand-in-hand with the Province's ClimateReadyBC approach. In the event of a climate hazard event, or other emergency, a centralized source of official information is provided through <u>cordemergency.ca</u>, and Emergency Support Services provide short-term essential needs to those impacted.

The City has been working with other service and community organizations on implementing the Community Safety Plan and Heat Response Plan to support vulnerable populations during emergency events. Continuing to collaborate with these groups and expand and evolve supports will be critical as climate events become more extreme and more frequent. Disasters such as unprecedented forest fire seasons, heat domes and atmospheric river events will continue to increase in complexity as climate change persists. Emergency preparedness and response is a key component of ensuring the community is safe and resilient when disaster strikes.

Emergency planning is not just about responding to immediate threats; it's also about preparedness, recovery, and rebuilding in the aftermath of those events. Communities that are better prepared tend to recover more quickly, reducing the long-term social and economic impacts of emergencies.

Having a well-structured emergency plan in place that is adapted to a rapidly changing climate equips individuals, families, and communities with the knowledge and tools to respond swiftly and efficiently, minimizing the impact of disasters. It involves understanding potential risks, protecting those most vulnerable, having clear communication channels, and ensuring access to essential resources like food, water, and medical supplies. As highlighted in the bullets below, the Central Okanagan Emergency Response Plan already includes actions for response to climate related emergencies such as:

- Cooling and clean air locations for heat and wildfire events in each jurisdiction (note: BC Transit provides transportation at no cost to cooling centers during heat events);
- A centralized website (<u>cordemergency.ca</u>) with up-to-date information on current emergencies and resources for emergency preparedness, response, and recovery; and

Strategies

STRATEGY

 A dedicated communications staff which will allow for ongoing educational campaigns that encourage emergency preparedness throughout the year (e.g., how to prepare in the event of a wildfire, flooding, or heat event, where to go during a smoke event, etc.)

The Plan, however, must continually evolve to be responsive to new information and new hazards.

EP1 Enhance climate emergency response planning

A proactive approach is vital for safeguarding communities against the increasing frequency and severity of climate-induced events such as wildfires, floods, and extreme weather patterns. By having a plan in place for each hazard outlined in the Climate Vulnerability and Risk Assessment (CVRA) with a focus on protecting vulnerable populations, Kelowna can effectively enhance its emergency response planning.

EP2 Empower the community to be prepared for climate emergencies

By actively involving the community in preparedness initiatives, through information sharing, education and support, individuals become more than just passive recipients of aid; they become active participants in safeguarding their environment and well-being.

5 actions

ACTIONS

11

actions

EP1.1 - EP1.11

EP2.1 - EP2.5

Tracking Progress

The following indicators can help show progress on Climate Emergency Preparedness:

- Number of cooling locations in vulnerable neighborhoods.
- Number of community education campaigns
- Survey responses show an increase in community preparedness (to be developed)
- Survey responses indicate residents feel socially connected during a climate related emergency (to be developed)

Equity Considerations

• Ensure that emergency information is accessible to all, including non-English speakers, people with disabilities, and seniors.

- Ensure that vulnerable populations have access to cooling locations during extreme heat events and warming during extreme cold events. However, there are limitations to the use of cooling locations for more vulnerable individuals living indoors as people are exposed to heat going to/ from cooling locations. Further, to adequately reduce risk, cooling centres must be open late as homes could be at peak temperatures late in the evening.³¹
- Encourage increasing social connections and social safety net for all people that may find emergency information less accessible.

Co-Benefits



31 https://www.interiorhealth.ca/sites/default/files/PDFS/heat-alert-response-planning-toolkit.pdf

KEY DRIVER 10

Ø

Demonstrate Municipal Corporate Climate Leadership

CLIMATE IMPACT

Contribution to 2030 Emissions Target

<1% (0.1 kt CO₂e)

Climate Hazards Addressed

MODELLED TARGETS

- 50% of new municipal light duty vehicles are EVs by 2030; and
- 50% of municipal heavy duty vehicles are EVs by 2050

WHAT WE HEARD FROM THE PUBLIC

Key municipal corporate climate leadership themes heard through community engagement include:

- The need for more relevant climate change policies and programs;
- Concern for the high cost of implementing necessary changes;
- The need for more consistency in existing plans, and more urgency on climate action; and
- Concern about the lack of community buy-in.

Municipal government decisions shape the resources, infrastructure, and day-to-day services the community relies on. The City has many examples of climate leadership to build upon.

While corporate emissions make up a very small proportion of the overall community emissions (less than one per cent), the <u>Strategic Energy Management Plan</u> and the <u>Green</u> <u>Fleet Strategy</u> provide pathways to lower our corporate emissions, while demonstrating new ways the community can lower their GHG emissions and prepare for climate change.

Reducing GHG emissions from municipal buildings, operations, and vehicles is a central part of the City's leadership on climate action. The City can demonstrate what can be done to retrofit buildings, prepare for a full fleet conversion to low-emission vehicles, and change operations to maximize efficiency and reduce emissions.

Being a climate leader is not only about reducing the emissions from our corporate assets. Incorporating climate

aspects into the plans, policies, and programs that guide the organization's work is crucial to making significant progress toward safeguarding Kelowna's people, places, buildings, and infrastructure. To keep moving forward will require embedding climate action in strategic decision making and the budget process to enhance staff capacity and to find opportunities with other community priorities to increase benefits, share costs, and avoid inefficiencies.

Y OF KELOWNA

The municipality is the first line of defense in ensuring that community members are informed and prepared for climate change, that all members of the community have access to the opportunities and resources driving the transition to a low-emission resilient future. Therefore, the City also has a role in ensuring residents, businesses, and visitors feel empowered to take climate action.

Strategies

STRA	ATEGY	ACTIONS
CL1	Incorporate Indigenous Knowledge in Climate Action Initiatives Indigenous Knowledge provides an additional lens to view natural systems, historic changes, and prioritization of community needs. By building meaningful relationships with the syilx/Okanagan people and other urban Indigenous people residing in Kelowna, the community can benefit from the insights of Indigenous Knowledge, while also strengthening ties between the people and communities.	1 action CL1.1
CL2	Incorporate a Climate Lens into municipal governance and operations Integrating climate considerations into plans, goals, and budgets allows the City to work effectively to reduce GHG emissions, and to increase community resilience to climate change. This work will require dedicated staff, and funding to share information with City staff and implement climate action.	7 actions CL2.1 - CL 2.7
CL3	Decarbonize City assets and operations The Strategic Energy Management Plan identifies actions to reduce corporate building GHG emissions in alignment with the CRKS target – 40% below 2007 levels by 2030. The Green Fleet Strategy provides recommendations to reduce emissions from the City's gas- and diesel-powered fleet. Making sustainability a screening criterion for procurement at the City will help ensure resiliency is built into those processes.	3 actions CL3.1 - CL3.3
CL4	Empower the community to take climate action The City will need to find innovative ways to engage with the community to inspire climate action. Sharing information, promoting incentives and collaborating with other organizations will help propel the implementation of the CRKS.	5 actions CL4.1 - CL4.5

Tracking Progress

Primary indicators:

• GHG emissions from municipal operations (e.g., civic buildings and fleet)

Secondary indicators:

- Energy Use Intensity (kWh/m2) for civic buildings
- Percentage of municipal fleet that are zero-emission
- Number of dedicated staff working on climate action
- Number of community members participating in climate action programs
- Number of subscribers to the Climate & Environment e-subscribe list

Equity Considerations

Those most impacted by climate emergencies/events are often not included in leadership and decision making. Reducing this impact requires engagement of equityseeking groups in planning, policy making, and response. For climate action to be both effective and equitable, we must understand and address the barriers that hinder participation, such as financial constraints, transportation issues, and differing considerations for owners versus renters.

Co-Benefits





MOVING FORWARD

Climate change and its impacts affect everyone in Kelowna. Homes, businesses, industry, agriculture, and natural resources are all feeling the effects of the changing climate and have a role to play in reducing future climate change and preparing for its impacts.

Wildfire, extreme heat, flooding, and drought are all topof-mind for Kelowna's residents and visitors. Adapting to and preparing for the impacts of these and other hazards, must be coupled with opportunities to reduce energy consumption, improve efficiency, and reduce overall GHG emissions. By combining climate resilience and climate change mitigation efforts, Kelowna will maximize the benefits of these actions.

For example, building retrofits can dramatically reduce the energy needed to heat and cool spaces, and the switch to heat pumps provides critical energy-efficient and lowemission space cooling during heat waves. Dense urban development allows community members to use active transportation for their daily travel needs, and planting trees and other vegetation along these trails and transportation corridors provides shade and cooling, while also improving air quality and helping to manage stormwater. Kelowna's transition to a climate-ready economy presents opportunities for new industries, the generation of new jobs, and energy cost savings for the entire community. Centering those most vulnerable to climate change impacts, and those with the lowest resilience to economic stresses will ensure that Kelowna is prepared for both the expected and unexpected impacts of our changing climate.

This work represents a critical step along that journey. However, the bulk of the work lies ahead. The work required to implement these changes, and to work closely with all members of the community is not simple or easy, but it is both essential and rewarding. Steady progress will build momentum, transforming Kelowna into a safe, healthy, vibrant, and resilient community for everyone.

Monitoring and Reporting

The City wants to become a low-emission, resilient community and will work towards this by carrying out this strategy and the actions listed in Appendix A. Regular monitoring and evaluation will help measure the community's progress on its climate goals, will help monitor how the actions are being carried out, and flag when actions may be unnecessary or need minor adjustments. The CRKS will be implemented gradually and reviewed constantly. The City will check the primary indicators and action status and report updates annually.

As our actions aim for the next six years and society is quickly changing, we need to evaluate the CRKS midway through implementation to see if there are parts of the strategy that need to be updated. For instance, staff will examine how well we are implementing the actions and reducing GHG emissions, new climate research, consistency with policy from other levels of government and City plans, financial factors, climate risks and vulnerabilities, and community priorities.

Community Engagement and Action

For the CRKS to be successful, the City will need to secure broad community support by engaging and empowering all residents, businesses and interest holders. While this strategy is centered on actions that the City will take the lead on, collaboration and execution at the household, organizational, and neighbourhood levels are essential for effectively lowering emissions and increasing resilience.

The City is dedicated to organizing and supporting ongoing community climate action. This means continuous engagement to raise awareness of climate change across the community and providing opportunities for people to participate in climate action and work towards required behaviour changes. One way to ensure that different groups can take part is to provide clear and useful climate change information. This includes information about how climate change might affect Kelowna, the critical elements of the CRKS and what Kelowna residents and visitors can do in their own lives to support the strategy, and reporting on the progress of the CRKS.

The City is committed to working with the community on the implementation of the CRKS. Together, we can build a climate resilient Kelowna.



APPENDIX A | ACTIONS

The Climate Resilient Kelowna Strategy recognizes the intertwined nature of mitigation and adaptation in addressing climate change.

Mitigation actions, such as reducing reliance on vehicles and increasing the use of low-emission energy, directly aim to lower greenhouse gas (GHG) emissions, tackling the root cause of climate change. On the other hand, adaptation actions, like enhancing the resilience of infrastructure and emergency planning, prepare the community to effectively respond to and withstand the impacts of climate change, such as extreme weather events and rising temperatures. Integrating both approaches in a unified action plan is crucial because focusing solely on mitigation overlooks the immediate and ongoing impacts of climate change, while focusing only on adaptation does not address the underlying issue of global warming. By harmonizing mitigation and adaptation efforts, the strategy ensures a holistic and forward-thinking approach, enhancing the long-term sustainability and resilience of the community.

The ten key drivers set out in the Climate Resilient Kelowna Strategy include 153 actions that together enable Kelowna to reduce GHG emissions as well as prepare for and adapt to a change climate. These actions will build on the progress made in the previous Community Climate Action Plan (2018-2023) as well as more recent policy targets, and regulatory standards initiated by the provincial and federal government.

The Strategy actions focus on action that can be taken to 2030, because we can best predict and control this period of implementation, and the climate crisis demands rapid, transformational change over the coming decade.

The Implementation Framework is a living document and will be reviewed and adjusted periodically, if necessary, to ensure the most impactful actions are being pursued.

The following tables are organized by the 10 key drivers and lists the corresponding actions. Each action is assessed on the following criteria:

- **Mitigation:** Indicates whether or not the action is expected to have an effect on reducing GHG emissions.
- Adaptation: Indicates whether or not the action is expected to increase resilience with regards to certain hazards (and if so, which hazard according to the adaptation symbol legend below).
- **City Plan / Policy Alignment:** Indicates which major City plans or policies the initiative aligns with.
- **Resources:** Indicates the level of resources (financial and staff) needed to implement the action: low (<\$50,000), moderate (\$50,000 \$250,000), high (>\$250,000).
- **Timeline:** Indicates the timeline in which the action should be implemented: in progress (currently underway), ongoing (continual effort required), short (begin in 0-2 years), medium (begin in 2-5 years), long (begin in 5+ years).
- **Priority:** Indicates the importance of the action, relative to other actions, in reducing emissions and/or building resilience to climate hazards.
- Lead Department: Indicates the City department(s) primarily responsible for implementation of the action.



KEY DRIVER 1 Reduce Reliance on Vehicles

Action		Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.	
Strate	gy T1: Create fast and reliable transit								
T1.1	New Transit Maintenance & Operations Centre (includes infrastructure for electric bus conversion) in alignment with the Kelowna Regional Transit Facility Strategy to facilitate increased transit service. This includes the initial Hardy Transit Facility Refurbishment and the longer-term Hollywood Transit Facility.	~	ر د .	TMP Project ID48	high	In- progress	critical	Integrated Transportation	
T1.2	Dedicated Transit Lanes on Highway 97	\checkmark	<u></u>	TMP Project ID 34	high	ln- progress	critical	Integrated Transportation	
T1.3	More frequent transit service	~	<u></u>	TMP Project IDs 27.1 – 27.8, Climate and Environment Review	high	ongoing	critical	Integrated Transportation	
T1.4	Improved transit infrastructure	\checkmark	<u></u>	TMP Project IDs 28 – 33, 35 – 42, 43.2 – 47	high	ongoing	critical	Integrated Transportation	
T1.5	Transit pass program expansion + option to expand discounts to reach more of those in need through exploring new funding sources.	~	<u>-2</u> 0	TMP Project ID 24, Climate and Environment Review	high	short	high	Integrated Transportation	
T1.6	Implement the transit travel training program to encourage and empower people to use conventional transit.	~	<u></u> 20	TMP Project ID 25	moderate	ongoing	medium	Integrated Transportation	
Strate	gyT2: Enable active modes								
T2.1	Implement all biking infrastructure projects in the TMP	~	<u></u> >	TMP Project IDs 89-130, Climate and Environment Review	high	in progress	critical	Integrated Transportation	
T2.2	Increased investment in crosswalk safety, signals and flashers	\checkmark	<u></u>	TMP Project ID 5	moderate	ongoing	high	Integrated Transportation	
T2.3	Increase investment in a Neighbourhood Traffic Calming Program	\checkmark	<u></u>	TMP Project ID 6	moderate	ongoing	medium	Integrated Transportation	
T2.4	Accelerated expansion of the sidewalk network expansion	\checkmark	<u></u> 20	TMP Project ID 7	moderate	ongoing	medium	Integrated Transportation	
T2.5	Implement local street urbanization program (sidewalks, street trees, etc. where infill is occurring)	\checkmark	<u>-2</u>	TMP Project ID 8	moderate	ongoing	medium	Integrated Transportation	
T2.6	Develop a Transportation Safety Strategy	\checkmark	<u></u> 20	TMP Project ID 26	low	ln progress	low	Integrated Transportation	
T2.7	Develop and offer adult and student bicycle skills training and education	\checkmark	<u></u> 0	TMP Project ID 11 & 22	low	ln progress	medium	Integrated Transportation	
T2.8	Implement bike map and wayfinding programs	\checkmark		TMP Project IDs 13 & 14	low	ongoing	medium	Integrated Transportation	
T2.9	Implement and promote safe routes to school, and advocate for increased funding for school busing	~		TMP Project ID 20 + option	moderate	ongoing	high	Integrated Transportation	
T2.10	Implement open streets programs	\checkmark	<u></u> 20	TMP Project ID 19	low	ongoing	low	Integrated Transportation	
T2.11	Improve bike and sidewalk year-round maintenance	\checkmark	<u></u>	TMP Project ID 4	high	ongoing	medium	Integrated Transportation	
Actio	n	Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.	
--------	--	--------------	-------------	--	-----------	----------------	----------	------------------------------	--
T2.12	Improve safety and security of bike parking and theft prevention	~	<u>-2</u>	TMP Policy 4.7 and 4.8	moderate	ln progress	medium	Integrated Transportation	
T2.13	Examine options to implement biking, neighbourhood streets and multi-modal projects found in TMP Scenario 3.	~	<u></u>	Climate and Environment Review	high	short	high	Integrated Transportation	
T2.14	Assess the feasibility of E-bike charging requirements for new residential developments	~		CEVEBS	low	short	medium	Climate Action & Environment	
T2.15	Update local regulations to be more permissive of E-bikes (e.g. traffic and parks bylaws)	~	-20	CEVEBS	low	short	medium	Integrated Transportation	
T2.16	Pilot E-bike public chargers at strategic locations	\checkmark	<u></u>	CEVEBS	moderate	ln progress	low	Integrated Transportation	
T2.17	Consider E-bike incentives for certain demographics (e.g. low-income, seniors)	~	<u></u>	CEVEBS, Climate and Environment Review	low	short	high	Climate Action & Environment	
Strate	gyT3: Expand shared mobility op	tions							
T3.1	Implement emerging technologies and shared mobility program	~	<u></u>	TMP Project ID 21	low	Ongoing	medium	Integrated Transportation	
T3.2	Develop a curbside management strategy	\checkmark	<u></u>	TMP Project ID 16	low	ln progress	low	Integrated Transportation	
Т3.3	Examine options to implement other programs and shared mobility projects in TMP Scenario 3	~	<u>-2</u> 0		low	medium	medium	Integrated Transportation	
Strate	Strategy T4: Reduce distance driven by vehicles								
T4.1	Develop and implement the Employer Commute Trip Reduction program.	\checkmark	<u></u> >	TMP Project ID 19	low	ln progress	medium	Integrated Transportation	
T4.2	Advocate for ICBC to include distance- based insurance premiums	\checkmark	<u></u> 0		low	short	high	Climate Action & Environment	

KEY DRIVER 2 Transition to efficient, Low-Emission Vehicles

Strate	Strategy T5: Increase access to EV charging on private property									
T5.1	Explore EV charging options for new institutional, commercial, and industrial developments	~	<u>20</u>	CEVEBS	moderate	medium	medium	Climate Action & Environmental Stewardship		
T5.2	Continue to offer EV-ready planning and residential charging incentives for MURBS	~		CEVEBS	moderate	in progress	high	Climate Action & Environmental Stewardship		
T5.3	Investigate tax exemptions for EV-ready affordable housing	~	- <u>-</u> 2	CEVEBS	moderate	medium	medium	Climate Action & Environmental Stewardship		
T5.4	Continue advocating for provincial policy and programs to support EV charging in existing strata buildings.	~		CEVEBS	low	in porgress	high	Climate Action & Environmental Stewardship		
T5.5	Continue supporting implementation of EV-ready requirements for new residential developments.			CEVEBS, Climate and Environment Review	low	in progress	critical	Climate Action & Environmental Stewardship		

Actio	Action		Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
Strate	gy T6: Expand the public EV charg	ging ne	twork					
T6.1	Investigate a fee structure for City-owned/ managed public chargers	~	<u>-2</u> 0	CEVEBS	low	medium	medium	Parking Services
T6.2	Explore the feasibility and benefit of requiring on-street charging for major neighbourhood planning efforts	~	<u></u> 20	CEVEBS	moderate	medium	high	TBD
Т6.3	Investigate options for increasing public charging opportunities for MURB EV owners	~	<u></u>	CEVEBS	moderate	medium	high	TBD
T6.4	Include EV-ready public parking in new municipal facilities	~	<u></u>	CEVEBS	moderate	short	high	TBD
T6.5	Expand the off-street Public Level 2 charging network	~	<u></u>	CEVEBS, Climate and Environment Review	high	in progress	critical	Parking Services
Т6.6	Partner to expand the Level 3 regional charging network	~	<u></u> 2	CEVEBS, Climate and Environment Review	high	in progress	high	Parking Services
T6.7	Explore curbside charging opportunities	~	<u></u> 20	CEVEBS	low	in progress	medium	Climate Action & Environment
T6.8	Collaborate with other local and regional governments on a regional charging network strategy	~	<u></u>	CEVEBS	low	medium	medium	Climate Action & Environment
Strate	gy T7: Support the transition to e	fficient	comme	rcial vehicles a	and zero-e	missions g	goods mo	vement
T7.1	Work with Provincial Government to accelerate adoption of zero-emissions goods movement vehicles and provide supporting infrastructure	~	ر .	RGMS	high	medium	high	Integrated Transportation
T7.2	Prepare for and support emerging sustainable delivery practices	~	<u></u> 22	RGMS	low	medium	medium	Integrated Transportation
T7.3	Work with the Provincial Government to promote safety of goods movement vehicles to reduce impacts on vulnerable road users	~	<u></u> 2	RGMS	low	medium	medium	Integrated Transportation
T7.4	Investigate opening public charging for EV fleets	~	<u></u> 2- 	CEVEBS	low	long	medium	Climate Action & Environment
T7.5	Encourage taxi, carshare, and ride-hailing companies to utilize EVs in their fleets	~	<u>-2</u> ,	CEVEBS	low	medium	medium	Climate Action & Environment, Parking Services
Strate	gy T8: Support more fuel-efficient	t, lowei	r emissi	on driving				
T8.1	Advocate for continual and consistent funding levels for the BC Scrap-It program to help get older, high-polluting vehicles off the road	~	<u></u>		low	short	medium	Integrated Transportation
T8.2	Implement and promote education regarding Kelowna's anti-idling bylaw	~	<u>-2</u> 0	OCP Implementation Action #1	low	ln progress	medium	Climate Action & Environment
T8.3	Implement an eco-driving campaign	\checkmark	<u></u>		low	short	medium	Integrated Transportation

Actio	n	Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
T8.4	Develop and implement a Traffic Mobility Plan to identify opportunities to increase the efficiency of existing traffic flow (e.g. incident response, event management, traffic signal timing, intelligent transportation systems, etc.)	~	- <u>-</u> 22		low	In progress	low	Integrated Transportation
T8.5	Explore lower speed limits on local streets	~	<u>2</u>		medium	short	high	Integrated Transportation
T8.6	Continue to support and advocate for federal and provincial rebate programs that are key to ensuring EV uptake		<u></u> 20		low	in progress	critical	Climate Action & Environment

KEY DRIVER 3 Create, Low-Emission, efficient, Resilient Buildings

Strate	gy B1: Support retrofits to create	mor	e efficient,	low-emission,	resilient re	esidential	building	gs
B1.1	Expand the Home Energy Coordinator program to support homeowners pursuing energy retrofits.	~	₩ *	OCP Objective 12.5, Climate and Environment Review	moderate	in progress	high	Climate Action & Environment
B1.2	Advocate for home energy labeling and disclosure.	\checkmark	₩ *	OCP 12.5.3	low	medium	low	Climate Action & Environment
B1.3	Explore partnerships with senior governments and utilities to support programming that focuses on energy poverty.	~	₩ *	OCP 12.5.4.	moderate	short	medium	Climate Action & Environment
B1.4	Explore partnerships with senior governments and utilities to develop retrofit programs for residential rental buildings.	~	₩ *	OCP 12.5.1, 12.5.4	moderate	short	medium	Climate Action & Environment
B1.5	Support the accelerated local implementation of a provincial alterations code for existing buildings.	~	₩ *	OCP 12.5.1	high	medium	high	Climate Action & Environment, Development Services
B1.6	Leverage data and modeling to explore opportunities for targeted retrofit programming (for example for a particular archetype or neighbourhood).	~	₩ *		moderate	short	medium	Climate Action & Environment
B1.7	Continue to offer incentives for proven low-emission technologies (e.g., CleanBC heat pump top-up rebate).	~	₩ *	Climate and Environment Review	low	in progress	high	Climate Action & Environment
B1.8	Promote government, utilities and other third party retrofit financing (e.g., Greener Homes Loan Program), and other incentives for energy efficiency retrofits.	~	₩ *		low	in progress	high	Climate Action & Environment, Communications
B1.9	Investigate incentives, financing and/ or education to encourage building retrofits for flood-proofing, FireSmart, and air quality measures. Consider integrating with other retrofit programs (e.g. energy retrofit programs).		럊 💂 🧄		high	medium	medium	Climate Action & Environment, Development Services, Development Planning, Utilities
B1.10	Work with industry to prepare for provincial highest efficiency standards for new space and water heating by 2030.	~	₩ *		moderate	medium	medium	Climate Action & Environment

Actio	on	Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.		
Strate	gy B2: Support retrofits to create	more	efficien	t, low-emission,	resilient n	on-reside	ntial buil	dings		
B2.1	Promote energy benchmarking and commercial retrofit programs to encourage retrofits in the ICI sector.	~		OCP Objectives 12.4 & 12.5, Strategic Energy Management Plan	low	in progress	high	Climate Action & Environment		
B2.2	Promote utility programs that improve energy efficiency of ICI buildings.	~	₩ *	OCP Objectives 12.4 & 12.5	low	short	high	Climate Action & Environment		
B2.3	Expand the local green business certification program with a focus on GHG emissions reduction and climate resilience.	~	∮¥	<u>2</u> ,	moderate	in progress	medium	Climate Action & Environmental Stewardship		
Strategy B3: Accelerate adoption of low-emission, efficient new buildings										
B3.1	Investigate and implement policy that reduces local barriers to building to the highest Energy Step Code or Zero Carbon Step Code.	~	₩ *	OCP Policy 12.4.1	moderate	short	critical	Climate Action & Environment, Development Services, Development Planning		
B3.2	Accelerate Energy Step Code and/or Zero Carbon Step Code adoption.	~	₩ *	OCP Policy 12.4.1, Climate and Environment Review	moderate	short	critical	Climate Action & Environment, Energy Management		
B3.3	Collaborate with service organizations, utilities and other levels of government to promote incentives and offer training and skills around energy efficient and low-emission building practices.	~			low	medium	low	Climate Action & Environment		
B3.4	Explore policies to increase the use of mass timber in larger buildings.	~			low	short	medium	Climate Action & Environment, Development Services, Development Planning, Energy Management		
B3.5	Consider policies reduce embodied emissions in new buildings.	~	- <u>2</u> 2 T		low	medium	medium	Climate Action & Environment, Energy Management		
Strate	gy B4: Increase the resilience of r	new co	onstructi	on to local clima	te hazards					
B4.1	Advocate to higher levels of government to add heat-risk reduction elements to the local building code, such as thermal insulation, roof reflectance, space cooling requirements, and shading.	~	1\$1		low	in progress	critical	Climate Action & Environment, Development Services		
B4.2	Investigate policy options to integrate climate resilient roof spaces (e.g., green roof or cool roof) for buildings in neighbourhoods projected to experience increased UHIE.	~	1\$1	Climate and Environment Review	high	short	critical	Development Services, Development Planning		
B4.3	Advocate to the province to include FireSmart features, (e.g., including using fire-resistant construction materials, building design) in future BC Building Code updates.		6		low	short	critical	Climate Action & Environment		

KEY DRIVER 4 Support Low-Emission Resilient Energy

Action		Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
Strate	gy EN1: Support the transition t	o low-e	mission	energy supply				
EN1.1	Develop strategies to identify and remove barriers to participation in renewable energy programs (e.g., municipal codes, policies, and legislation).	~		OCP 12.6.1	low	medium	medium	Climate Action & Environment, Energy Management
EN1.2	Support the identification and development of regional renewable natural gas resources, such as anaerobic digestion of food scraps, waste decomposition, etc.	~		OCP 12.6.2	moderate	short	medium	Climate Action & Environment, Energy Management
EN1.3	Encourage the development and expansion of low-emission district heating and cooling systems.	~		OCP 12.6.3	low	short	low	Climate Action & Environment, Energy Management
EN1.4	Reduce reliance upon fossil fuels by encouraging and advocating for small- scale and decentralized generation of renewable energy, such as solar photovoltaics, wind, and geothermal.	~		OCP 12.6.4	low	short	medium	Climate Action & Environment, Energy Management
EN1.5	Identify opportunities to promote the inclusion of waste-heat generation or recovery, with prioritized consideration by the City for necessary utility rights- of-way.	~		OCP 12.6.5	moderate	medium	low	Climate Action & Environment, Energy Management
EN1.6	Continue exploring development of anaerobic digestion wastewater systems and/or methane recovery systems.	~			high	ln progress	high	Utilities

Strategy EN2: Advocate for increased resilience of local energy supply

EN2.1	Advocate to local utilities to ensure resiliency into the electricity grid to reduce disruptions.	~		low	medium	medium	Emergency Programs
EN2.2	Collaborate with local utilities on demand-response programs to reduce peak energy demand during climate events (e.g., during a heat wave).	~	₩ *	low	medium	high	Climate Action & Environment, Energy Management, Utilities

KEY DRIVER 5 Create Complete, Compact, Resilient Communities

Strategy C1: Target growth in climate resilient Urban Centres and Core Areas									
C1.1	Embed a climate and health lens in growth management plans (e.g., urban centre planning, neighbourhood plans, etc.).	~	₩ * ♦	OCP 12.1.2, Implementation Actions 17-24	moderate	ongoing	high	Climate Action & Environment, Development Planning, Long Range Planning	
C1.2	Reinforce the pillars of the OCP with respect to growth management. Support the implementation of projects/programs that achieve growth in urban centres and core area.	~	∰ * ↑	OCP Pillars	high	ongoing	high	Long Range Planning	

Actio	Action		Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
Strate	gy C2: Apply a climate lens to land	d-use p	lanning	and developme	ent policies	5		
C2.1	Explore targeted development regulations, form and character guidelines and public realm design principles for select Urban Centres and Transit Supportive Corridors to achieve land use, transportation and climate resiliency objectives.	~	₩ * 6 & A	OCP Implementation Actions 17-24	moderate	in progress	high	Development Planning, Infrastructure Delivery, Long Range Planning
C2.2	Develop a new City-wide floodplain bylaw, using the Mill Creek Floodplain bylaw as a template, to reduce flood risk for habitable space in floodplain areas.	~		OCP Objective 15.4, Implementation Action 67	high	short	high	Bylaw 7900 working group, Development Engineering, Development Services, Development Planning, Utilities
C2.3	Consider opportunities to adjust parking requirements and on-street parking management to support infill development.	~		OCP 4.19.1 & 5.19.1	low	short	medium	Climate Action & Environment, Parking Services
C2.4	Consider encouraging designs for off- street parking that allow structures to be adapted for purposes other than vehicle storage in the future.	~		OCP Objectives 4.19 & 5.19	moderate	short	medium	Climate Action & Environment, Development Engineering, development Services, Parking Services
C2.5	Incorporate climate considerations into development guidelines for building and site and develop a process to review and communicate the performance.	~	₩ * • •	OCP 12.1.2	moderate	in progress	high	Climate Action & Environment, Development Services, Development Planning, Policy & Planning
C2.6	Develop "Model City Climate" to inform growth management decisions.	~	∰ * ↑	OCP 12.2.2	moderate	in progress	medium	Climate Action & Environment, Information Services
C2.7	Adopt the Wildfire DP Terms of Reference.		6	Community Wildfire Resilience Plan (CWRP) L4	moderate	medium	critical	Climate Action & Environment, Development Services, Development Planning, Policy & Planning
C2.8	Include/incorporate the construction and major renovation of new single-family homes on existing lots into the Wildfire DP process.		¢	CWRP L5	moderate	long	critical	Climate Action & Environment, Development Services, Development Planning, Policy & Planning

KEY DRIVER 6 Employ Nature-Based Solutions

Action		Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.	
Strategy N1: Protect and restore natural assets to reduce climate hazard risk									
N1.1	Continue to use restoration techniques that will reduce the impacts of flooding on shorelines during utility projects, parks planning and implementation and/or development projects. Ensure consistent resources (staff and/or monetary) are established for long-term monitoring and maintenance of restoration sites.			Mission Creek Compensation Bank	moderate	short	medium	Development Planning, Utilities	
N1.2	Use the natural asset inventory and/ or other environmental data sources to identify and implement priority restoration locations to improve natural asset functions.		🥬 🚨 🔥 🛦		high	medium	medium	Capital Planning & Asset Management, Climate Action & Environment, Parks Services, Utilities	
N1.3	Collaborate with other local and senior governments to develop watershed-level management plans to enhance and/or prepare natural ecosystems for changing climate conditions.		🥬 🚨 🔥 🛦		moderate	medium	medium	Capital Planning & Asset Management, Development Engineering, Utilities	
N1.4	Maintain or expand the current fuel treatment program, for both forest and grass fuels, integrating with ecosystem and biodiversity objectives as was done at the McKinley Park pilot project.		6	CWRP V1	high	ongoing	high	Park Services	
N1.5	Develop staff training programs and operational policies to support natural areas management and expand coverage by native vegetation species in parks.		🥬 🚨 🔥 🛦		moderate	medium	medium	Parks Services, Climate Action & Environment	
Strategy N2: Utilize green infrastructure to improve climate resilience									
ND 1	Jacobard and the Cristalizable Links a Forest			Custoinela	la ta la		autitional	Dardia Camilana	

N2.1	Implement the Sustainable Urban Forest Strategy.	~	₩ 💂 🔥 🚓	Sustainable Urban Forest Strategy	high	ongoing	critical	Parks Services
N2.2	Investigate policy, incentives, financing and/or programming to encourage landscaping best practices for yard smart features (e.g., heat resistant, FireSmart, Water Smart, etc.).		がめ ④	Climate and Environment Review	high	ongoing	high	Communications, Financial Services, Parks Services, Utilities
N2.3	Explore options to encourage on-site green infrastructure in development	~	🥬 🚨	OCP Implementation Action 16, Climate and Environment Review	high	long	high	
N2.4	Complete and implement the Parks Master Plan	\checkmark	151	Parks Master Plan	high	short	high	Parks and Buildings Planning, Parks Services

Acti	Action Strategy N3: Inventory, assess and mor		Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
Strate	egy N3: Inventory, assess and mor	nitor e	cosysten	ns and green ii	nfrastructu	Jre		
N3.1	Evaluate the services provided by Kelowna's natural assets and their contribution to reducing the impacts of climate change.				low	short	medium	Climate Action & Environment, Parks Services
N3.2	Develop and implement a strategy to monitor changes to sensitive ecosystems			OCP Implementation Action 6, Climate and Environment Review	low	short	medium	Capital Planning & Asset Management, Climate Action & Environment, Development Planning, Parks Services
N3.3	Investigate options to proactively monitor invasive species (and those harmful to humans, wildlife and domesticated animals) in natural areas, forest disturbed areas, and agricultural lands.		۴		low	ongoing	medium	Infrastructure, Parks & Building Planning, Parks Services
N3.4	Invest in relevant data sets to give a better picture of key environmental indicators (e.g. LiDAR)			Climate and Environment Review	low	ongoing	medium	Climate Action & Environment, Parks Services
N3.5	Fund and develop a Green Infrastructure Strategy		 ● ● ● ●	Climate and Environment Review	low	short	medium	Climate Action & Environment, Parks Services, Capital Planning & Asset Management, Utilities
N3.6	Develop a natural environment strategy, with City responses to regional strategies		 ₩ * ▲ * 	Climate and Environment Review	low	medium	medium	Climate Action & Environment, Parks Services

KEY DRIVER 7 Reduce Emissions from Waste

Action		Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
Strategy WR1: Reduce waste generation and increase waste diversion								
WR1.1	Implement the regional Solid Waste Management Plan	\checkmark		Solid Waste Management Plan	high	In progress	high	Utilities
WR1.2	Explore policies, programs and incentives to reduce construction waste with local construction associations and homebuilders associations (e.g. Canadian Home Builder's Association Central Okanagan).	\checkmark		Climate and Environment Review	moderate	In progress	medium	Climate Action & Environment, Utilities (Landfill)
WR1.3	Collaborate with senior government and local non-profits to develop a food security program to reduce food waste, and to increase food security among vulnerable community members.	\checkmark			moderate	in progress	medium	Climate Action & Environment, Social Development

Action	n	Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
WR1.4	Work with the RDCO on expanding the organics program to include residential curbside food waste collection	\checkmark			high	in progress	high	Utilities (Solid Waste Management)
WR 1.5	Advocate to senior levels of government for expansion of extended producer responsibility (EPR) initiatives	\checkmark			low	medium	medium	Climate Action & Environment, Utilities (Solid Waste Management)
WR1.6	Collaborate with local partners (e.g., local businesses, COEDC) on circular economy programs focused on reducing waste, and reusing, recycling, and recovering materials for beneficial use.	\checkmark		Climate and Environment Review	moderate	medium	medium	Climate Action & Environment, Utilities (Solid Waste Management), Partnership Office

KEY DRIVER 8 Increase the resiliency of infrastructure and assets

Strateg	trategy RI: Infrastructure is upgraded or adapted to withstand the impacts of a changing climate									
RI1.1	Prioritize renewal of flood-prone culverts and bridges identified in the Climate Vulnerability and Risk Assessment in the City's 10-year Capital Plan and longer-term servicing plans.				high	long	low	Capital Planning & Asset Management		
RI1.2	Review the City's critical infrastructure (e.g. bridges, water and wastewater treatment plants, emergency response centers, etc.) that were identified to be at risk in the Climate Vulnerability and Risk Assessment, and retrofit to withstand climate events (e.g. wildfire, flooding, etc.).		₩ * •		high	long	medium	Capital Planning & Asset Management, Development Engineering, Emergency Programs, Energy Management, Infrastructure Delivery, Integrated Transportation		
RI1.3	Design and retrofit public spaces (e.g. parks, public open space, etc.) with built and natural features that provide cooling, and refuge and shelter from heat and rain. Prioritize neighbourhoods with higher equity needs.	~	الله الله		high	long	medium	Climate Action & Environment, Parks & Building Planning, Policy & Planning		
RI1.4	Engage a qualified professional (such as a Local FireSmart Representative) to update or complete formal FireSmart assessments of critical infrastructure within the Wildfire DP area.		6	CWRP D2	moderate	medium	high	Potential FireSmart Coordinator, Parks Services, Kelowna Fire Department		
RI1.5	Use fire-resistant construction materials, building design and landscaping for all critical infrastructure when completing upgrades or establishing new structures.		6	CWRP D2	moderate	in progress	critical	Emergency Services, Risk Management, Utilities		
RI1.6	Develop a plan to interconnect potable water supplies to provide resilience during climate events.		♣ 6▲		high	medium	medium	Emergency Services, Risk Management, Utilities		
RI1.7	Develop a Water Shortage Management Plan for both urban and rural customers.		۲		moderate	medium	medium	Utilities		

Action		Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
RI1.8	Complete and implement the Water Security and Responsibility Plan for the City of Kelowna. Collaborate with the water supply community to better understand responsibilities of the water source.		2	Water Security and Responsibility Plan	moderate	In progress	high	Utilities
RI1.9	Adopt a more predictable funding strategy for the City's stormwater management services (e.g., stormwater utility).				high	medium	high	

KEY DRIVER 9 Improve climate emergency preparedness

Strate	Strategy EP1: Enhance climate emergency response planning											
EP1.1	Implement action 8.2 of the Community Safety Plan to "Improve planning and emergency responses for vulnerable populations (e.g., warming/cooling stations, clean air spaces, shelters and disaster response)	₩ * • ▲	Community Safety Plan Action 8.2	moderate	ln progress	high	S/C Lead: IH, COJHS Partners: CoK, NGOs, community at large					
EP1.2	Implement the Heat Response Plan	\$\$ \$		high	ongoing	high	Risk Management					
EP1.3	Ensure the hazards outlined in the Climate Vulnerability and Risk Assessment (CVRA) are incorporated into both the updated regional Hazard Risk and Vulnerability Assessment (HRVA) that is used to inform future Emergency Response Plan updates	₩ * • ▲		moderate	short	high	Lead: Kelowna Fire Department Support: Climate Action & Environment					
EP1.4	Collaborate with the Outreach Circle (service organizations and nonprofit groups that connect and coordinate the needs of those most vulnerable) on climate emergency response initiatives.	₩ * • •		low	ongoing	high	Lead: Local service organizations (e.g. Interior Health) and nonprofits (e.g. Canadian Mental Health Association, Kelowna Gospel Mission), City of Kelowna (Social Development, Bylaw, KFD, Risk Management)					
EP1.5	Complete, and participate in regular testing of, a wildfire incident preplan.	6	CWRP EP2	moderate	short	high	Emergency Programs, Kelowna Fire Department, Parks Services					
EP1.6	Complete a community water delivery assessment for suppression requirements across all five water purveyors	6	CWRP EP4	moderate	short	high	Emergency Programs, Kelowna Fire Department, Utilities					
EP1.7	Obtain additional structural protection units (SPUs) for the City.	6	CWRP EP7	low	short	high	Emergency Programs, Kelowna Fire Department					
EP1.8	Review, update, and regularly revise a Total Access Plan. The objective of this plan is to pre-plan access to natural areas for the purposes of fire suppression and identify areas with insufficient access.	6	CWRP EP8	moderate	medium	high	Emergency Programs, Kelowna Fire Department, Parks Services					
EP1.9	Develop community wide evacuation route planning, particularly for those neighbourhoods with limited road access for use during fires, floods or other emergencies.		CWRP EP10	moderate	short	high	Emergency Programs, Kelowna Fire Department, Parks Services					

Action	n	Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
EP1.10	Develop emergency response plans for all flood-prone creeks (i.e., Mission Creek, Mill Creek, Brandt's Creek, Bellevue Creek).				medium	medium	medium	Emergency Programs, Utilities
EP1.11	Ensure facilities used for Emergency Support Services have suitable indoor air quality, especially during wildfire/smoke events.		ر ب		moderate	ongoing	high	Emergency Programs

Strategy EP2: Empower the community to be prepared for climate emergencies											
EP 2.1	Promote the provincial Smoky Skies Bulletin for the public to be notified about air quality alerts.	- <u></u>		low	short	medium	Emergency Programs, Communication				
EP 2.2	Develop programming for residents to understand indoor air quality and options for improvement.	- <u>-</u> 2-		low	short	medium	Climate Action and Environment, Integrated Transportation				
EP 2.3	Collaborate to share information with the agricultural community on climate emergency response and preparedness (e.g. invasive species, fire-safe land management, and efficient water use).	∲ * • ▲ *		low	medium	medium	Climate Action and Environment, Communications, Development Planning, Emergency Services, Utilities				
EP 2.4	Offer support for residents to dispose of flammable debris and vegetation from FireSmart landscaping initiatives on private property.	6	CWRP V2	low	ongoing	medium	Climate Action and Environment, Communications, Development Planning, Emergency Programs, Utilities				
EP2.5	Explore 'Connect & Prepare' programming that aims to develop social connections and shared emergency preparedness	 ₩ * 6 ▲ ÷ * 		moderate	medium	medium	Climate Action and Environment, Communications, Emergency Programs				

KEY DRIVER 10 Demonstrate Corporate Climate Leadership

Strategy CL1: Incorporate Indigenous Knowledge in Climate Action Initiatives									
CL1.1	Engage and/or partner with the syilx/Okanagan people to work towards respecting and applying Indigenous knowledge and practices in climate initiatives.	~	 ● * 6 ● ▲ ÷ ● * 		moderate	ongoing	high	Climate Action & Environment, Cultural Services	
Strategy CL2: Incorporate a Climate Lens into municipal governance and operations									
CL2.1	Integrate climate change considerations into asset planning (e.g., 2040 Infrastructure Plan, Natural Asset Planning, etc.) and capital and operating budgets.	~	₩ * ^	Strategic Energy Management Plan, Climate and Environment Review	high	ongoing	critical	Climate Action & Environment, Capital Planning & Asset Management, Financial Services, Policy & Planning	

Action	Action		Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
CL2.2	Expand dedicated staff and financial resources to implement climate policies, projects and plans.	~	 ₩ * 6 ▲ ÷ ٤ ٤ ٤ 	Strategic Energy Management Plan	high	ongoing	high	Climate Action & Environment, Capital Planning & Asset Management, Communications, Development Engineering, Development Services, Development Planning, Fleet Services, Parking Services, Parks & Building Planning, Parks Services, Policy & Planning, Social Development, Utilities, Energy Management
CL2.3	Develop tools and resources for staff to apply a climate lens in their work.	~	 № * 6 № ▲ ÷ ♦ * 	Strategic Energy Management Plan, Climate and Environment Review	low	ongoing	high	Climate Action & Environment, Energy Management
CL2.4	Create a cross-departmental climate/sustainability team to collaborate and champion the implementation of policies, projects and plans that will address climate change.	~	₩ * () 		low	short	medium	Climate Action & Environment, Energy Management
CL2.5	Account for the hazards outlined in the Climate Vulnerability and Risk Assessment in the City's Enterprise Risk Management Program	~	₩ * () № () № () № ()	Enterprise Risk Management Program	low	short	high	Risk Management
CL2.6	Revise community GHG emissions reduction targets in the 2040 OCP, informed by the CRKS.	~		2040 Official Community Plan	low	short	high	Climate Action & Environment, Long Range Planning
CL2.7	Review and update the CRKS in 2030	~	₩ * 6 ■ ▲ = ● *		moderate- high	long	critical	Climate Action & Environment

Strategy CL3: Decarbonize City assets and operations

CL3.1	Implement the Strategic Energy Management Plan to demonstrate leadership by the City of Kelowna in reducing GHG emissions.	~		Strategic Energy Management Plan	high	ongoing	high	Energy Management
CL3.2	Amend sustainable procurement policy to put a larger emphasis on climate in a variety of procurement situations.	~		Sustainable Procurement Policy, Strategic Energy Management Plan	low	short	medium	Climate Action & Environment, Energy Management, Purchasing
CL 3.3	Continue to implement the Green Fleet Strategy to decarbonize the City's Corporate Vehicle Fleet	\checkmark	د. ح	Green Fleet Strategy, Strategic Energy Management Plan	low	ongoing	high	Fleet Services, Energy Management

Action	ו	Mitigation	Adaptation	City Plan / Policy Alignment	Resources	Timeline	Priority	Lead Dept.
Strateg	y CL4: Empower the comm	ounity to	take climat	e action				
CL4.1	Create a Community Working Group composed of local residents, businesses, and other interest holders to collaborate on CRKS implementation and act as ambassadors for community climate action.	~	 ₩ * 6 ▲ * ▲ * ▲ * 		low	short	high	Climate Action & Environment
CL4.2	Collaborate with other organizations (e.g. educational, utilities, etc.) to host public demonstrations of retrofit projects to share information about results and payback.	~	₩ *		moderate	medium	low	Communications, Energy Management, Climate Action & Environment
CL4.3	Educate the community about water security, and the importance of responsible use of water. Collaborate with the water supply community or consistent messaging.	~			moderate	medium	low	Communications, Utilities
CL4.4	Offer and/or deliver educational programs to support climate action at the household level (e.g., home retrofits, FireSmart, climate resilient landscaping, low-emission transportation options, etc.)	~	 ₩ * 6 ▲ ÷ ▲ * 		moderate	short	high	Climate Action & Environment, Communications
CL4.5	Continue to support the Regional Air Quality Program by developing a new Regional Air Quality Plan and implementing local initiatives (e.g., Lawn Swap Go Electric Rebate Program, Community Wood Smoke Reduction Program)	~	د	Regional Clean Air Strategy	moderate	in progress	medium	Climate Action & Environment, Communications



kelowna.ca



CLIMATE RESILIENT KELOWNA STRATEGY

Phase 2 Engagement Summary | July 2024



CONTENTS

- **1** Project Overview
- 2 Engagement Overview
- **3** Promotion
- **4** Survey Results
- 4 Support for Key Drivers
- 5 Personal actions
- 8 Working Group Results
- 9 Survey Demographics
- 9 Next Steps

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 greenhouse gas (GHG) emissions and prepare for and adapt to a changing climate.



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



PROJECT OVERVIEW

Predicted climate change is already happening in Kelowna – hotter, drier summers; intense weather; and more precipitation in all seasons except Summer is becoming the norm. These changes in climate will impact Kelowna's citizens, ecosystems, agriculture, infrastructure, and the economy.

To meet the City's community GHG emissions reduction targets and better adapt to a changing climate, the City began a three-phase project in 2021 to develop a new community climate action plan – the Climate Resilient Kelowna Strategy (CRKS).

Technical analysis, research, and engagement with Kelowna residents and various interest holders will help gain insights for and to help inform the new CRKS. The CRKS provides direction to help reduce community GHG emissions (mitigation) while preparing for the impacts of climate change (adaptation). This low-emission resilience approach is essential for addressing the challenges posed by a changing climate and ensuring the long-term sustainability of ecosystems, economies, and society, while maximizing efficiencies and other co-benefits of action.



ENGAGEMENT OVERVIEW

Phase 1 of community engagement occurred in 2022 and 2023, with the main purpose of informing citizens 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.

The <u>summary</u> for Phase 1 of public engagement was presented to Council in January of 2024 along with an update on CRKS progress.

Phase 2 of public engagement occurred in the Spring of 2024 with the primary purpose of giving the community an opportunity to review the draft CRKS, gauging level of support for the key drivers and strategies and understanding some of the community's priorities. This document summarizes Phase 2 of public engagement.

To ensure the CRKS captured lived experiences with climate change, concerns for vulnerability and risks, and reflected the community's willingness to take action to help mitigate and adapt to climate change, a robust engagement plan was created to gain feedback from residents and key interest holders. Additional efforts were used to encourage participation from those most affected by climate change (seniors, folks with low-income and those who use social services.) A Youth Working Group comprised of nine students from eight different schools was created as youth are the future of decision-making. An Invested Organizations Working Group comprised of representatives from 16 organizations within Kelowna who impact or are impacted by climate change were also engaged throughout the development of the CRKS.

The online survey focused on ranking and prioritization of the 10 Key Drivers within the draft strategy; it also included a section on the Sustainable Urban Forest Strategy (SUFS) considering tree canopy is often related to climate mitigation and timing of the two projects aligned.

To give the opportunity for residents to ask questions, learn more and interact with City of Kelowna staff, two open houses were hosted in May/June in central and downtown neighbourhoods. Informational boards were created to highlight key elements of the draft CRKS and determine if participants supported community climate priorities.

More information on the results of the two working groups can be found later in the summary.





PROMOTION

This was a city-wide engagement, so a variety of broad tactics were used to reach residents.

Climate change can more adversely affect certain underrepresented demographics (lower-income, seniors etc.), direct outreach via personal email invitations were used to ensure those groups had the opportunity to provide feedback on the draft strategy.

A news release was launched at the beginning of the survey and was picked up by a variety of outlets including Kelowna Capital News and Kelowna Now. An interview with the City's Climate Action & Environment Manager was also conducted on CBC's Daybreak South to discuss the CRKS engagement. Digital ads were created on Instagram, Facebook and Google with a combined reach of more than 200,000 and 2,000 clicks back to the project page.

Banners were placed on Castanet throughout the campaign and to reach those who may not be online, ads in the Daily Courier were used to advertise both the online survey and open house opportunities.

While the percentage of people who completed the survey was 15 per cent of the total page views, the 5,320 page views can be considered part of the "engaged population" as they were informed and educated about the draft survey via the page.







SURVEY RESULTS

Results from open surveys such as this are a collection of opinions and perceptions from interested or potentially affected residents – those with an existing affinity for the topic - and not a statistically random sample of all Kelowna residents.

Hosted on the City's Get Involved platform, 351 participants completed the survey between May 15 and June 9, 2024. The results were analyzed using both qualitative and quantitative methods to develop a thematic analysis.

Support for Key Drivers

The strategy outlines 10 key drivers of change that will guide the City towards lowering emissions by 40 per cent from 2007 levels by 2030 and reaching net zero emissions by 2050. To achieve these drivers, the strategy proposes 28 strategies and 138 actions that the City can implement to foster a low-emission resilient community (note: the final strategy after engagement has 27 strategies and 155 actions).

Respondents were asked to indicate their level of support for the strategies to achieve the 10 Key Drivers to determine if the Draft Plan meets the needs of the community. Below are the 10 key drivers and 28 strategies provided to survey respondents in the survey.

KEY DRIVERS AND STRATEGIES



Reduce reliance on vehicles

- 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-emission vehicles

- Increase access to EV charging on private property
- Expand the public EV charging network
- Support the transition to efficient and zero-emission commercial vehicles and goods movement
- Support more fuel-efficient, lower emission driving



Create low-emission, efficient, resilient buildings

- Support retrofits to create more efficient, low-emission, resilient residential buildings
- Support retrofits to create more efficient, low-emission, resilient non-residential buildings
- Accelerate adoption of low-emission, efficient new buildings
- Increase the resilience of new construction to local climate hazards

4 说 ()

Support low-emission and resilient energy supply

- Support the transition to a low-emission energy supply
- Advocate for increased resilience of the local energy supply



Create complete, compact, resilient communities

- Target growth in climate resilient Urban Centres and Core Areas
- Integrate GHG emissions reduction and resilience in land-use planning regulation and development policies
- Apply a climate lens to development



Employ na

Employ nature-based solutions

- Protect and restore natural systems providing ecosystem services to reduce climate hazard risk
- Utilize green infrastructure to improve climate resilience
- Inventory, assess and monitor ecosystems and green infrastructure



Reduce emissions from waste

• Reduce waste generation and increase waste diversion



Increase the resiliency of infrastructure and assets

• Infrastructure is upgraded or adapted to withstand the impacts of a changing climate



Improve climate emergency preparedness

- Enhance climate emergency response planning
- Empower the community to be prepared for climate emergencies



Demonstrate municipal corporate climate leadership

- Incorporate Indigenous Knowledge in climate action initiatives
- Incorporate a climate lens into municipal governance and operations
- Decarbonize City assets and operations
- Empower the community to take climate action

The most strongly supported strategies across all ten key drivers according to respondents are **protect and restore natural systems providing ecosystem services to reduce climate hazard risk** (65 per cent, 225), **comfortable walking and bicycling routes** (61 per cent, 211) and **reduce waste generation and increase waste diversion** (60 per cent, 208).

Other strongly supported strategies included:

- support the transition to efficient and zero-emission commercial vehicles and goods movement
 39 per cent, 137
- increase the resilience of new construction to local climate hazards
 56 per cent, 190
- support the transition to a low-carbon energy supply (e.g. remove barriers to renewable energy adoption, encourage low carbon energy sources, etc.)

46 per cent, 161

- apply a climate lens to development
 50 per cent, 172
- infrastructure is upgrade or adapted to withstand the impacts of a changing environment
 45 per cent, 157
- empower the community to be prepared for climate emergencies
 49 per cent, 173
- incorporate Indigenous Knowledge in Climate Action initiatives
 47 per cent, 163

54%

of respondents believed there were other key drivers or strategies that should be considered in the CRKS.

When asked if there were other key drivers or strategies that should be considered in the CRKS, the following themes emerged:

- A tree protection bylaw for trees on private property to preserve the urban forest and reduce carbon emissions.
- The promotion of low-carbon mobility options such as public transit, biking, walking, and electric vehicles were mentioned and included suggestions like expanding and enhancing the transit system, creating more bike lanes and trails and providing incentives for electric vehicle adoption.
- Preserving and increasing green spaces and biodiversity in the city, especially in urban areas. Respondents proposed more parks, community gardens, native plants and wildlife corridors to enhance the natural environment and its resilience.
- Water conservation and management, suggesting measures such as drought-resistant landscaping, water restrictions and rainwater harvesting.

THREE MOST SUPPORTED STRATEGIES ACROSS ALL 10 KEY DRIVERS:



Protect and restore natural systems providing ecosystem services to reduce climate hazard risk

65 per cent, 225



Create comfortable walking and bicycling routes

61 per cent, 211



Reduce waste generation and increase waste diversion

60 per cent, 208

Respondents were also asked to provide any additional feedback on the draft plan to ensure it meets the needs of the community.

- Despite the overwhelming support for climate action, some comments expressed skepticism or opposition to the climate action plan, questioning the scientific evidence of human-caused climate change, the effectiveness of local actions and the costs and benefits of the proposed strategies.
 - However, many respondents emphasized the need to educate residents on the causes and impacts of climate change and how to take individual and collective actions to mitigate and adapt to it.
- Mentions of recommendations for reducing emissions and increasing resilience to climate impacts. Some of the suggestions are improving public transit, bike lanes, and sidewalks, creating methods to track and rank emission reduction targets and priorities, providing composting pickup and bins for residents, restoring riparian areas and urban forests with native vegetation and expanding solar panels and water conservation.

Personal actions

Understanding that meeting the City's community climate action objectives is largely contingent on behaviour change at the household level, participants were asked to outline climate actions they could take in their own lives to help advance the objectives of the CRKS.

Employing nature-based solutions, reducing reliance on vehicles, and reducing emissions from waste were the top actions participants indicated they could take to address climate change over the next five years.

The least likely actions participants selected were to "create complete, compact, resilient communities" and "create low carbon, efficient, resilient buildings". This could be because these two actions are of a larger scale (e.g., appear to rely more on City policy and planning than personal action) and may seem more daunting to complete to respondents.



RANKING PERSONAL ACTIONS TO ADVANCE CRKS OBJECTIVES



3.0

3.5

2.5



WORKING GROUP RESULTS

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.

For this round of engagement, the Invested Organizations Working Group (15 participants) met on May 23, 2024. The Youth Working Group, comprised of nine participants ranging from grade 6 to undergraduate post-secondary students, met on June 17, 2024. The purpose of both sessions was to get feedback on the draft strategy.

Some takeaways from the invested organizations group included the need for collective action, support from local industries, and continuous engagement with youth and Indigenous groups.

Some areas emphasized by the Youth Working Group were the importance of being able to get around Kelowna without a vehicle, implementing green roofs and spaces, solar energy and incentives for composting.



SURVEY DEMOGRAPHICS

Central Okanagan from South Pandosy to the Landmark area represented the largest portion of the survey respondents, which aligns with it being the largest population of Kelowna. V1W was a close second with respondents from South Kelowna and the Lower Mission.

The largest age group to participate was 46-69 at 45 per cent with 38 per cent reporting a household income greater than \$100,000, aligning with the average demographics of Kelowna as per Statistics Canada.

However, under-represented groups and individuals remain under-represented in the overall results. 17 per cent of respondents identified themselves as 70+ years of age and only 9 per cent have a household income of less than \$40,000.



NEXT STEPS

All feedback received during the second round of engagement will inform the Climate Resilient Kelowna Strategy which will be presented to Council for endorsement.



kelowna.ca



Climate Resilient Kelowna Strategy

September 23, 2024







• IPCC warning–limit warming to 1.5°C

- Flooding, regional wildfires

2018

2021

2022

2023

2024

2030

- CleanBC & Climate Change Accountability Act
- Heat dome, drought, regional wildfires
 - CleanBC Roadmap to 2023
- Kelowna's Official Community Plan and Transportation Master Plan adopted
- BC Climate Preparedness and Adaptation Strategy
- Mission Creek Flooding
- -O Grouse Complex Wildfire
- IPCC warning: urgency for climate action on all fronts
- -O Level 5 Drought
- O Council declares a climate crisis

Heat warnings issued over 18 consecutive days

-O IPCC 1.5°C pathway 45% below 2010



Why a new strategy is needed



Developing of the Strategy







Phase 1: GHG Emissions Modelling







Phase 2: Climate Vulnerability and Risk

- What climate hazards do we experience in Kelowna, how are those hazards expected to change, and what are the risks and vulnerabilities?
- What interventions could help reduce risks and vulnerabilities?

Example: Extreme Heat 2021 vs 2070





Phase 3: Engagement







A Low-Emission Resilience Approach





The CRKS Action Plan









10 Key Drivers





Emissions Reduction Driver: Transportation

2030 Emissions Reduction Impact	Climate Hazards Addressed	Co-benefits
33%	न्ड्र Air Quality	 Improved health Improved livability Energy and fuel savings






Emissions Reduction Driver: Buildings

2030 Emissions Reduction Impact	32%		
Climate Hazards Addressed	 ₩ ₩	Extreme Heat Extreme Cold Flooding Wildfires Air Quality	
Co-benefits	•	Improved health Improved livability New jobs	



The Remaining Key Drivers



	Key Driver	2030 Emissions Reduction Impact	Climate Hazards Addressed	Co-benefits
ڹ ڹ ڹ	Energy			
	Complete, compact, resilient communities	35%	 Extreme Heat Extreme Cold Flooding Wildfires Air Quality Landslides 	 Improved livability Improved health Energy and fuel savings Resilient energy More trees and greenspace
E B	Nature-based solutions			
R R	Waste			
	Corporate climate leadership			
	Resilient infrastructure	NA	🔏 Invasive Species	 New jobs
	Emergency preparedness			





Initial Actions



- Hardy St. Transit Facility Refurbishment
- Implement biking projects: Bertram Street and Rutland Neighbourhood Bikeways
- Income qualified E-bike incentive program



Expand the application of a climate lens for development applications



• Expand the Public Level 2 charging network



۰

- Expand the Home Energy Coordinator program
- Continue to offer incentives for low-emission building technologies (e.g., heat pumps)
- Develop a 'higher steps' Energy Step Code and/or Zero Carbon Step Code strategy



• Implement the priority actions of the Sustainable Urban Forest Strategy



 Finalize a High-Performance Building Policy for new City facilities





Recommendation

THAT Council receives the 2024 Climate Resilient Kelowna Strategy;

AND THAT Council adopt the 2024 Climate Resilient Kelowna Strategy.





Questions?

For more information, visit kelowna.ca.

DRAFT RESOLUTION

Re: Council Tour of Kelowna International Airport

THAT a portion of the Regular AM Council Meeting scheduled for Monday, October 7, 2024 be at a location other than City Hall Council Chamber, being the Kelowna International Airport – 5533 Airport Way, Kelowna, BC and 4200-4210 Old Vernon Rd, Kelowna, BC;

AND THAT the public not be permitted to attend this portion of the Meeting in-person due to its location and facility requirements.

BACKGROUND:

A Council tour of Kelowna International Airport site and surrounding lands is arranged as part of Council's decision-making process for matters pertaining to the Airport. The tour itself is considered a Council meeting since a quorum of Council members will be participating, and the information received is part of their decision-making process for related initiatives.

Every effort will be made to broadcast the open portion of the tour on the City website and in an inperson location as a Council meeting. It is assumed the technology and weather will cooperate to the extent that video footage can be broadcast. The public can watch the broadcast at kelowna.ca/council and the agenda notice will include information about how the public can watch in-person.

Date: September 23, 2024