

City of Kelowna

Regular Council Meeting

AGENDA



Monday, December 12, 2016
1:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

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

2. Confirmation of Minutes

4 - 12

PM Meeting - December 5, 2016

3. Development Application Reports & Related Bylaws

3.1 395 Hereron Road, A15-0007 - New Town Services Inc.

13 - 38

To consider a Staff recommendation NOT to support an application to the Agricultural Land Commission for a non-farm use application for a ten unit recreational vehicle trailer park with permanent hookups to services.

3.2 2273-2275 Aberdeen St, Z16-0056 - Robert Anderson and Alexander Kramar

39 - 56

To rezone the subject property from RU6 - Two Dwelling Housing to RM1 - Four Dwelling Housing to legalize 2 existing dwellings on the rear of the subject property (4 dwellings total).

3.3 2273-2275 Aberdeen St, BL11332 (Z16-0056) - Robert & Lynn Anderson and Alexander & Margaret Kramar

57 - 57

To give Bylaw No. 11332 first reading in order to rezone the subject property from RU6 - Two Dwelling Housing to RM1 - Four Dwelling Housing.

3.4 Text Amendments (TA16-0005) - Carriage House Regulations & Secondary Suite Definition

58 - 68

To consider Text Amendments to Zoning Bylaw No. 8000 in order to restrict carriage houses on lots less than 1.0 hectare that rely on on-site sewage disposal and a housekeeping amendment to the definition of the term Secondary Suite.

3.5	BL11333 (TA16-0005) - Secondary Suites Amendment	69 - 69
	To give Bylaw No. 11333 first reading in order to restrict carriage houses on lots less than 1.0 hectare that rely on on-site sewage disposal and a housekeeping amendment to the definition of the term Secondary Suite.	
3.6	160 Hwy 33 W, Z16-0020 - 661682 BC Ltd	70 - 98
	To rezone the subject property to facilitate the redevelopment of the former office building located on the site into a small craft distillery and lounge area.	
3.7	160 Hwy 33 W, BL11334 (Z16-0020) - 661682 BC Ltd	99 - 99
	To give Bylaw No. 11334 first reading in order to facilitate the redevelopment of the former office building located on the site into a small craft distillery and lounge area.	
3.8	238 Queensway Z16-0074 & OCP16-0026 - City of Kelowna	100 - 134
	To rezone the subject properties to the P1 - Major Institutional zone and to amend the Future Land Use designation identified in the OCP to Educational / Major Institutional (EDINST) for a Tourism Kelowna Visitor Information Centre.	
3.9	238 Queensway, BL11335 (OCP16-0026) - City of Kelowna	135 - 135
	To give Bylaw No. 11335 first reading in order to change the future land use designation from P3 - Parks and Open Space to P1 - Major Institutional for a Tourism Kelowna Visitor Information Centre.	
3.10	238 Queensway, BL11336 (Z16-0074) - City of Kelowna	136 - 136
	To give Bylaw No. 11336 first reading in order to rezone the subject property from P3 - Parks and Open Spaces zone to P1 - Major Institutional zone for a Tourism Kelowna Visitor Information Centre.	
3.11	3031 Abbott St, Z16-0048 - Calvin and Sunok Condry	137 - 150
	To rezone the subject property to facilitate the development of a proposed five-unit townhouse project on the subject property.	
3.12	3031 Abbott St, BL11337 (Z16-0048) - Calvin and Sunok Condry	151 - 151
	To give Bylaw No. 11337 first reading in order to rezone the subject property from the RU1 - Large Lot Housing zone to the RM4 - Transitional Low Density zone in order to facilitate the development of a proposed five-unit townhouse project.	

4. Bylaws for Adoption (Development Related)

4.1 3030 Holland Rd, BL11299 (Z16-0054) - Roland and Colleen Dubois 152 - 152

To adopt Bylaw No. 11299 in order to rezone the subject property to facilitate the development of one additional single family dwelling.

5. Non-Development Reports & Related Bylaws

5.1 2017 Financial Plan 153 - 189

To provide an overview of the 2017 Financial Plan.

5.2 Transit Real-Time Information, SmartBus Memorandum of Understanding 190 - 196

To confirm the City of Kelowna's participation in the real-time information AVL component of the BC Transit SmartBus project via execution of a Memorandum of Understanding(MOU).

5.3 Community for All Action Plan 197 - 280

To have Council endorse the Community for All Action Plan including the 31 actions identified within the Plan.

5.4 Kerry Park - Project Status Report 281 - 328

The purpose of this report is to update Council on the design and phasing for development of Kerry Park.

5.5 Imagine Kelowna Phase One Wrap up and Next Steps 329 - 357

As part of the Imagine Kelowna initiative this update will inform Council of the outcomes of the first phase (Share phase) and outline next steps (Shape phase) leading towards the development of the principles and resiliency framework.

6. Mayor and Councillor Items

7. Termination



City of Kelowna Regular Council Meeting Minutes

Date: Monday, December 5, 2016
Location: Council Chamber
City Hall, 1435 Water Street

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

Staff Present City Manager, Ron Mattiussi; City Clerk, Stephen Fleming; Recreation Technician, Amber Gilbert*; Divisional Director, Active Living & Culture, Jim Gabriel*; Community Planning Department Manager, Ryan Smith*; Urban Planning Manager, Terry Barton*; Divisional Director, Community Planning & Real Estate, Doug Gilchrist*; Planner, Lydia Korolchuk*; Real Estate Director, Derek Edstrom*; Parking Services Manager, Dave Duncan*; Real Estate Services Manager, John Saufferer*; Property Management Manager, Mike Olson*; Financial Projects Manager, Garry Filafilo*; Integrated Transportation Department Manager, Rafael Villarreal Pacheco*; Parks Services Manager, Ian Wilson*; Planner, Laura Bentley*; Legislative Coordinator (Confidential), Arlene McClelland

(* Denotes partial attendance)

1. Call to Order

Mayor Basran called the meeting to order at 1:33 p.m.

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

2. Confirmation of Minutes

Moved By Councillor DeHart/Seconded By Councillor Gray

R929/16/12/05 THAT the Minutes of the Regular Meetings of November 28, 2016 be confirmed as circulated.

Carried

3. Committee Reports

3.1 2016 Civic Awards Nomination Period

Staff:

- Displayed a PowerPoint Presentation summarizing the Civic Awards nomination process and timeline.

Moved By Councillor Stack/Seconded By Councillor Hodge

R930/16/12/05 THAT Council receives as information the report from the Active Living & Culture, Recreation Technician dated November 30, 2016, which outlines the 42nd Annual Civic & Community Award categories and nomination period.

Carried

4. Development Application Reports & Related Bylaws

4.1 410 Providence Ave and 347 Quilchena Dr, (OCP16-0013) & (TA16-0008) - Kettle Valley Holding Ltd

Staff:

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

Moved By Councillor Singh/Seconded By Councillor Given

R931/16/12/05 THAT Official Community Plan Map Amendment Application No. OCP16-0013 to amend Map 4.1 in the Kelowna 2030 - Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation of Lot 1 Section 23 Township 28 SDYD Plan KAP85435 located at 410 Providence Avenue, Kelowna, BC from the EDINST – Educational/ Major Institutional to MRM – Multiple Unit Residential (Medium Density), EDINST – Educational/ Major Institutional to S2RES – Single/ Two Unit Residential, EDINST – Educational/ Major Institutional to PARK – Major Park/Open Space (Public) designations as shown on Map “A” attached to the Report from Community Planning Department dated December 5, 2016, be considered by Council;

AND THAT Official Community Plan Map Amendment Application No. OCP16-0013 to amend Map 4.1 in the Kelowna 2030 - Official Community Plan Bylaw No. 10500 by changing the Future Land Use designation of portions of Lot 2, Section 23, Township 28, SDYD, Plan KAP85435, located on Quilchena Drive, Kelowna, B.C. from the EDNIST – Education/Major Institutional designation to PARK – Major Park / Open Space designation as shown on Map “A” attached to the Report from Community Planning Department dated December 5, 2016, be considered by Council;

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

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the *Purpose* of Section 879 of the *Local Government Act*, as outlined in the Report from the Community Planning Department dated December 5, 2016;

AND THAT Zoning Bylaw Text Amendment Application No. TA16-0008 to amend City of Kelowna Zoning Bylaw No. 8000 as outlined in the Report from the Community Planning Department dated December 5, 2016 for Lot 1 Section 23 Township 28 SDYD Plan KAP85435 located at 410 Providence Avenue be considered by Council;

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

AND FURTHER THAT final adoption of the Official Community Plan Map Amending Bylaw and the Zoning Bylaw Text Amending Bylaw be considered subsequent to the outstanding

conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated September 28, 2016.

Carried
Councillor Sieben - Opposed

4.2 410 Providence Ave & 347 Quilchena Dr, (BL11328) OCP16-0013 - Kettle Valley Holdings Ltd

Moved By Councillor Given/Seconded By Councillor Gray

R932/16/12/05 THAT Bylaw No. 11328 be read a first time;

AND THAT the bylaw has been considered in conjunction with the City's Financial Plan and waste management plan.

Carried
Councillor Sieben - Opposed

4.3 410 Providence Ave and 347 Quilchena Dr, (BL11329) TA16-0008 - Kettle Valley Holdings Ltd

Moved By Councillor Given/Seconded By Councillor Gray

R933/16/12/05 THAT Bylaw No. 11329 be given first reading.

Carried
Councillor Sieben - Opposed

4.4 720 Valley Road, BL11276 (OCP16-0010) - Valley Land Subdivision Ltd.

Moved By Councillor Hodge/Seconded By Councillor Sieben

R934/16/12/05 THAT Bylaw No. 11276 be adopted.

Carried

4.5 BL11277 (TA16-0009) - CD27, Valley Lands Comprehensive Development Zone

Moved By Councillor Sieben/Seconded By Councillor DeHart

R935/16/12/05 THAT Bylaw No. 11277 be adopted.

Carried

4.6 720 Valley Road, BL11278 (Z16-0046) - Valley Land Subdivision Ltd.

Moved By Councillor DeHart/Seconded By Councillor Stack

R936/16/12/05 THAT Bylaw No. 11278 be adopted.

Carried

4.7 **BL11279 - A Bylaw to Repeal Housing Agreement Authorization Bylaw No. 8477**

Moved By Councillor Stack/Seconded By Councillor DeHart

R937/16/12/05 THAT Bylaw No. 11279 be adopted.

Carried

4.8 **720 Valley Rd, (DP16-0173), Development Permit – Master Plan - Valley Land Subdivision Ltd**

Staff:

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

Moved By Councillor Stack/Seconded By Councillor Sieben

R938/16/12/05 THAT Council authorizes the issuance of Development Permit No. DP16-0173 for Lot A Sections 32 and 29 Township 26 ODYD Plan EPP54061, located at 720 Valley Road, Kelowna, BC subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in accordance with Schedule "A,"
2. Landscaping to be provided on the land be in accordance with Schedule "B";
3. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a Registered Landscape Architect;
4. That on site furnishing be in accordance with the Model Lines shown in Schedule "C";

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

Carried

4.9 **(W of) McKinley Beach Dr, DP16-0107 - Kinnikinnik Developments Inc.**

Staff:

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

Moved By Councillor Sieben/Seconded By Councillor Donn

R939/16/12/05 THAT Council authorize the issuance of Development Permit DP16-0107 for Lot 72, Section 29, Township 23, ODYD, Plan EPP62265, located on (W OF) McKinley Beach Dr, Kelowna, BC, subject to the following:

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

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 be valid for two (2) years from the date of Council approval, with no opportunity to extend.

Carried

Councillor Hodge - Opposed

5. Bylaws for Adoption (Development Related)

5.1 Secondary Suites, City of Kelowna BL11263 (TA16-0004)

Moved By Councillor Hodge/Seconded By Councillor Donn

R940/16/12/05 THAT Bylaw No. 11263 be adopted.

Carried

5.2 CD6 - Comprehensive Residential Golf Resort, Various Owners BL11264 (Z16-0010)

Moved By Councillor Hodge/Seconded By Councillor Donn

R941/16/12/05 THAT Bylaw No. 11264 be adopted.

Carried

Councillor Sieben - Opposed

5.3 BL11260 - Amendment No. 17 to Business Licence and Regulation Bylaw No. 7878

Moved By Councillor Gray/Seconded By Councillor Hodge

R942/16/12/05 THAT Bylaw No. 11260 be adopted.

Carried

5.4 BL11272 (OCP16-0009) Civic Precinct Plan Implementation

Moved By Councillor Stack/Seconded By Councillor DeHart

R943/16/12/05 THAT Bylaw No. 11272 be adopted.

Carried

6. Non-Development Reports & Related Bylaws

6.1 Review of Council Policies Related to Park Services

Mayor Basran departed the meeting at 3:22 p.m.

Deputy Mayor Stack took the Chair at 3:22 p.m.

Staff:

- Displayed a PowerPoint Presentation providing an overview of the Park Services policy amendments.

Mayor Basran resumed the Chair at 3:27 p.m.

Moved By Councillor Stack/Seconded By Councillor Singh

R944/16/12/05 THAT Council receive for information the November 24, 2016 report of the Park Services Manager, reviewing Council policies related to Park Services;

AND THAT Council Policy No. 16, Road Right-Of-Way Landscaping and Maintenance be rescinded as outlined in the Report from the Park Services Manager dated November 24, 2016;

AND THAT Council Policy No. 240, Overhead Street Banner Installations be rescinded as outlined in the Report from the Park Services Manager dated November 24, 2016;

AND THAT Council Policy No. 279, Knox Mountain Park – Spraying for Pest Infestation be revised as outlined in the Report from the Park Services Manager dated November 24, 2016;

AND THAT Council Policy No. 242, Commemorative Recognitions in City Parks be revised as outlined in the Report from the Park Services Manager dated November 24, 2016;

AND THAT Council Policy No. 364, Fencing Adjacent to City Owned Land be revised as outlined in the Report from the Park Services Manager dated November 24, 2016;

AND THAT Council Policy No. 171, Walkway Fencing – Cost Sharing be rescinded as outlined in the Report from the Park Services Manager dated November 24, 2016;

AND THAT staff bring forward updates to the Unsightly Premises and Visual Nuisance Bylaw No. 8217 that incorporate key policy statements in Council Policy No. 302, Graffiti Prevention Program;

AND FURTHER THAT staff bring forward updates to the Municipal Properties Tree Bylaw No. 8042 that incorporate key policy statements in Council Policy No. 260, Prohibited Trees and Shrubs (Eradication of Codling Moth).

Carried

6.2 Hospital Area On-Street Parking Plan

Staff:

- Displayed a PowerPoint Presentation providing an overview of the On-Street Parking Management Plan and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor DeHart

R945/16/12/05 THAT Council receives, for information, the Report from the Manager, Parking Services, dated December 5, 2016, with respect to the Hospital Area On-Street Parking Plan;

AND THAT Council approves the introduction of pay parking to street frontages adjacent to Kelowna General Hospital, overnight Resident Parking Only restrictions on nearby residential streets and changes to existing time restrictions as generally recommended in the report dated November 22, 2016, entitled, Hospital Area On-Street Parking Plan, attached to the Report from the Manager, Parking Services, dated December 5, 2016;

AND FURTHER THAT Council, effective January 1, 2017, Council Policy No. 366, being the Residential Permit Program, be revised as attached to the Report from the Manager, Parking Services, dated December 5, 2016.

Carried

6.3 Extension and Modification Agreement for the Operation of the H2O Facility

Staff:

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

Moved By Councillor Donn/Seconded By Councillor Gray

R946/16/12/05 THAT Council approves the City entering into a five (5) year Extension and Modification Agreement to the Management and Operating Agreement between the City and the YMCA of Okanagan Association dated May 31, 2012, in the form attached to the Report of the Manager, Property Management, dated December 5, 2016;

AND THAT the Mayor and City Clerk be authorized to execute all documents necessary to complete the transaction.

Carried

6.4 2017 BikeBC Grant Application

Staff:

- Provided an overview of the staff report and responded to questions from Council.

Moved By Councillor Sieben/Seconded By Councillor Singh

R947/16/12/05 THAT Council endorses the Okanagan Rail Trail from Dilworth Drive to Airport Way as the City's priority 1 for the 2017 BikeBC grant application;

THAT Council endorses the Ethel Active Transportation Corridor (ATC) from Harvey Avenue to Sutherland Avenue as the City's priority 2 for the 2017 BikeBC grant application;

AND FURTHER THAT upon confirmation of the grant award for either Priority 1 or 2, the 2017 Financial Plan be amended to a maximum of \$2,000,000 as outlined in this report.

Carried

6.5 Tourism Kelowna – Municipal & Regional District Tax Reporting Service Agreement

Staff:

- Provided an overview of the Service Agreement with Tourism Kelowna.

Moved By Councillor DeHart/Seconded By Councillor Stack

R948/16/12/05 THAT Council receives for information, the Report from the Financial Projects Manager dated December 5, 2016 regarding the Tourism Kelowna – Municipal & Regional District Tax Reporting Service Agreement;

AND THAT Council authorizes the City to enter into the Reporting Service Agreement with Tourism Kelowna Society in the form attached to the Report from the Financial Projects Manager dated December 5, 2016;

AND FURTHER THAT the Mayor and City Clerk be authorized to execute the Reporting Service Agreement.

Carried

6.6 Proposed Partnership: Surtees Heritage Property Adaptive Re-Use

Staff:

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

Moved By Councillor Given/Seconded By Councillor Donn

R950/16/12/05 THAT Council receives, for information, the report of the Manager, Real Estate Services dated December 5, 2016, with respect to the potential partnership with Worman Commercial for the adaptive re-use of the Surtees Property in a manner that meets the City's heritage and park objectives for the site;

AND THAT Council authorize staff to enter into a Memorandum of Understanding with Worman Commercial in the form attached to the Report of the Manager, Real Estate Services, dated December 5, 2016;

AND FURTHER THAT the Mayor and City Clerk be authorized to execute the Memorandum of Understanding, and any documents related thereto, on behalf of the City of Kelowna.

Carried

6.7 Road Closure – Portion of Laneway adjacent to 839 Sutherland Avenue

Moved By Councillor Donn/Seconded By Councillor Hodge

R951/16/12/05 THAT Council receives, for information, the Report from the Manager, Real Estate Services dated December 5, 2016, recommending that Council adopt the proposed closure of a portion of road adjacent to 839 Sutherland Avenue;

AND THAT Bylaw No.11304, being the proposed closure of a portion of road adjacent to 839 Sutherland Avenue, be given reading consideration.

Carried

6.8 Portion of Sutherland Ave, BL11304 - Road Closure Bylaw

Moved By Councillor Gray/Seconded By Councillor Hodge

R952/16/12/05 THAT Bylaw No. 11304 be read a first, second and third time.

Carried

6.9 Proposed Road Closure – Adjacent to 1545 Bedford Avenue

Moved By Councillor Stack/Seconded By Councillor DeHart

R953/16/12/05 THAT Council receives for information, the Report from the Manager, Real Estate Services dated December 5, 2016, recommending that Council adopt the proposed closure of a portion of road adjacent to 1545 Bedford Avenue;

AND THAT Bylaw No. 11306, being proposed closure of a portion of land adjacent to 1545 Bedford Avenue, be given reading consideration.

Carried

6.10 Portion of Bedford Ave, BL11306 - Road Closure Bylaw

Moved By Councillor Hodge/Seconded By Councillor Gray

R954/16/12/05 THAT Bylaw No. 11306 be read a first, second and third time.

Carried

7. Bylaws for Adoption (Non-Development Related)

7.1 Amendment No. 28 to Traffic Bylaw No. 8120, BL11214

Moved By Councillor Sieben/Seconded By Councillor Hodge

R955/16/12/05 THAT Bylaw No. 11214 be adopted.

Carried

7.2 Amendment No. 17 to Bylaw Notice Enforcement Bylaw No. 10475, BL11253

Moved By Councillor Hodge/Seconded By Councillor Sieben

R956/16/12/05 THAT Bylaw No. 11253 be adopted.

Carried

7.3 800 Academy Way, BL11325 - Housing Agreement Authorization Bylaw - VEDA 800 Kelowna Student Housing Ltd

Moved By Councillor Stack/Seconded By Councillor DeHart

R957/16/12/05 THAT Bylaw No. 11325 be adopted.

Carried

7.4 Amendment No. 30 to Airport Fees Bylaw No. 7982, BL11326

Moved By Councillor Given/Seconded By Councillor Gray

R958/16/12/05 THAT Bylaw No 11326 be adopted.

Carried

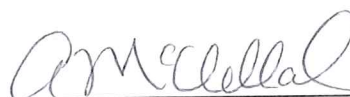
8. Mayor and Councillor Items – Nil.

9. Termination

This meeting was declared terminated at 4:22 p.m.

Mayor

/acm



City Clerk

REPORT TO COUNCIL



Date: December 12, 2016

RIM No. 1210-10

To: City Manager

From: Community Planning Department (MS)

Application: A15-0007 **Owner:** Brenda Dureault

Address: 395 Hereron Road **Applicant:** New Town Services Inc.

Subject: Application to the ALC for a Non-farm use of RV Site Trailers with permanent hookups to services

Existing OCP Designation: Resource Protection Area

Existing Zone: A1 – Agriculture 1

Proposed Zone: A1t – Agriculture 1 – Agriculture 1 with Agritourist Accommodation

1.0 Recommendation

THAT Agricultural Land Reserve Appeal No. A15-0007 for *Lot 14 Plan KAP68009 District Lot 123 ODYD*, located at 395 Hereron Road, Kelowna for a non-farm use of agricultural land in the Agricultural Land Reserve pursuant to Section 20(3) of the *Agricultural Land Commission Act*, NOT be supported by Council;

AND THAT Council directs Staff NOT to forward the subject application to the Agricultural Land Commission for consideration.

2.0 Purpose

To consider a Staff recommendation NOT to support an application to the Agricultural Land Commission for a non-farm use application for a ten unit recreational vehicle trailer park with permanent hookups to services.

3.0 Community Planning

Staff does not support the application to establish an Recreational Vehicle (RV) site for 10 RV units. The intent of the application does not meet the objectives of the Resource Protection Area (REP), nor the agricultural objectives in the Official Community Plan (OCP). The commercial use of RVs requires the extension of municipal services outside the Permanent Growth Boundary, and can pose limitations to agriculture in the future and potential conflicts with neighbouring agricultural operations.

The objectives of the Resource Protection Area (REP) and the Permanent Growth Boundary include:

- preserve the Resource Protection Area (REP) for agriculture as well as environmental objectives¹; and
- lands outside the permanent growth boundary will not be supported for urban uses².

The OCP's objectives for agriculture include:

- Protect Agricultural Land³; and
- Direct urban uses to lands within the urban portion of the PGB, in the interest of reducing development and speculative pressure on agricultural lands⁴.

Farm Protection DP Guidelines⁵

Objectives

- Protect farm land and farm operations; and
- Minimize the impact of urban encroachment and land use conflicts on agricultural land;

Guidelines

- Design any subdivision or urban development of land to reduce densities and the intensity of uses gradually towards the boundary of agricultural lands.

Outside the Permanent Growth Boundary, commercial, industrial and other non-farm uses pose a challenge for land use planning, given their individual and cumulative demand for urban services, including water, sewer, roads and street amenities. In addition, non-farm uses create the potential for conflict with adjacent property owners, in this case, with both agricultural as well as industrial neighbours.

Both the direct and cumulative demand on services for non-farm uses have long term implications for water supply and municipal infrastructure. In many cases, the rural water system is designed for agricultural ratepayers, without the infrastructure to support urban uses or their associated fire flow demands. Cumulatively, the water demand of non-farm uses conflicts with that of agriculture. While the costs of servicing a project may be borne by the applicant, ultimately the greater costs of the overall development and maintenance of the system are borne by fewer ratepayers over the area. For this reason services and road standards are typically reduced outside the Permanent Growth Boundary. This can result in competing interest for water capacity, and result in agricultural customers supporting non-farm uses for the system as a whole. Similarly, for access, the requirement of paving Hereron Road is a requirement of the Fire Department in this case. While this initial cost will be borne by the proponent, there is not a mechanism for maintenance costs to be recaptured, resulting in a long term cost to the public that would be unlikely result from a farm use.

In October, 2016, the Agricultural Land Commission (ALC) brought forth a policy bulletin to provide clarity regarding Agri-tourist Accommodation in the Agricultural Land Reserve (ALR). This clarification stipulated that when permanent services are proposed for agri-tourist accommodation RV units, a non-farm use application is required. As such, an approval from the ALC is required to permit the permanent servicing of these RVs on the subject property.

¹ City of Kelowna, 2016. Official Community Plan Chapter 4, p. 4.2

² City of Kelowna, 2016. Official Community Plan Chapter 4, p. 4.7

³ City of Kelowna, 2016. Official Community Plan, Objective 5.33.1, Chapter 5 page 35

⁴ City of Kelowna, 2016. Official Community Plan, Objective 5.33.3, Chapter 5 page 35

⁵ City of Kelowna 2030 Official Community Plan (2011) - Farm Protection Development Permit Chapter; p. 15.2 - 15.4.

Therefore, Staff does not support the application, due to the lack of supporting City of Kelowna policy, as well as the requirements for the extension of services.

4.0 Proposal

4.1 Project Description

The application is being considered by Council as it was in process at the time Council resolved that a moratorium be placed on new applications for agritourist accommodation in the summer of 2016. This file is the sole application that was in process at the time of the moratorium.

The applicant is proposing ten (10) agri-tourist accommodation units in the form of a Recreational Vehicle (RV) park. It is proposed for the northeast corner of the property, and would take up 0.4 ha (1 acre) of the 10.3 ha (25 acre) property.

Direct hookups of electricity, water and sewer are also proposed for the RV site, as well as a separate washroom building. The applicant's engineer has proposed a pump to provide adequate scouring velocity for the sewer connection, and, together with the loads calculated, has deemed it sufficient to service the 10 sites. The Black Mountain Irrigation District (BMID) has provided a letter outlining requirements for water (see attached). In summary, BMID requires that the water system be upgraded to service the site and provide adequate fire protection.

For fire flow protection, a dry stand pipe system is proposed. This requires an extension of a 150mm (6" main) to a new hydrant at the northwest corner of the property. From there, a stand pipe will be laid through the property to reach the site. It will remain uncharged until required, providing the conduit for the fire fighters. The Fire Department also requests that Hereron Road is paved.

As for buffering, there is a line of willows and cottonwood trees along the east property line that would provide a vegetative buffer. A vegetative buffer is proposed to be planted along the south and west edge of the RV sites.

Map 1 – Proposed Recreational Vehicle Campsite with 10 Units



Map 2 – Proposed Site Plan



4.2 Background

The property was obtained by the current owner in 2008. Before 2000, the agricultural parcel was approximately double the current size, before the western portion being excluded and subdivided into industrial lots. These lots are now serviced along Acland Road.

The farming operation on the site has historically been hay. However, due to the high water table and drainage issues, the owner decided to develop an agri-forestry operation. To date, over 1500 trees (nut, fruit, Christmas, and native) have been planted. Crops such as garlic, edamame beans, melons, broccoli, cucumber, herbs, tomatoes, strawberries, and flowers have been added for farm gate sales in addition to the existing egg sales. Public tours, workshops and children's summer camps are ongoing. The camps include both agricultural and environmental elements, tying in learning about wetlands and Duggan Brook.

Since 2008, the farm production has evolved from hay to a mixed farm. The operation includes a egg laying chickens, honey bees and agri-forestry. Trees planted include black and English walnut, hazelnut, yellowhorn, Christmas trees, mulberry shrubs as well as paw paw trees. The trees provide a number of products including nuts and seeds, fruit, as well as seedlings. Willow is harvested from those occurring naturally on the property and secondary craft products are made from them, and pickled walnuts are produced as well. The property has developing farm status through BC Assessment, as the nut trees and other trees take time to come into full productivity.

Duggan Brook (a tributary to Mill Creek) runs through this property and expands into Simpsons Pond. The wetland is identified by the City of Kelowna Wetland Inventory. The applicant hosts summer camps for children to learn about wetlands and the environment.

There is currently use of the property by a trucking company at the southwest corner of the property. As staff understands it, the trucking company has agreement to use this portion of the property and pays rent to the owner. Staff understands that the trucking company has been given notice to vacate the property within three months.



Image 1: Photo of Agroforestry



Image 2: Photo of Duggan Creek, adjacent hay field and two dwellings.

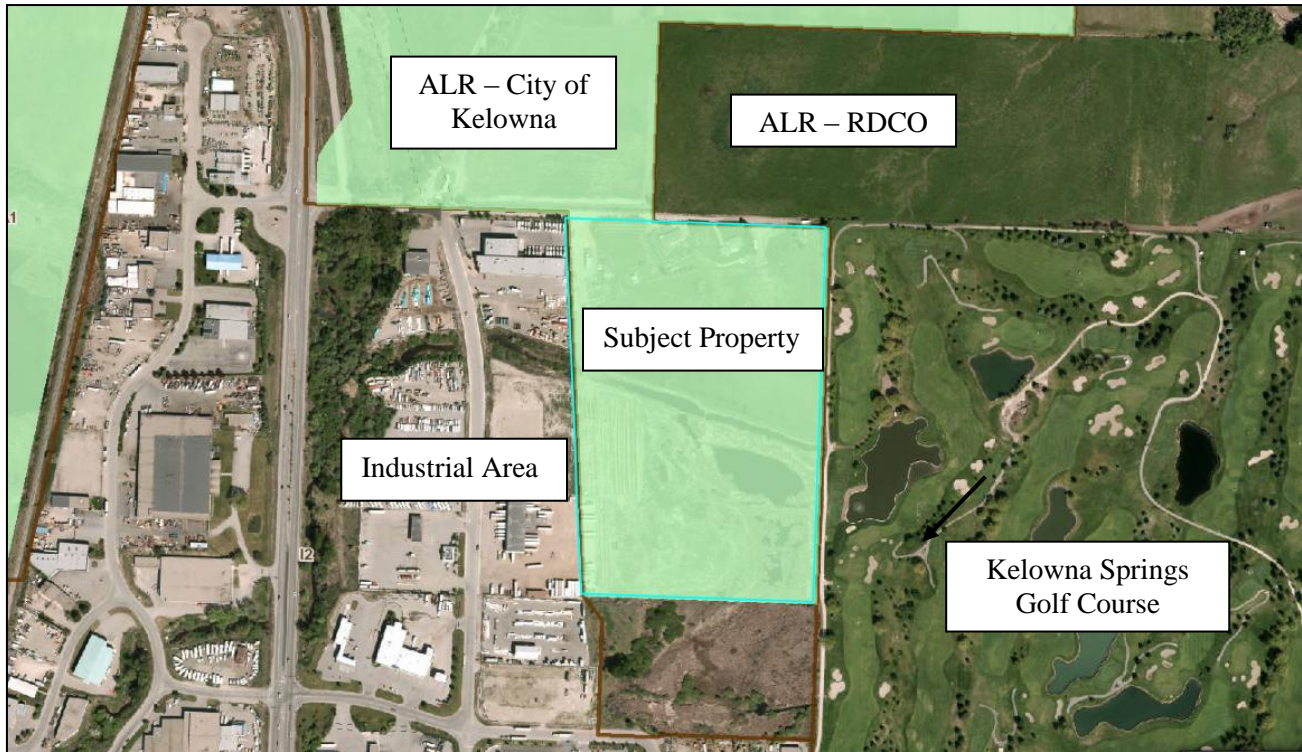
4.3 Site Context

The subject property is located: within the Agricultural Land Reserve, adjacent to the municipal boundary with the Regional District of the Central Okanagan and adjacent to the Kelowna Springs Golf Course. The Future Land Use of the property is Resource Protection Area (REP), it is zoned A1 – Agriculture 1, and it is outside of the Permanent Growth Boundary.

Parcel Summary – 395 Hereron Road:

Parcel Size: 10.3 ha (25.45 acres)
Elevation: 402 metres to 405 metres above sea level (masl) (approx.)

Map 3 – Neighbourhood



Zoning and land uses adjacent to the property are as follows:

Table 1: Zoning and Land Use of Adjacent Property

Direction	Zoning	ALR	Land Use
North	A1 – Agriculture / A1 – Agriculture	Yes	Sod Farm / Hay and Cattle
South	A1 – Agriculture 1 & I2 – General Industrial	No	Wetland and Industrial
East	Parcel is split zoned between P3- Parks and Open Space & Unzoned portions	No	Golf Course
West	I2 – General Industrial	No	Industrial

4.4 Zoning Analysis Table

The zoning requirements, per the A1t zone, in place at the time of application, are below.

Zoning Analysis Table		
CRITERIA	ATt ZONE REQUIREMENTS	PROPOSAL
Development Regulations		
Front Yard	10 m	10 m
Side Yard (west)	10 m	m
Side Yard (east)	10 m	10 m
Rear Yard	10 m	m
Other Regulations		
Within X of primary residence	30 m	18 m

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 4. Future Land Use

Resource Protection Area⁶

Rural land preserved for agricultural, environmental and recreational purposes, including the ALR, other resource lands with environmental value and protected natural open spaces.

Permanent Growth Boundary

Lands outside the permanent growth boundary will not be supported for urban uses.⁷

Chapter 5. Development

Focus development to designated growth areas⁸.

Compact Urban Form. Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns.

Protect and enhance local agriculture⁹.

Protect Agricultural Land. Retain the agricultural land base by supporting the ALR and by protecting agricultural lands from development, except as otherwise noted in the City of Kelowna Agricultural Plan. Ensure that the primary use of agricultural land is agriculture, regardless of parcel size.

Urban Uses. Direct urban uses to lands within the urban portion of the Permanent Growth Boundary, in the interest of reducing development and speculative pressure on agricultural lands.

⁶ City of Kelowna, 2016. Official Community Plan Chapter 4, p. 4.2

⁷ City of Kelowna, 2016. Official Community Plan Chapter 4, p. 4.7

⁸ City of Kelowna 2030 Official Community Plan (2011) - Farm Protection Development Permit Chapter; p. 15.2 - 15.4.

⁹ City of Kelowna 2030 Official Community Plan (2011) - Development Process Chapter; p. 5.35.

Chapter 15. Farm Protection DP Guidelines¹⁰

Objectives

- Protect farm land and farm operations;
- Minimize the impact of urban encroachment and land use conflicts on agricultural land;
- Minimize conflicts created by activities designated as farm use by ALC regulation and non-farm uses within agricultural areas.

Guidelines

- On properties located adjacent to agricultural lands, design buildings to reduce impact from activities associated with farm operations.
- On agricultural and non-agricultural lands, establish and maintain a landscape buffer along the agricultural and/or property boundary, except where development is for a permitted farm use that will not encourage public attendance and does not concern additional residences (including secondary suites).
- Design any subdivision or urban development of land to reduce densities and the intensity of uses gradually towards the boundary of agricultural lands.

5.2 Agriculture Plan

Transportation Policies¹¹

New Growth Areas. Discourage the establishment of new growth areas within or beyond agricultural areas that create additional traffic pressure on the local rural road network.

Urban-Rural/Agricultural Boundary Policies¹²

Farmland Preservation. Direct urban uses to land within the urban portion of the defined urban – rural / agricultural boundary, in the interest of reducing development and speculative pressure, toward the preservation of agricultural lands and discourage further extension of existing urban areas into agricultural lands.

Urban Buffers. Require new development, adjacent to agricultural areas, to establish setbacks, fencing and landscape buffers on the urban side of the defined urban – rural/agricultural boundary.

Parcel Size. Non - Agricultural Land. Discourage subdivision to smaller parcel sizes on lands beyond agricultural areas in order to reduce negative impacts on the farming community and encourage the Central Okanagan Regional District and the Ministry of Environment, Land and Parks to consider maintaining larger minimum parcel sizes for Crown Lands within and adjacent to the City in recognition of the provincial interest in retaining farming.

Isolated Development. In general, not support extensions to existing development or new development isolated within agricultural areas, regardless of ALR status.

5.3 Agricultural Land Commission

¹⁰ City of Kelowna 2030 Official Community Plan (2011) - Farm Protection Development Permit Chapter; p. 15.2 - 15.4.

¹¹ City of Kelowna Agriculture Plan (1998); p. 99.

¹² City of Kelowna Agriculture Plan (1998); p. 131 & 132.

ALC Policy - Agri-tourism Accommodation in the ALR¹³

Seasonal Campsites:

Campsites are undeveloped outdoor sites where tents and recreational vehicles (RV) may be temporarily located and where no individual sewage disposal, water and electrical hook-ups are provided. Recreational vehicles must be on wheels and transportable. Communal sanitary and washing facilities may be provided, however no other permanent facilities including administration offices, supply stores or laundry facilities are permitted. There may not be any permanent structures (patios, porches, decks, covered or enclosed rooms, partial walls or screened rooms with windows) or hard surfaces (pavement or concrete pads). No storage of RVs is permitted for any length of time.

Location and site considerations include:

- locating the accommodation on poorer agriculture capability lands
- access that avoids conflicts with agricultural uses on the farm and adjacent farms
- accommodation located near existing farm and ranch buildings
- mitigating possible negative impacts using landscape buffers

A local government may have additional requirements related to maximum floor area, parking, signage, setbacks, fire and emergency servicing, etc.

Agri-tourism accommodations are temporary and must not be constructed in such a way that there is a potential for them to become permanent accommodations or year round rentals on agricultural land. This means there should be no extension of municipal servicing including sewer and water for agri-tourism accommodation uses unless local governments or health officials determine it is necessary.

Other types of permanent accommodation including lodges, motels, inns, resorts, resort based campgrounds and ***RV parks with full servicing*** and amenities and bare land strata ownership ***require a non-farm use application and approval of the Commission***. (See attached).

6.0 Technical Comments

6.1 Development Engineering Department

A Summary of Development Engineering comments includes:

- Domestic water and fire flow protection is required and to be coordinated with the Black Mountain Irrigation District.
- The existing sewer main is substandard and cannot support additional loading.
- The hydro-geotechnical conditions in this area are not favourable for onsite sewage disposal.
- Vegetation at the corner of Acland and Hereron Roads impede sight lines and may pose a hazard for slow moving large vehicles moving in and out of the project site.

See attached memo for a full description of comments and requirements.

6.2 Fire Department

It is recommended that there is a closer hydrant for firefighting purposes. The applicant is to ensure an appropriate paved access off of Acland Rd to the project site.

¹³ Agricultural Land Commission; Agri-tourism Accommodation in the ALR, Policy L-05, alc.gov.bc.ca

6.3 Kelowna International Airport

There are no operational risks from YLW's point of view other than the noise exposure. The subject property is within the 25 NEF contour as laid out in the YLW 2025 Master Plan and the City of Kelowna 2030 OCP. As such the City will want to ensure the use abides by the OCP requirements with regards to activity within the NEF. The proponent should be formally made aware of this and the fact that there will be aviation noise related.

6.4 Interior Health Authority

This rezoning application will allow for up to a 12 bay camping sites including a Sani-station and washroom facility.

From the HBE team perspective this application does not create a health impact. The environmental Health Officer for this area should be contacted regarding the sani-station and washroom facility.

6.5 Black Mountain Irrigation District

The water servicing requirements for the project are below. (Refer to Black Mountain Irrigation District (BMID) letter attached.)

- Capital Charges will be \$1,440 per RV pad as per BMID Capital Expenditure Charge bylaw 678. (See web page www.bmid.ca)
- Engineered servicing drawings and FUS fire flow calculations for the water distribution system are required to be submitted for the site for review by BMID, signed and sealed by a professional engineer.
- Fire flow capacities will be verified by our computer model at the time of detailed design of the subdivision.
- A new fire hydrant is to be installed on Hereron Rd. Currently, there is inadequate hydrant coverage for fire protection. Hydrant coverage must be within 100m from the new hydrant to last RV pad. The closest hydrant located near the proposed RV lot is greater than 200m (60m south of Acland Rd/Hereron Rd intersection).
- The current water main along Hereron Rd is only a 50mm in diameter. Therefore, the 50mm main will have to be upgraded to 150mm from Acland Rd to the proposed hydrant. It might be possible to keep the remaining portion of the 50mm water main after the hydrant.
- RV water service to come off of hydrant lead (before hydrant isolation valve) so that there is no stagnant water in service or hydrant lead.
- There is limited capacity of the existing 50mm main that might result in residual pressures lower than the minimum required during PHD.
- Service is to enter site and go to meter house within building structure (in secure and heated building).
- Meter is required and spec is on BMID web page in forms and development section
- Single testable Double check valve (DCV) is required for water service line going to individual trailer pads. DCV to go in same meter room if possible.
- On site development is by owner.
- Connection from BMID mains to property line to be carried out by BMID staff, paid by owner.

6.6 Ministry of Agriculture

- The subject property is adjacent to a 60 acre cattle farm. The pasture is fenced around the perimeter with a page-wire, which functions adequately to keep the cattle in. However, the farmer has concerns that the page wire fence is not sufficiently robust to keep dogs or people out of the field if they are camping along Hereron Rd.
- Cattle are in the field at various times throughout the year after haying & in the spring for calving.
- Trespass is a concern at any time of year but safety issue is high particularly in spring when calves are born because people like to look at them may want to pet then. However, mother cows can be quite aggressive when the calves are small especially with strangers. Dogs that are not familiar with livestock need to be kept out, they could easily be injured or cause injury to cattle if chased.
- Private property signs could also help although they are not an adequate barrier for pets or children.
- A chain link fence on the north side of Hereron Rd would be adequate. It is ~ 180 meters (< 600 ft). On the east end it would tie into the golf course fence & on the west end it would tie into the fence running north/south along the creek.

6.7 Ministry of Transportation and Infrastructure

Preliminary Approval is granted for the rezoning for one year pursuant to Section 52(3)(a) of the Transportation Act.

6.8 Regional District of the Central Okanagan

RDCO staff has reviewed the above mentioned City of Kelowna zoning amendment referral and advises that the RDCO's interests are unaffected.

7.0 Application Chronology

Date of Application Received:	June 24, 2015
Date Developing Farm Status Received:	December 10, 2015
Date Fire Flow Strategy Received:	November 1, 2016
Date Public Consultation Completed:	November 3, 2016
Date Circulation Comments Received:	December 2, 2016

Agricultural Advisory Committee	December 10, 2015
---------------------------------	-------------------

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting held on December 15, 2015 and the following recommendations were passed:

Moved By Keith Duhaime /Seconded By Ed Schiller

THAT the Agriculture Advisory Committee recommends that Council support an application to the Agricultural Land Commission under Section 20 (3) of the Agricultural Land Commission Act for a "non-farm use" on the subject property at 395 Hereron Road for ten (10) agri-tourist accommodation units in the form of a Recreational Vehicle (RV) Park.

Carried
Domenic Rampone - Opposed

ANECTODOTAL COMMENT:

The Agricultural Advisory Committee is supportive of the Applicant due to the innovative and diversity of the products and also supportive of a young farmer restoring agricultural land. However, the Agricultural Advisory Committee raised concern with the RV Park turning into a year round and longer term use. Should the requirements of trees require spraying, they may have to spray when visitors are present.

8.o Alternate Recommendation

THAT Agricultural Land Reserve Appeal No. A15-0000 for *Lot 14 Plan KAP68009 District Lot 123 ODYD*, located at 395 Hereron Road, Kelowna for a non-farm use of agricultural land in the Agricultural Land Reserve pursuant to Section 20(3) of the *Agricultural Land Commission Act*, be supported by Council;

AND THAT the Council directs Staff to forward the subject application to the Agricultural Land Commission for consideration.

Report prepared by:

Melanie Steppuhn, Planner Specialist

Reviewed by:

☐

Todd Cashin, Subdivision, Suburban and Rural Planning Manager

**Reviewed by
Approved for Inclusion:**

☐

Ryan Smith, Community Planning Department Manager

Approved for Inclusion:

☐

Doug Gilchrist, Divisional Director, Community Planning & Real Estate

Attachments:

Site Photos
RV Site Plans
Development Engineering Services Memo
Black Mountain Irrigation District Letter
ALC Policy No. L-05 – Agri-tourism Accommodation in the ALR

PHOTOS

Photo 1. Agri-forestry – Black and English Walnut, Paw Paw and Evergreens



Photo 2. Laying Chickens



Photo 3. Raised Berms for Future Planting Beds



Photo 4: Honey Bees



Photo 5: Duggan Brook Looking East





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PROJECT TITLE:
**Dureault
Farm**

PROJECT NO. 1628

DRAWING TITLE
**Conceptual
Agri Tourism
Layout**

DATE	SCALE
2016-04-26	1:500
DRAWING NO.	

1

LEGEND

**Agri Tourism
Boundary**
0.43ha (1.06 acres)
4.17% of Total Parcel

REVISIONS:		
No.	Date	Description

Notes:
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PROJECT TITLE:

**Dureault
Farm**

PROJECT NO. 1628

DRAWING TITLE

Farm Context

DRAWN	JA	SCALE	1:1500
DATE	2016-04-26		
CHECKED			
DRAWING NO.			

2

LEGEND

--- Agri Tourism
Boundary
0.43ha (1.06 acres)
4.17% of Total Parcel

--- Total Property
Boundary

REVISIONS:	
No.	Description

Notes:
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Dureault
Farm

DRAFTING TITLE

Farm Context

2

LEGEND

-  Agri Tourism
 Boundary
 0.43ha (1.06 acres)
 4.17% of Total Parcel
-  Total Property
 Boundary

Notes:

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All drawings shall be read in conjunction with specifications and consultant details.





PROJECT TITLE:

Dureault Farm

PROJECT NO. 1628

DRAWING TITLE

Conceptual Agri Tourism Layout

DRAWN: JA SCALE: 1:500

DATE: 2016-04-26

CHECKED:

DRAWING NO.

1

LEGEND

 Agri Tourism Boundary
0.43ha (1.06 acres)
4.17% of Total Parcel

REVISIONS:	
No.	Description

Notes:
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CITY OF KELOWNA

MEMORANDUM

Date: July 14, 2016
File No.: Z16-0038
To: Community Planning (ME)
From: Development Engineering Manager (PI)
Subject: 1 395 Hereron Rd. A1 to A1T

The Development Engineering Department has the following comments and requirements associated with this rezoning application. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Ryan O'Sullivan

1. Domestic Water and Fire Protection

The property is located within Black Mountain Irrigation District (BMID) service area. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw. The developer is responsible, if necessary, to arrange with BMID staff for any service improvements and the decommissioning of existing services.

2. Sanitary Sewer

- (a) The existing sanitary sewer system (low pressure, shallow, 2" poly main) on Hereron Road is substandard. Development Engineering cannot support the additional sanitary loading.
- (b) Hydro geotechnical conditions in this area are not favorable for onsite sewage disposal.

3. Development Permit and Site Related Issues

Direct the roof drains into on-site rock pits or splash pads.

A sight line issue at the current driveway due to road curve as well as vegetation has been identified. With more, large, slow moving vehicles this could become a safety concern at the corner of Acland and Hereron Rd.

4. Electric Power and Telecommunication Services

It is the applicant's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for service upgrades to these services which would be at the applicant's cost

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



October 19, 2016

Attention: Melanie Steppuhn

**RE: Agri-Tourist Accommodation Application No. Z16-0038
1-395 Hereron Road
BMID Water Service Comments**

This letter sets out our water supply servicing requirements for the proposed 7 Agri-Accommodation RV sites located at 1-395 Hereron Road. The development is within the BMID water service area and is subject to the bylaws of the District. It is understood that the owner of the above described property is proposing to rezone a portion of the exiting A1 land use to A1t in order to construct and operate 7 Agri-Accommodation RV sites. The Agri-Accommodation development will have the following water servicing requirements.

- ☐ Capital Charges will be \$1,440 per RV pad as per BMID Capital Expenditure Charge bylaw 678. (See web page www.bmid.ca)
- ☐ Engineered servicing drawings and FUS fire flow calculations for the water distribution system are required to be submitted for the site for review by BMID, signed and sealed by a professional engineer.
- ☐ Fire flow capacities will be verified by our computer model at the time of detailed design of the subdivision.
- ☐ A new fire hydrant is to be installed on Hereron Rd. Currently, there is inadequate hydrant coverage for fire protection. Hydrant coverage must be within 100m from the new hydrant to last RV pad. The closest hydrant located near the proposed RV lot is greater than 200m (60m south of Acland Rd/Hereron Rd intersection).
- ☐ The current water main along Hereron Rd is only a 50mm in diameter. Therefore, the 50mm main will have to be upgraded to 150mm from Acland Rd to the proposed hydrant. It might be possible to keep the remaining portion of the 50mm water main after the hydrant.
- ☐ RV water service to come off of hydrant lead (before hydrant isolation valve) so that there is no stagnant water in service or hydrant lead.
- ☐ There is limited capacity of the existing 50mm main that might result in residual pressures lower than the minimum required during PHD.
- ☐ Service is to enter site and go to meter house within building structure (in secure and heated building).
- ☐ Meter is required and spec is on BMID web page in forms and development section
- ☐ Single testable Double check valve (DCV) is required for water service line going to individual trailer pads. DCV to go in same meter room if possible.
- ☐ On site development is by owner
- ☐ Connection from BMID mains to property line to be carried out by BMID staff, paid by owner.

Once we receive the required information, we can provide further information.

Yours truly,
Black Mountain Irrigation District

Dawn Williams, Administrator

 <p>Agricultural Land Commission Act</p>	<p style="text-align: right;">Policy L-05 October 2016</p> <p style="text-align: center;">ACTIVITIES DESIGNATED AS A PERMITTED NON-FARM USE: AGRI-TOURISM ACCOMMODATION IN THE AGRICULTURAL LAND RESERVE ("ALR")</p>
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This policy is intended to assist in the interpretation of the [Agricultural Land Commission Act](#), 2002, including amendments as of September 2014, (the "ALCA") and BC Regulation 171/2002 ([Agricultural Land Reserve Use, Subdivision and Procedure Regulation](#)), including amendments as of August 2016, (the "Regulation"). In case of ambiguity or inconsistency, the ALCA and Regulation will govern.

REFERENCE:

Agricultural Land Reserve Use, Subdivision and Procedure Regulation (BC Reg. 171/2002), Section 3(1)(a)

3(1) *The following non-farm uses are permitted in an agricultural land reserve unless otherwise prohibited by a local government bylaw or, for lands located in an agricultural land reserve that are treaty settlement lands, by a law of the applicable treaty first nation government:*

- (a) *accommodation for agri-tourism on a farm if*
 - (i) *all or part of the parcel on which the accommodation is located is classified as a farm under the [Assessment Act](#),*
 - (ii) *the accommodation is limited to 10 sleeping units in total of seasonal campsites, seasonal cabins or short term use of bedrooms including bed and breakfast bedrooms under paragraph (d), and*
 - (iii) *the total developed area for buildings, landscaping and access for the accommodation is less than 5% of the parcel;*

"sleeping unit" means

- (a) *a bedroom or other area used as a bedroom in a cabin, dwelling or accessory building, and*
- (b) *a tent or recreational vehicle on a campsite*

INTERPRETATION:

Agri-tourism with respect to accommodation means a tourist activity, service or facility accessory to land that is classified as a farm under the *Assessment Act*.

The Regulation permits as a non-farm use accommodations for agri-tourism on a farm if all the criteria in Section 3(1)(a)(i-iii) are met. Agri-tourism accommodation is for temporary use by tourists in conjunction with agricultural uses and farm activities or experiences. The agri-tourism accommodation use must be ancillary to the primary use of the land for agriculture. The small scale nature of the agri-tourism accommodation is intended to provide an additional economic opportunity for farmers and ranchers.

The use is only permitted if the property is classified as "farm" and if the classification changes, this use is no longer permitted. A maximum of 10 sleeping units is permitted on a short term and seasonal basis. The total area used for agri-tourism

accommodation must not be greater than 5% of the total area of the parcel on which the accommodation is located including access, landscaping, parking and sanitary facilities.

Agri-tourism accommodation use must not change the character of the principal use of the property which is farming and must have no negative impact on agricultural activity on the farm parcel or on adjacent farms.

In order to reduce negative impacts, accommodation must be sited and designed carefully. Agri-tourism accommodation should be located close to the front of the parcel, or an adjacent side road, and clustered with the home plate(s) of the farm residence(s). A farmer may vary this location to minimize impacts on his/her farm operation.

Location and site considerations include:

- locating the accommodation on poorer agriculture capability lands
- access that avoids conflicts with agricultural uses on the farm and adjacent farms
- accommodation located near existing farm and ranch buildings
- mitigating possible negative impacts using landscape buffers

Local governments may prohibit this use or allow the use with restrictions. Local governments may restrict the number of sleeping units in a bylaw to fewer than 10 and may specify the number of persons per sleeping unit. Where a zoning bylaw is in place, this use must be specifically permitted by the bylaw. A local government may have additional requirements related to maximum floor area, parking, signage, setbacks, fire and emergency servicing, etc. Local governments that permit agri-tourism accommodation may wish to develop monitoring methodology or require permits to ensure the occupation of agri-tourism accommodation meet the requirements of this regulation and their bylaw.

Agri-tourism accommodations are temporary and must not be constructed in such a way that there is a potential for them to become permanent accommodations or year round rentals on agricultural land. This means there should be no extension of municipal servicing including sewer and water for agri-tourism accommodation uses unless local governments or health officials determine it is necessary. All structures will only contain accommodation units. Accommodation must not include cooking facilities. Space for additional uses such as food and alcohol service, meeting rooms, conference facilities or event space is not permitted.

Occupation of an agri-tourism accommodation must only be temporary and seasonal for one or more tourists to a maximum stay per person or per family of 30 consecutive days in any 12 calendar-month period.

Seasonal Campsites:

Campsites are undeveloped outdoor sites where tents and recreational vehicles (RV) may be temporarily located and where no individual sewage disposal, water and electrical hook-ups are provided. Recreational vehicles must be on wheels and transportable. Communal sanitary and washing facilities may be provided, however no other permanent facilities including administration offices, supply stores or laundry facilities are permitted. There may not be any permanent structures (patios, porches, decks, covered or enclosed rooms, partial walls or screened rooms with windows) or hard surfaces (pavement or concrete pads). No storage of RVs is permitted for any length of time.

A single tent or recreational vehicle on a site counts as one sleeping unit.

Seasonal Cabins:

Cabins are detached buildings that may contain sleeping, sanitary and washing facilities but must not contain cooking facilities other than a microwave, hotplate or bbq. There may be a maximum floor area set by local government bylaw. Cabins must be clustered together on a parcel. No additional permanent facilities are permitted. BC Building Code must be the minimum standard for these units.

Sleeping units in cabins are determined by the number of beds available in a cabin.

Short Term Use of Bedrooms

Bedrooms in a home, other than bed and breakfast bedrooms, may be used for agri-tourism accommodation. However, they must meet the requirements of Section 3(1)(a) of the Regulation.

Sleeping units are determined by the number of beds available.

The maximum limit of 10 sleeping units includes the number of bed and breakfast bedrooms permitted under Section 3(1)(d) of the Regulation. For example, if there are already 3 bed and breakfast bedrooms on a parcel, only 7 additional sleeping units may be permitted under the Regulation, to meet the maximum of 10 in total.

Other types of permanent accommodation including lodges, motels, inns, resorts, resort based campgrounds and RV parks with full servicing and amenities and bare land strata ownership require a non-farm use application and approval of the Commission.

The farm on which the agri-tourism accommodation is located may be comprised of one or several parcels of land owned or operated by a farmer as a farm business. However, the 10 sleeping units are per ranch or farm not per parcel.

Agri-tourism accommodation proposals that do not meet the conditions established in the Regulation (for example uses with more than 10 sleeping units) require an application and approval of the Commission.

TERMS:

ancillary means subordinate or supplementary to the primary farm use.

agri-tourism means a tourist activity, service or facility accessory to land that is classified as a farm under the *Assessment Act*.

permanent facilities mean pavement or concrete pads, buildings for administration office, supply stores, laundry facilities, commercial bathrooms, patios, porches, decks, covered or enclosed rooms, partial walls or screen rooms with windows.

recreational vehicle means a vehicle or a trailer designed and manufactured for travel, vacation or recreational use and includes travel trailers, motor homes, coaches, slide-in campers, chassis-mounted campers and tent trailers but not manufactured homes, mobile homes or other buildings. Recreational vehicles must be connected to wheels that can be used to move from one location to another.

seasonal means a use or activity that fluctuates according to one or more seasons (spring, summer, fall and winter) (but not all seasons) or available or taking place during one or more seasons (but not all seasons) or at a specific time of the year.

short term means the use by a tourist of accommodation for agri-tourism for a period of not more than 30 consecutive days.

tourist means a person who travels for pleasure from place to place away from their permanent residence.

Unless defined in this policy, terms used herein will have the meanings given to them in the ALCA or the Regulation.

RELATED POLICY:

ALC Policy L-06 *Permitted Non-Farm Uses in the ALR: Bed and Breakfast Use*

REPORT TO COUNCIL



Date: December 12, 2016

RIM No. 1250-30

To: City Manager

From: Community Planning Department (TB)

Application: Z16-0056

Owner:

Robert Arnold Anderson
Lynn Marguerite Anderson
Alexander Richard Kramar
Margaret Susan Kramar

Address: 2273-2275 Aberdeen Street

Applicant:

Robert Arnold Anderson
Alexander Richard Kramar

Subject: Rezoning Application

Existing OCP Designation: MRL - Multiple Unit Residential

Existing Zone: RU6 - Two Dwelling Housing

Proposed Zone: RM1 - Four Dwelling Housing

1.0 Recommendation

THAT Rezoning Application No. Z16-0056 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Strata Lot 1, District Lot 136, ODYD, Strata Plan KAS3174 Together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form V; and Strata Lot 2, District Lot 136, ODYD, Strata Plan KAS3174 Together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form V, located at 2273-2275 Aberdeen Street, Kelowna, BC from the RU6 - Two Dwelling Housing zone to the RM1 - Four Dwelling Housing zone, be considered by Council;

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

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated September 30, 2016;

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

2.0 Purpose

To rezone the subject property from RU6 - Two Dwelling Housing to RM1 - Four Dwelling Housing to legalize 2 existing dwellings on the rear of the subject property (4 dwellings total).

3.0 Community Planning

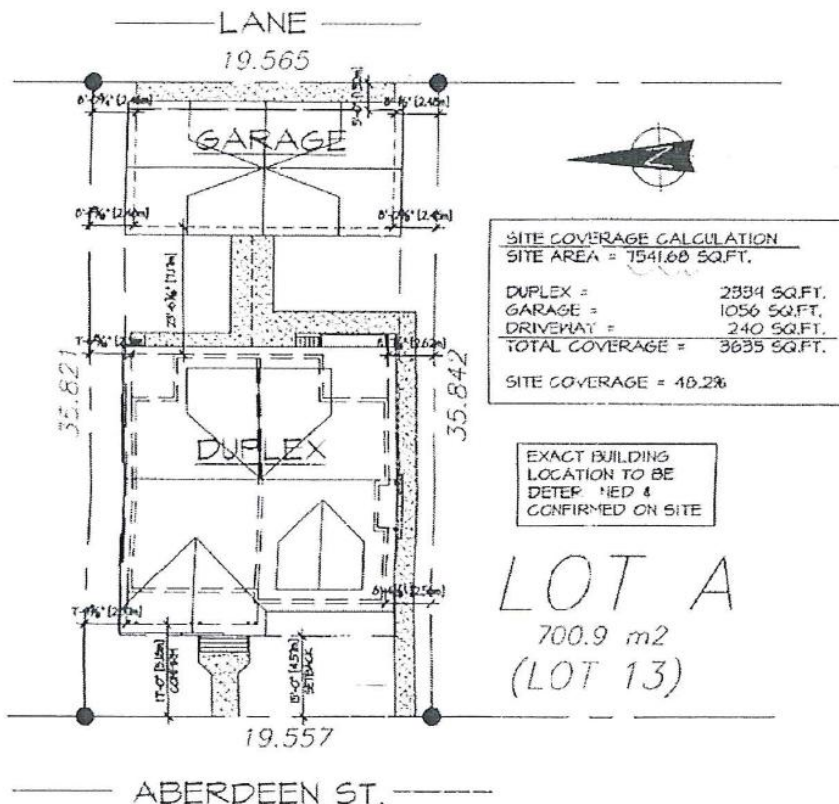
Community Planning supports the proposed rezoning as it is consistent with the Official Community Plan (OCP) Future Land Use Designation of Multiple Unit Residential Low Density (MRL). The proposal is also consistent with OCP Urban infill policies of Sensitive Infill and Compact Urban Form. The rezoning will allow for 2 existing rental units to be legalized for a total of 4 dwellings on the subject property.

The proposal requires 1 rear yard setback variance, and 1 parking variance from 6 stalls required to 4 stalls provided. The property is located approximately 2 blocks north of the proposed RU7 - Sensitive Infill Zone, which only requires 1 parking stall per dwelling.

4.0 Proposal

4.1 Background

The subject property is zoned RU6 - Two Dwelling Housing and was developed with 2 dwellings and a detached four-bay garage with two bonus rooms above in 2006. The garage was constructed such that one half of the garage belonged to each side of the duplex on the front of the property.



Under previous ownership, the bonus rooms above the garages were converted into dwellings and used as rental units. The new owners purchased the property in 2014 and continued to rent the

units until a bylaw complaint in 2016. Staff have been working with the applicants over the past several months to propose a solution that would allow the dwellings to be legalized and preserve rental units in an urban area. The proposal is of a similar configuration that staff would anticipate to see in the proposed RU7 - Sensitive Infill Zone, however the applicants have proposed RM1 so as to comply with current OCP Future Land Use.

4.2 Project Description

The subject property currently contains 2 strata units. The strata is considered a building strata which means the lot remains common property. This is why the rezoning is possible as the property is still considered one single lot. Under the current OCP guidelines further stratification of the property would not be possible because the rental vacancy rates remain under 3%; therefore, the applicants propose to continue to use the dwellings as rental units.

The building at the rear of the property features a 4 bay garage split evenly between the two strata units. The RM1 zone allows for four dwellings on the subject property, which will exist in 2 duplex structures.

The existing dwellings on the rear of the property are located above the garages, are modest in size, and are accessed through the garages. The property meets the requirements for private outdoor space, and all existing vegetation will be preserved. There are no changes to the dwellings proposed at this time.

4.3 Variances

The applicants have applied for 2 variances pertaining to rear yard setback and parking. These variances were not required under the existing zoning of RU6 for a duplex, however the rezoning to RM1 and the legalization of the two rear dwellings changes the requirements. A rear yard setback variance from 6.0 m required to 1.54 m proposed is requested. The structure meets the setbacks for an accessory building, however it does not meet the setbacks for two dwelling housing.

The applicants have also applied for a parking variance from 6 stalls required to 4 proposed. Due to the site layout there is no opportunity to provide the additional 2 stalls as required. The applicants have stated that due to the relatively small size of the rental units, and the close proximity to services and transit, many potential tenants may not own vehicles. Additionally, it is worth noting that the proposed RU7 zone area that will exist approximately 2 blocks away would only require 4 parking stalls for 4 dwellings.

4.4 Site Context

The property is located on the east side of Aberdeen Street, just north-east of Rose Avenue and Richter Street. It is several blocks north of the newly proposed RU7 zone area. The property is near an active transportation corridor on Ethel St, and is within walking distance to the Kelowna General Hospital. The property has a walkscore of 51, meaning that it is somewhat walkable.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU6 - Two Dwelling Housing	Residential
East	RU6 - Two Dwelling Housing	Residential
South	RU6 - Two Dwelling Housing	Residential
West	RU6 - Two Dwelling Housing	Residential

Subject Property Map: 2273-2275 Aberdeen Street



4.5 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RM2 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Lot Area	1000 m ²	701.6 m ²
Lot Width	30.0 m	19.6 m
Lot Depth	30.0 m	35.8 m
Development Regulations		
Height	9.5 m	4.3 m
Side Yard (south)	2.5 m	2.6 m
Side Yard (north)	2.5 m	2.5 m
Rear Yard	6.0 m	1.5 m ^①
Other Regulations		
Minimum Parking Requirements	6 stalls	4 stalls ^②
Private Open Space	25 m ² per dwelling	Meets requirement
^① Indicates a requested variance from 6.0 m required to 1.5 m existing ^② Indicates a requested variance from 6 parking stalls required to 4 parking stalls existing		

5.0 Current Development Policies

Kelowna Official Community Plan (OCP)

Development Process

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

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

6.0 Technical Comments

6.1 Building & Permitting Department

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permits.
- Operable bedroom windows required as per the 2012 edition of the British Columbia Building Code (BCBC 12).
- The drawings submitted for Building Permit application is to indicate the method of fire separation between the suites.
- Range hood above the stove and the washroom to vent separately to the exterior of the building. The size of the penetration for this duct thru a fire separation is restricted by BCBC 12, so provide size of ducts and fire separation details at time of Building Permit Applications.
- A fire rated exit stairwell is required from the suite to the exterior c/w fire rated doors that open into the stairwell and a fire rating on the bottom of the stairs. Please provide these details on the building permit drawing sets.
- Full Plan check for Building Code related issues will be done at time of Building Permit applications.

6.2 Development Engineering Department

6.1 Please see attached Schedule "A" dated September 30, 2016

6.3 Fire Department

- Ensure access to both homes is maintained from Aberdeen and that both homes have an address off of Aberdeen.

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

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

7.0 Application Chronology

Date of Application Received: August 22, 2016
Date Public Consultation Completed: November 17, 2016

Report prepared by: Trisa Brandt, Planner I
Reviewed by: Terry Barton, Urban Planning Manager
Reviewed by: Ryan Smith, Community Planning Department Manager
Approved for Inclusion: Doug Gilchrist, Divisional Director, Community Planning & Real Estate

Attachments:

Schedule "A": dated September 30, 2016
Site Plan
Elevations and Floor Plans
Context/Site Photos

CITY OF KELOWNA

MEMORANDUM

Date: September 30, 2016
File No.: Z16-0056

To: Community Planning (TB)

From: Development Engineering Manager(SM)

Subject: 2273-2275 Aberdeen Street

RU6 to RM1

The Development Engineering Department has the following comments and requirements associated with this rezoning application. The road and utility upgrading requirements outlined in this report will be a requirement of this development. The Development Engineering Technologist for this project is Sergio Sartori

1. **Domestic Water and Fire Protection**

The subject property is currently serviced with two - 19mm water services. The developer will need to determine the domestic and fire protection requirements of this proposed development. Only one service will be permitted for this development. The applicant will arrange for the disconnection of the existing services and the installation of a new larger service. The disconnection of the existing small diameter water services and the tie-in of a larger new service can be provided by City forces at the developer's expense. One metered water service will supply the development. The applicant will be required to sign a Third Party Work Order for the cost of the water service upgrades. For estimate inquiry's please contact Sergio Sartori, by email ssartori@kelowna.ca or phone, 250-469-8589.

2. **Sanitary Sewer**

Our records indicate that this property is currently serviced with a 100mm-diameter sanitary sewer service which is acceptable for this development.

3. **Road Improvements**

Aberdeen St must be upgraded to an urban standard along the full frontage of this proposed development, including curb and gutter, drainage system including catch basins, manholes and pavement removal and replacement, street lighting and re-location or adjustment of utility appurtenances if required to accommodate the upgrading construction. A one-time cash payment in lieu of construction must be collected from the applicant for future construction by the City. The cash-in-lieu amount is determined to be **\$10,850.00** not including utility service cost.

- (a) Only the service upgrades must be completed at this time. The City wishes to defer the upgrades to Aberdeen St. fronting this development. Therefore, cash-in-lieu of immediate construction is required and the City will initiate the work later, on its own construction schedule.

Item	Cost
Drainage	\$ 3,625.00

Curb & Gutter	\$ 1,956.00
Sidewalk	\$ 2,445.00
Road Fillet	\$ 1,797.00
Blvd Landscaping	\$ 367.00
Street Lighting	\$ 660.00
Total	\$10,850.00

4. Subdivision

- (a) Grant Statutory Rights of Way if required for utility services.
- (b) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager

5. Development Permit and Site Related Issues

Direct the roof drains into on-site rock pits or splash pads.
Driveway access is permitted from the lane only.

6. Electric Power and Telecommunication Services

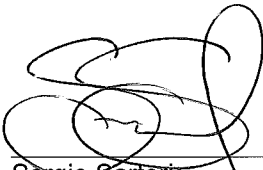
The electrical and telecommunication services to this building must be installed in an underground duct system, and the building must be connected by an underground service. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.

7. Bonding and Levy Summary(a) Levies


1. Aberdeen Street frontage improvements **\$10,850.00**

(b) Bonding

1. Service upgrades To be determined



Sergio Sartori
Development Engineering Technologist



Development Engineering Manager
(initials)

BP 31946

2273 Aberdeen St

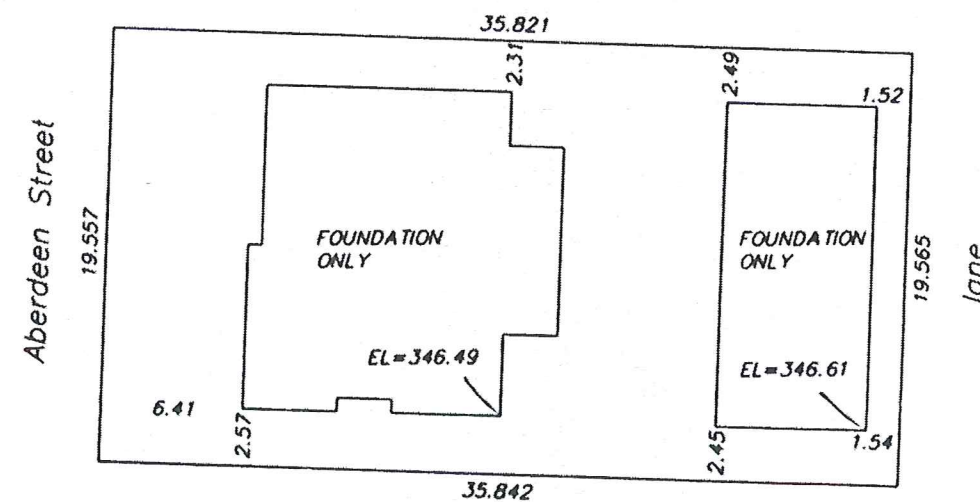
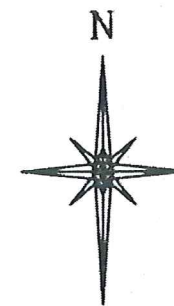
HS

**B.C. LAND SURVEYOR'S CERTIFICATE OF
LOCATION OF BUILDING ON LOT A
PLAN KAP81322 DL 136 O.D.Y.D.**

SCALE 1:300

DISTANCES ARE IN METRES.

AUG 04 2006

CITY OF KELLOWNA
Inspection Services Dept

©

THIS DOCUMENT IS NOT VALID UNLESS
ORIGINALLY SIGNED AND SEALED.**CERTIFIED CORRECT**

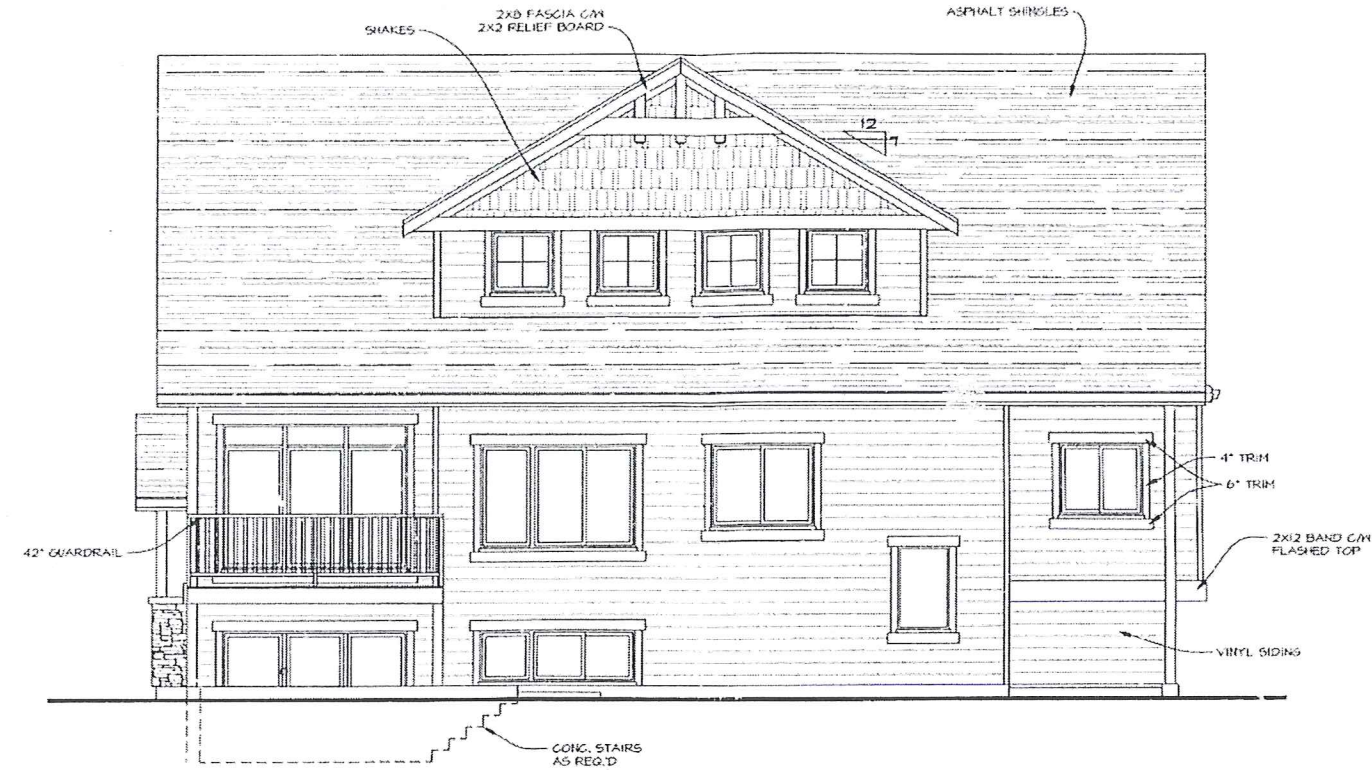
this 2nd day of August, 2006.

D.A. Goddard

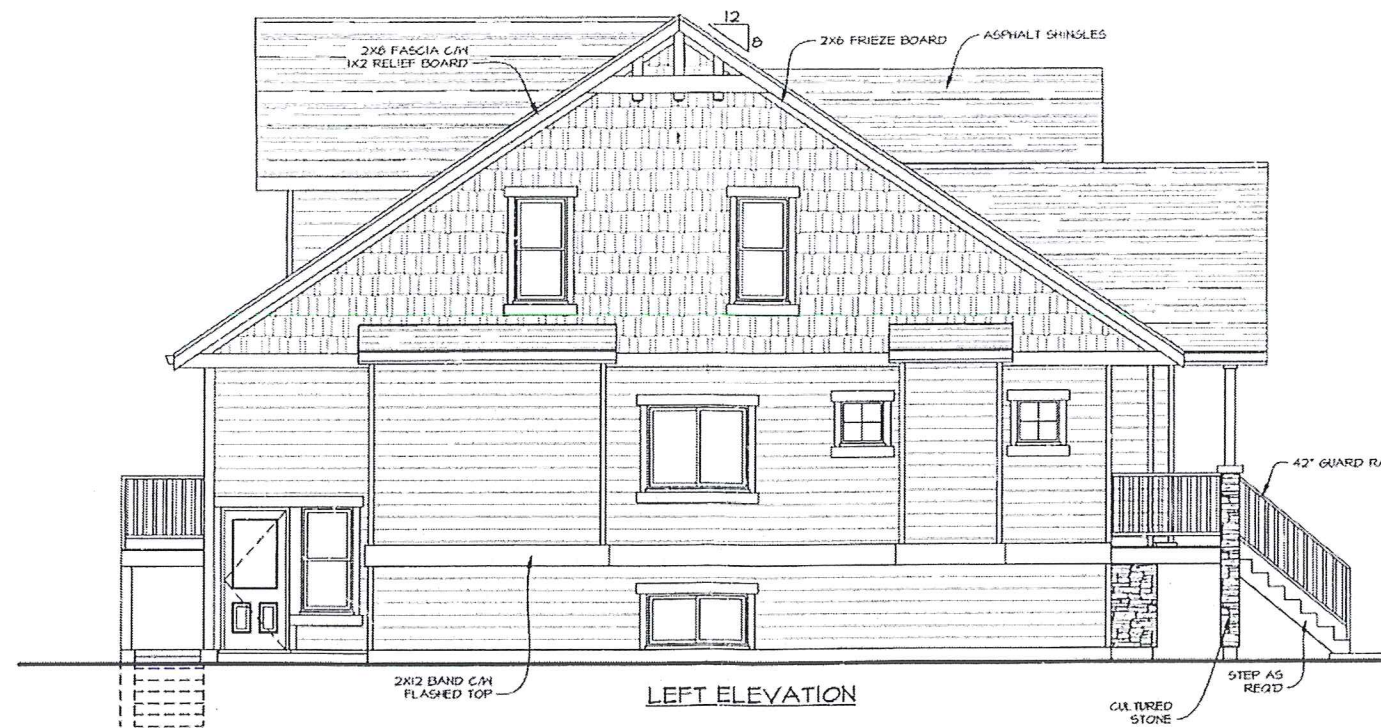
BCLS

FILE 13728 FB 305**RE: D. PARKER**THIS PLAN IS FOR MORTGAGE OR
MUNICIPAL PURPOSES ONLY AND IS
NOT TO BE USED TO DEFINE THE
BOUNDARIES OF THIS LOT.D.A. Goddard Land Surveying Inc.
103-1358 ST. PAUL STREET KELOWNA

Oct 4/06 BP 31946 = 2273-2275 Aberdeen St



REAR ELEVATION



LEFT ELEVATION

ERRORS AND OMISSIONS

- BAXTER DESIGN & SHANE BAXTER shall not be responsible for any variances from the structural drawings and specifications, or adjustments required resulting from conditions encountered at the job site, and is the sole responsibility of the owner or contractor.
- BAXTER DESIGN & SHANE BAXTER makes every effort to provide complete and accurate construction drawings. However, we assume no liability for any errors or omissions which may affect construction. It is the responsibility of all trades and sub-trades to check and verify all dimensions and details before commencing with their portion of the construction. Should any discrepancies be found on these plans please advise our office so we can make the necessary corrections.

BAXTER DESIGN
Custom Building Design
1790B K.L.O. Road
KELOWNA, B.C.
V1W 3P3
ph: (250) 862-9662
email: baxterdesign@shaw.ca

LOT A - ABERDEEN ST.
DUPLEX PLAN
KELOWNA, B.C.

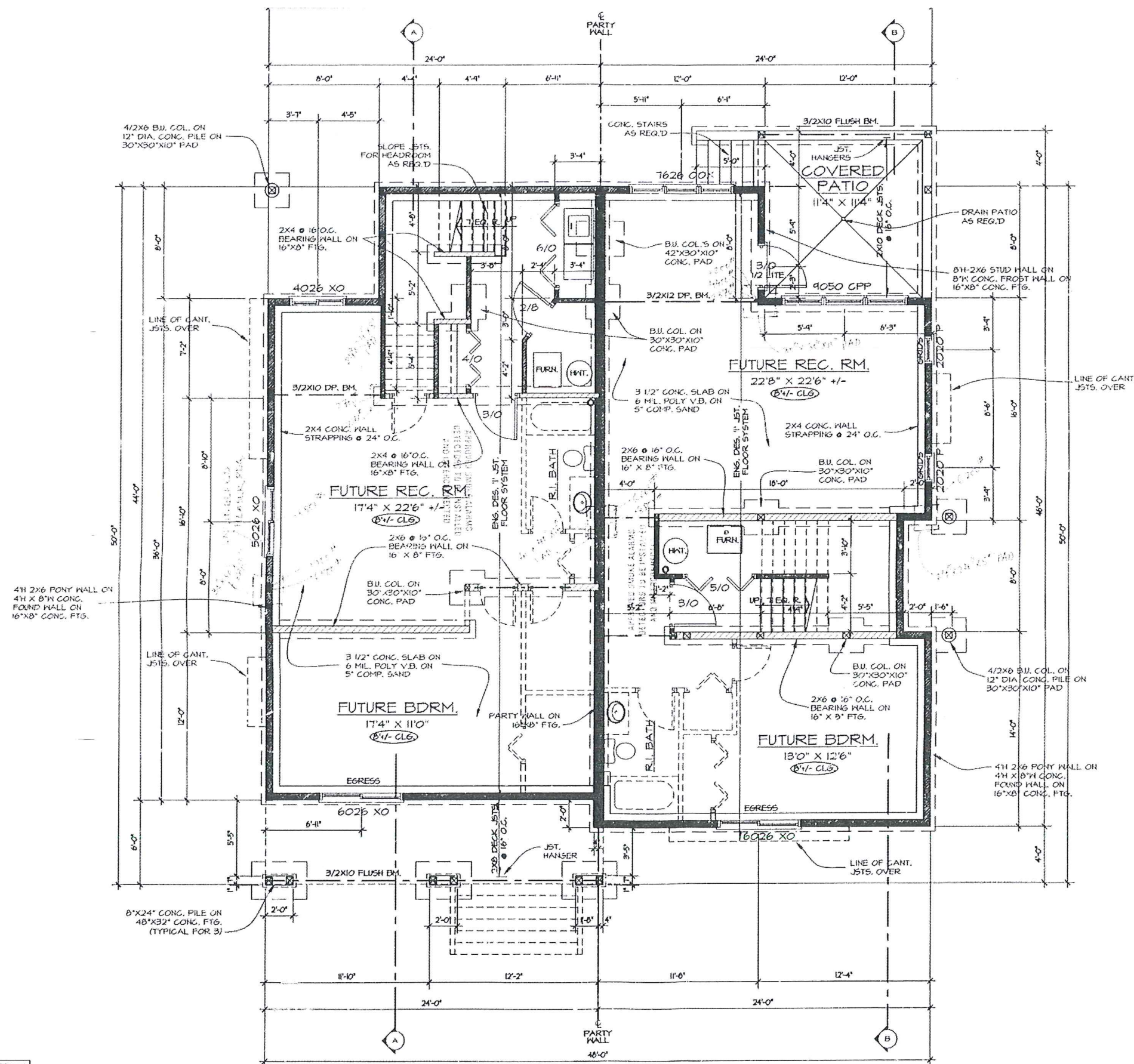
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DATE: MAY 5 / 06

REV. DATE(S):

DRN. BY: S.H.B.

2/6



OMISSIONS

R shall not be responsible for any variances and specifications, or adjustments required in the field at the job site, and is the sole contractor.
 R makes every effort to provide complete and correct information. However, we assume no liability for any omissions or errors. It is the responsibility of the sub-trades to check and verify all dimensions and conditions of the site prior to commencing with their portion of the work. Any omissions or errors found on these plans can make the necessary corrections.



BAXTER DESIGN
 Custom Building Design

17908 K.L.O. Road
 KELOWNA, B.C.
 V1W 3P3

ph: (250) 862-3662
 email: baxterdesign@shaw.ca

LOT A - ABERDEEN ST.
DUPLEX PLAN
 KELOWNA, B.C.

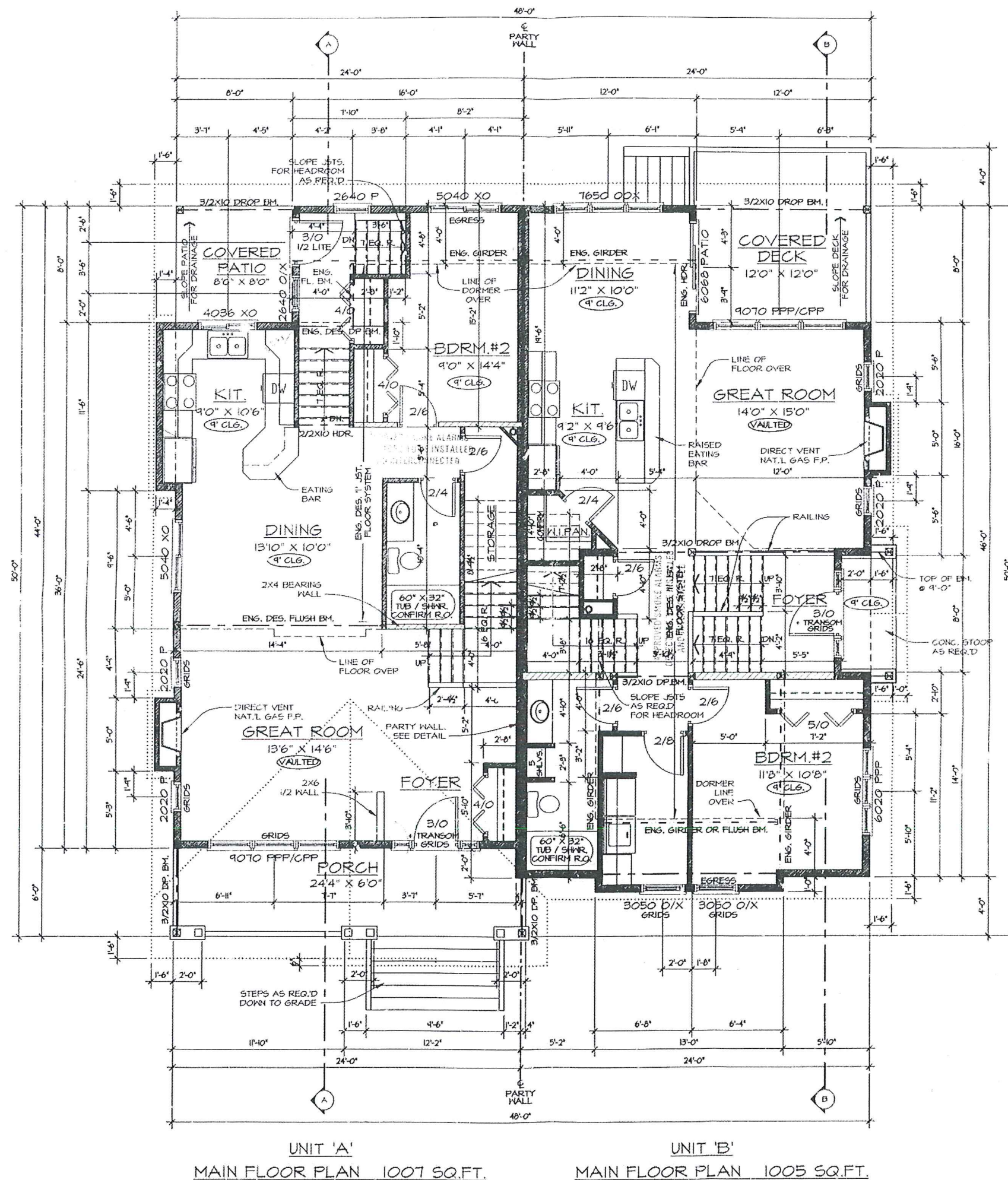
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DATE: MAY 5 / 06

REV. DATE(S):

DRN. BY: S.H.B.

3

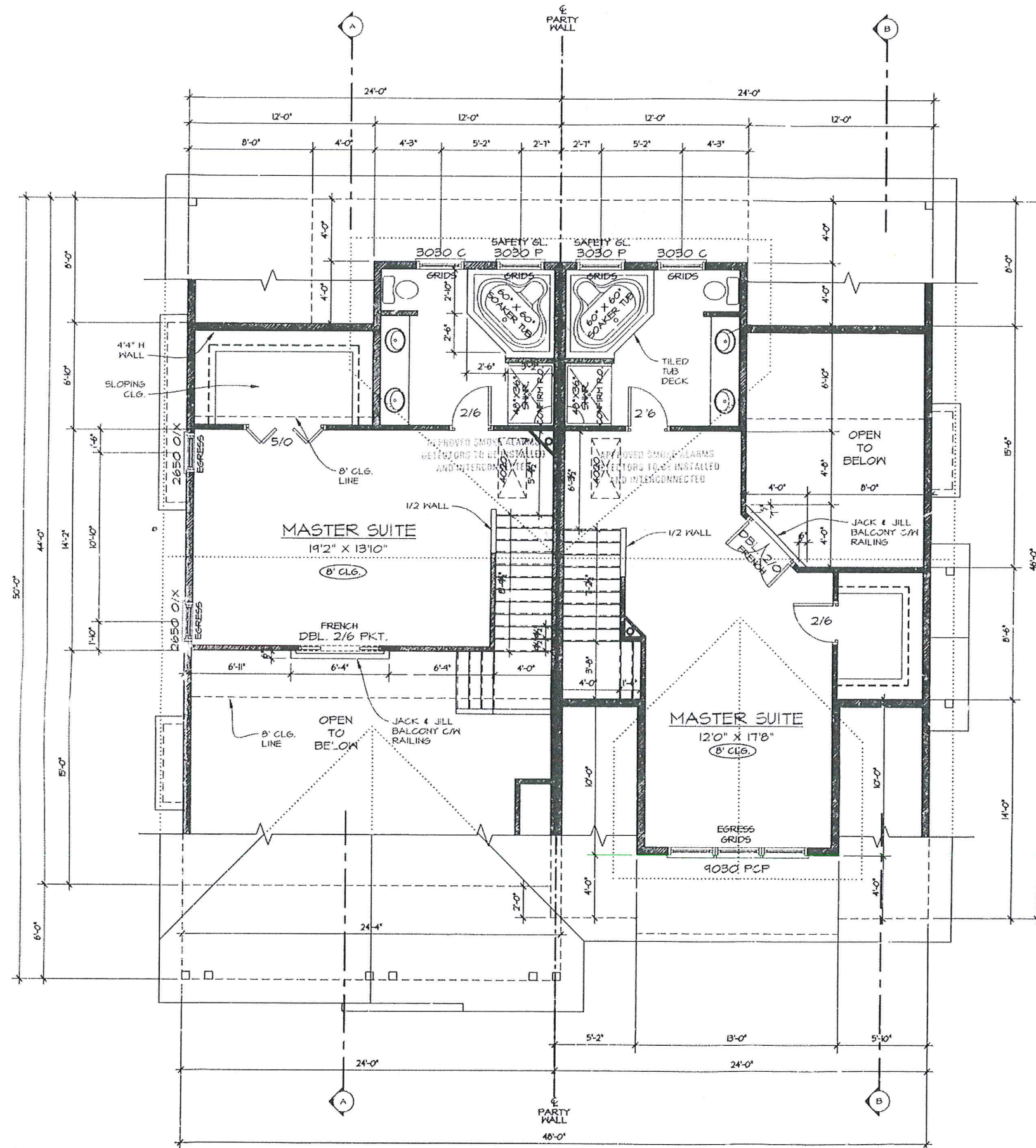


UNIT 'A'
MAIN FLOOR PLAN 1007 SQ.FT.

UNIT 'B'
MAIN FLOOR PLAN 1005 SQ.FT.

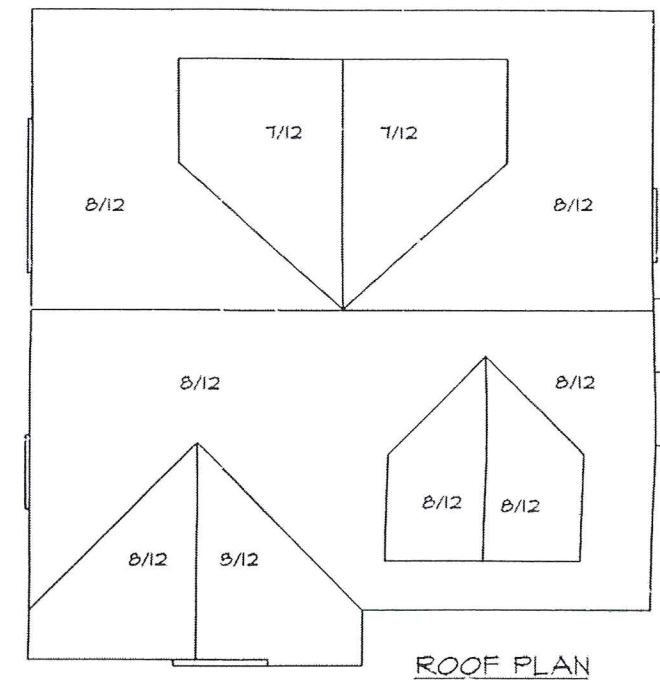
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LOT A - ABERDEEN ST.
DUPLEX PLAN
KELOWNA, B.C.
DRAWING SCALE: 1/4" = 1'-0"
DATE: MAY 5 / 06



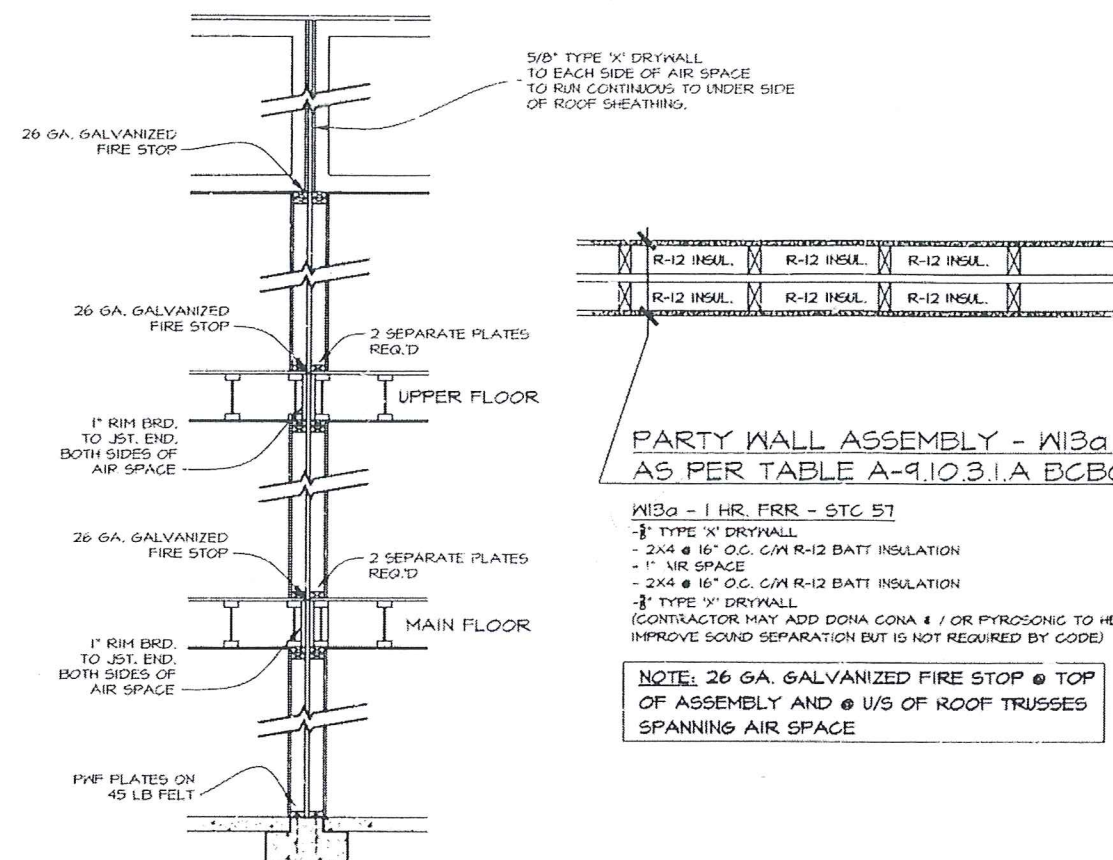
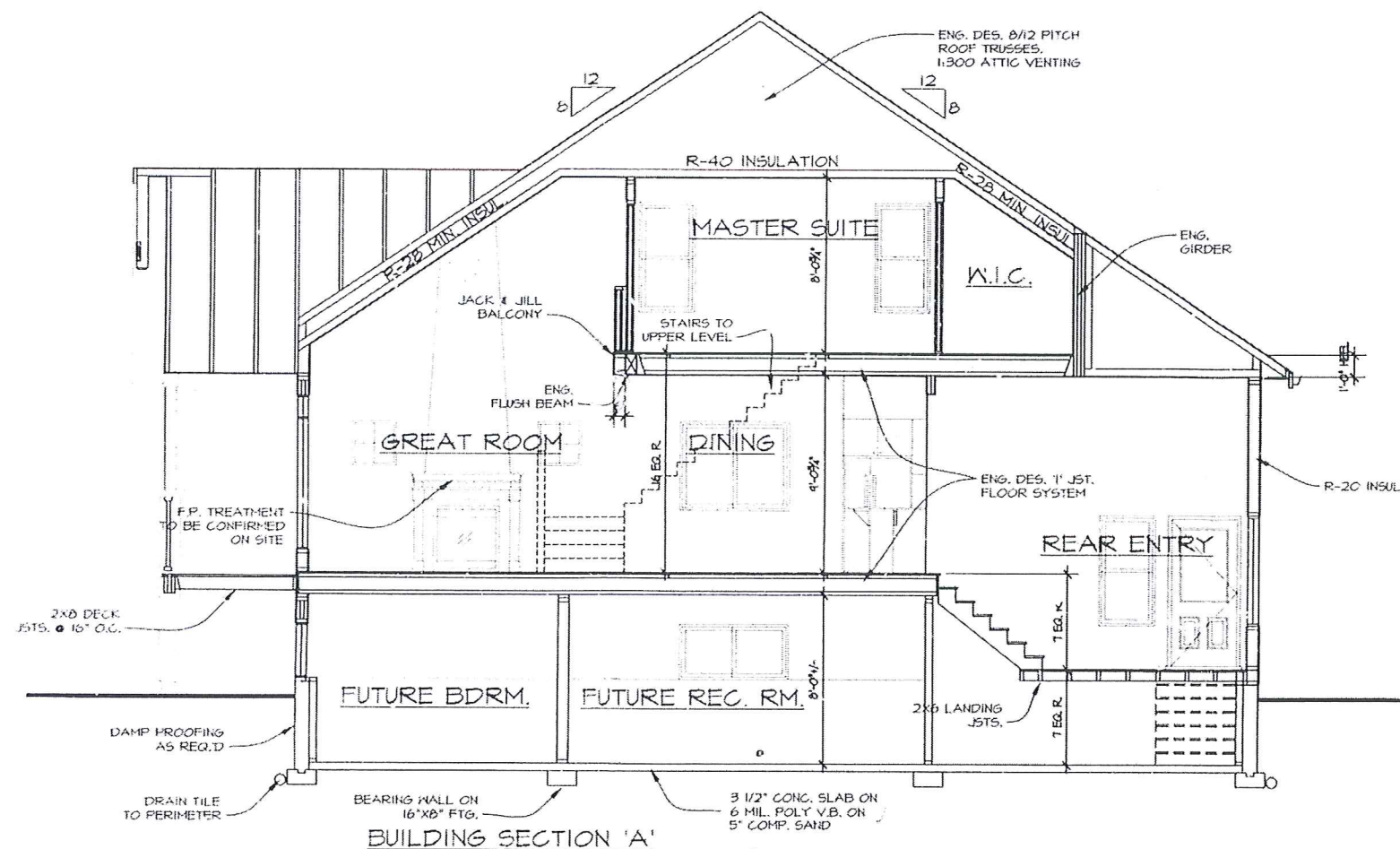
UNIT 'A'
UPPER FLOOR PLAN 532 SQ.FT.

UNIT 'B'
UPPER FLOOR PLAN 524 SQ.FT.

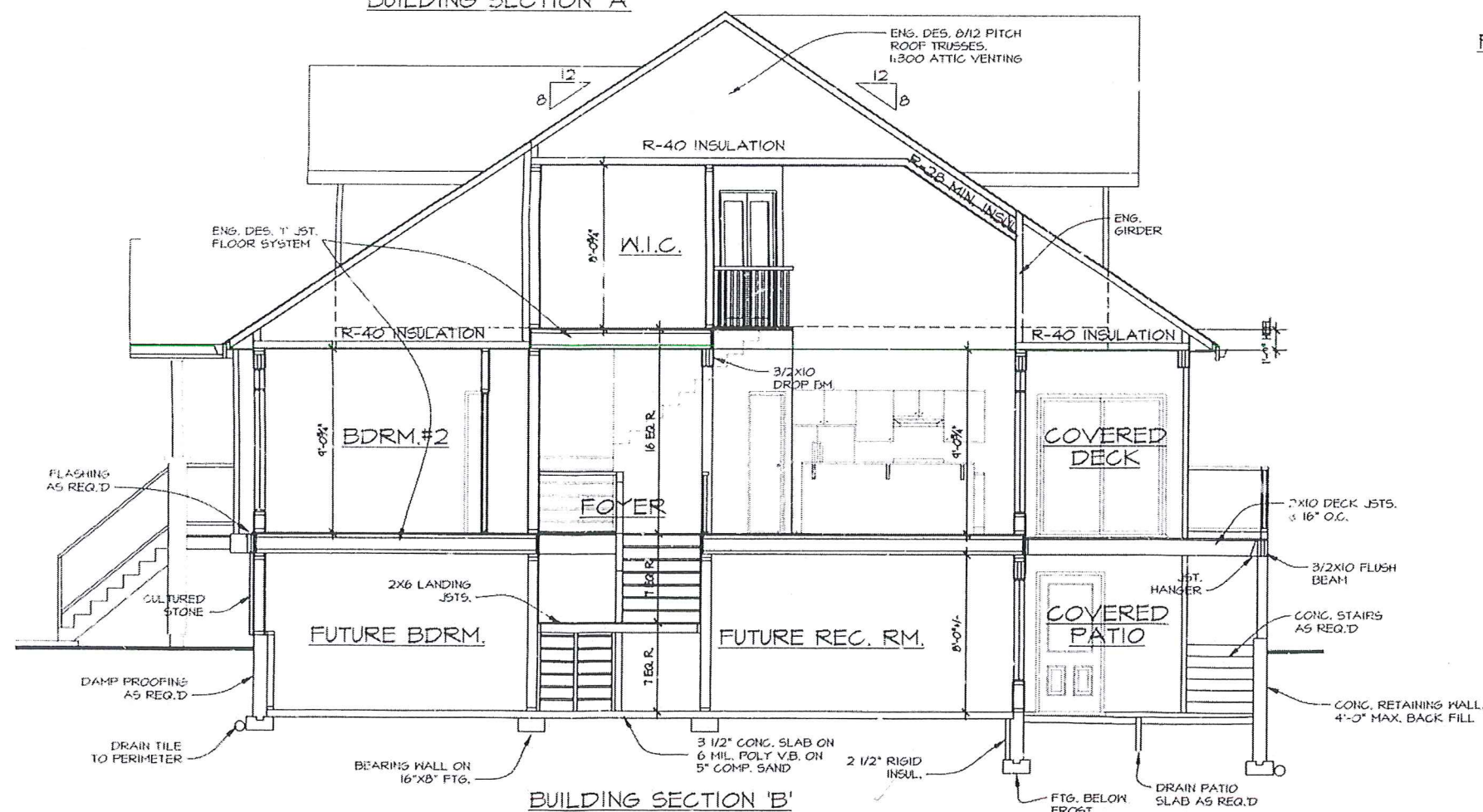


DNS
responsible for any variances
or adjustments required

BA
CUB
LOT A -
DUPLEX
KELOWNA



PARTY WALL SECTION



ROOF CONSTRUCTION

- ASPHALT SHINGLES
- 30# ROOFING FELT
- 7/16" O.S.B. ROOF SHEATHING
- C/M 'H' CLIPS
- ENGINEER DESIGNED ROOF TRUSS SYSTEM
- R-40 INSULATION
- 6 MIL. POLY VAPOUR BARRIER
- 1/2" GYPSUM BOARD

INTERIOR WALL CONSTRUCTION

- 1/2" GYPSUM BOARD TO BOTH SIDES OF 2x4 SPRUCE STUDS @ 16" O.C.

INTERIOR FLOOR CONSTRUCTION

- FINISHED FLOORING
- 1/4" UNDERLAY (STURDI-WOOD) @ LINO AREAS
- 5/8" T.G. SPRUCE PLYWOOD SUB-FLOOR
- ENGINEER DESIGNED FLOOR SYSTEM
- 1/2" GYPSUM BOARD TO FINISHED AREAS

BASEMENT SLAB

- 3 1/2" CONC. SLAB @ 20 MPa
- 6 MIL. POLY. VAPOUR BARRIER
- 5" COMPACTED GRANULAR FILL

EXTERIOR WALL CONSTRUCTION

- HORIZONTAL VINYL SIDING
- PERMAX PAPER
- 3/8" O.S.B. WALL SHEATHING
- 2x6 SPRUCE STUDS @ 24" O.C.
- R-20 INSULATION
- 6 MIL. POLY VAPOUR BARRIER
- 1/2" GYPSUM BOARD

STAIR CONSTRUCTION

- EQUAL RISERS OF 5/8" PLYWOOD AS INDICATED
- 9 1/2" RUN
- 10 1/2" TREADS OF 1" O.S.B.
- 2x12 STRINGERS
- 2'-8" HANDRAIL HEIGHT

UNIT 'A'

PORCH CONSTRUCTION

- 5/4"x6" SUNPINE SPACED DIMENSIONAL DECKING
- 2x8 SPRUCE DECK JOISTS @ 16" O.C.

UNIT 'B'

DECK CONSTRUCTION

- WEATHER PROOF MEMBRANE
- 5/8" T.G. SPRUCE PLYWOOD DECKING
- 2x10 SPRUCE DECK JOISTS @ 16" O.C.

VINYL SIDING

FRONT ELEVATION

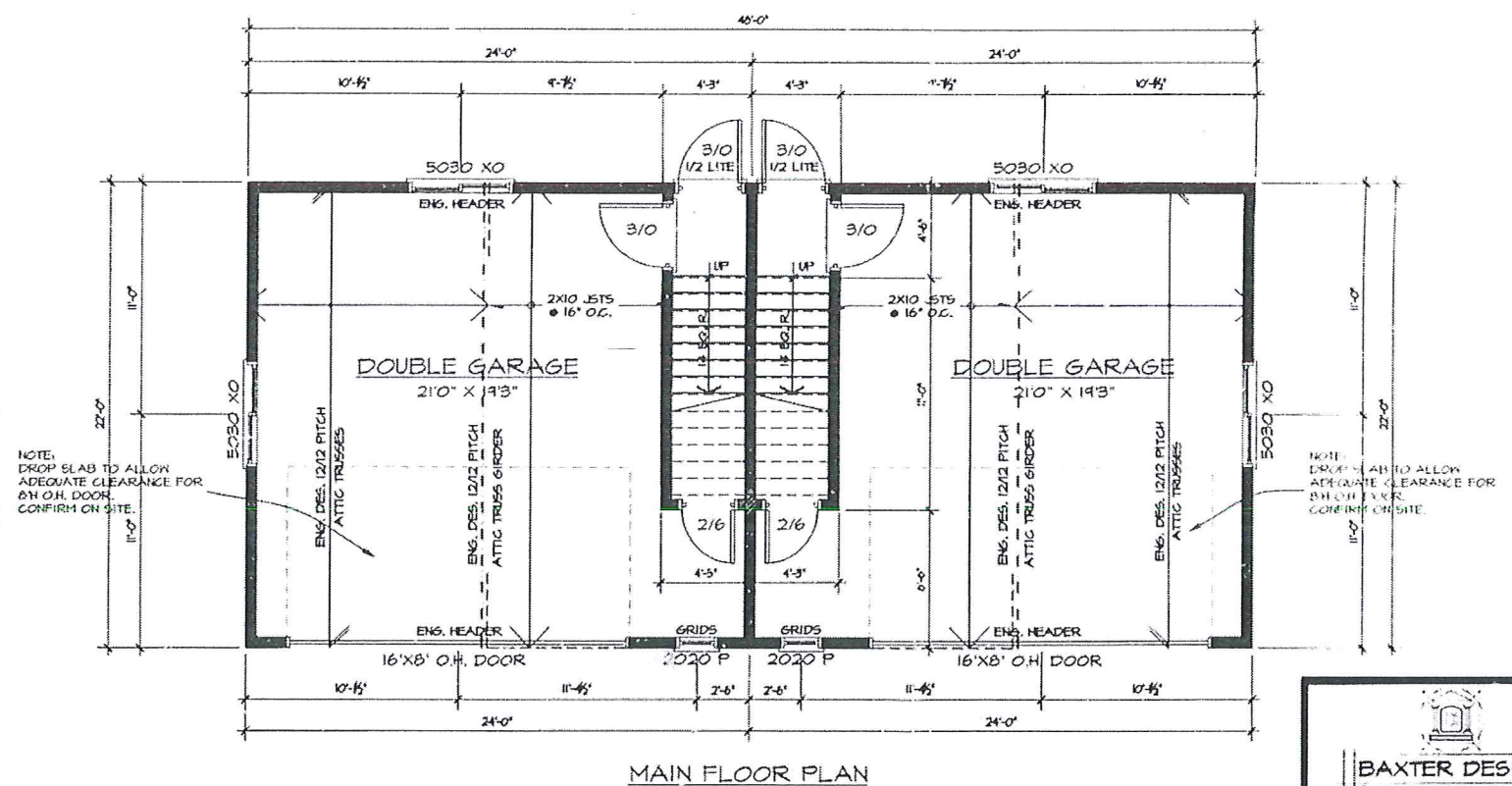
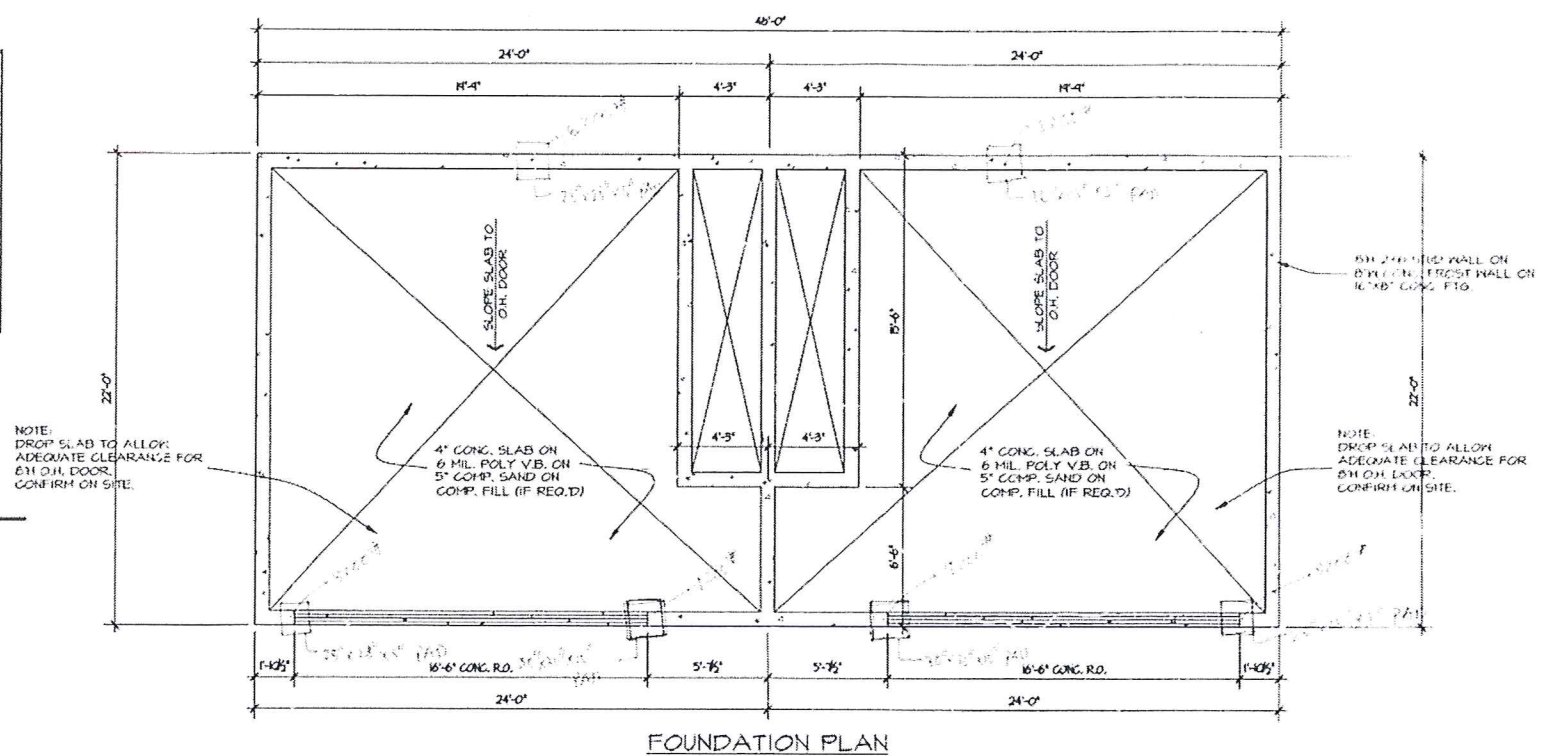
SIDE ELEVATION

REAR ELEVATION

ERRORS AND OMISSIONS

* BAXTER DESIGN & SHANE BAXTER shall not be responsible for any variances from the structural drawings and specifications, or adjustments required resulting from conditions encountered at the job site, and is the sole responsibility of the owner or contractor.

* BAXTER DESIGN & SHANE BAXTER makes every effort to provide complete and accurate construction drawings. However, we assume no liability for errors or omissions which may occur. It is the responsibility of all trades and sub-trades to check and verify all dimensions and details before commencing with their portion of the construction. Should any discrepancies be found, the contractor must please advise our office so we can make the necessary corrections.



JULY 07/08 31947
TAMER


BAXTER DESIGN
Custom Building Design
1790B K.L.O. Road
KELOWNA, B.C.
V1W 3P3
ph: (250) 862-9662
email: baxterdesign@shaw.ca

LOT A - ABERDEEN ST.
4 CAR GARAGE
KELOWNA, B.C.
DRAWING SCALE: 1/4" = 1'-0"
DATE: MAY 5 / 06
REV. DATE(S):
DRN. BY: S.H.B.



CITY OF KELOWNA

BYLAW NO. 11332

Z16-0056 – Robert & Lynn Anderson and Alexander & Margaret Kramar – 2273-2275 Aberdeen Street

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Strata Lot 1, District Lot 136, ODYD, Strata Plan KAS3174 Together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form V; and Strata Lot 2, District Lot 136, ODYD, Strata Plan KAS3174 Together with an interest in the common property in proportion to the unit entitlement of the strata lot as shown on form V located on Aberdeen Street, Kelowna, B.C., from the RU6 – Two Dwelling Housing zone to the RM1 – Four Dwelling Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: December 12, 2016
RIM No. 1250-04
To: City Manager
From: Community Planning Department (AC, EW)
Application: TA16-0005
Subject: Text Amendments - Carriage House Regulations & Secondary Suite Definition

1.0 Recommendation

THAT Council receives, for information, the report from Community Planning dated December 12, 2016, with regards to proposed text amendments that would restrict carriage houses and mobile homes on septic systems that are less than 1.0 hectare;

AND THAT Text Amendment No. TA16-0005 to amend City of Kelowna Zoning Bylaw No. 8000, as outlined in "Schedule A" attached to the Report from Community Planning dated December 12, 2016, be considered by Council;

AND FURTHER THAT the Text Amending Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To consider Text Amendments to Zoning Bylaw No. 8000 in order to restrict carriage houses on lots less than 1.0 hectare that rely on on-site sewage disposal and a housekeeping amendment to the definition of the term Secondary Suite.

3.0 Community Planning

Carriage House Amendment

In January 2014, the Okanagan Basin Water Board (OBWB) updated their Sewage Grants 1.0 Hectare Policy. This policy requires grant recipients (including Kelowna) to update their bylaws to exclude development of accessory dwellings (carriage houses) on lots less than 1.0 hectare that rely on on-site sewage disposal.

Since 2007, the OBWB has required sewage grant recipients to have bylaws prohibiting subdivision of lots smaller than 1.0 hectare. The 1.0 hectare (minimum subdivision) policy is in line with provincial government rules, and was established recognizing that much of the pollution entering lakes and streams comes from failing or under-size septic systems. Septic is the highest human-produced source of phosphorus in the watershed. The premise behind the 1.0 hectare rule is that the more dwelling units there are using septic systems in a given area, the greater the risk that

systems may malfunction and less opportunity to find sufficient, suitable, available land for replacement effluent dispersal fields - potentially leading to water pollution and health threats.

Secondary suites that are tied into the existing domestic septic system are accepted (although not recommended by OBWB) if the sewage disposal system has adequate capacity as per health regulations. Overall, carriage houses create similar risks for system failure and water quality impairment as small-lot subdivisions, without creating a separate lot. Therefore, Staff are recommending that the Zoning Bylaw be amended as per the OBWB's request to prevent carriage houses that are on lots smaller than 1.0 hectare and use on-site septic disposal systems.

Secondary Suite Amendment

Council has supported the text amendments to Zoning Bylaw 8000 (BL11263 - TA16-0004) in order to allow secondary suites within all single family dwellings¹. The text amendments associated with BL11263 remove the requirement for operators of a secondary suite to hold a valid business license. The text amendment currently being considered is meant to enable bylaw enforcement to charge operators who have built secondary suites without receiving an occupancy permit (i.e. illegally), as enforcement was previously tied to the absence of a valid business license. This change requires wording to be added to the definition of Secondary Suite (see Schedule A).

4.0 Current Development Policies

4.1 Kelowna Official Community Plan (OCP)

Goals for a Sustainable Future².

Contain Urban Growth. Reduce greenfield urban sprawl and focus growth in compact, connected and mixed-use (residential and commercial) urban and village centres.

Future Land Use Designation

Permanent Growth Boundary (PGB)³ Lands outside the permanent growth boundary will not be supported for urban uses. Non-ALR land outside the Permanent Growth Boundary will not be supported for any further parcelization.

Other Supporting Policies

Policy 5.3.2 Compact Urban Form.⁴ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centre's (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Policy 6.1.1 Protect and enhance Kelowna's biodiversity.⁵ Ensure the protection of biodiversity, the conservation of critical habitats and the sustainable use of biological resources through the incorporation of an integrated ecosystem management approach and the use of best available knowledge.

¹ BL11263 (TA16-0004) was given third reading at the Nov 15, 2016 Public Hearing meeting.

² Chapter 1 - Introduction

³ Chapter 4- Future Land Use

⁴ Chapter 5- Development Process; Objective 5.3 -Focus development to designated growth areas

⁵ Chapter 6 - Environment

5.0 Technical Comments

n/a

Report prepared by: Adam Cseke & Emily Williamson, Planners

Reviewed by: Terry Barton, Urban Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Schedule A - TA16-0005

Attachment A - Okanagan Basin Water Board Memorandum

SCHEDULE A - PROPOSED TEXT AMENDMENTS TO ZONING BYLAW 8000 - TA16-0005

Zoning Bylaw 8000				
No.	Section	Existing Text	Proposed Text	Rationale
1.	2 - Interpretation 2.3 General Definitions	SECONDARY SUITE means an additional dwelling unit located within a residential building that has a total floor space of no more than 90m ² in area, having a floor space less than 40% of the total habitable floor space of that building, and is subordinate to the principal dwelling unit and is a single real estate entity. This use does not include duplex housing, semi-detached housing, apartment housing, or boarding and lodging houses.	SECONDARY SUITE means an additional dwelling unit that has been issued an Occupancy Permit, located within a residential building that has a total floor space of no more than 90m ² in area, having a floor space less than 40% of the total habitable floor space of that building, and is subordinate to the principal dwelling unit and is a single real estate entity. This use does not include duplex housing, semi-detached housing, apartment housing, or boarding and lodging houses.	See Report
2.	9.5b - Carriage House Regulations	n/a	9.5b.16 Carriage houses are permitted only on lots with an installed connection to the community sanitary sewer system (in accordance with the requirements of the City of Kelowna's Subdivision, Development, & Servicing Bylaw) except carriage houses are permitted on lots that have an on-site sewage disposal system if the lot has a minimum area of 1.0 hectare.	See Report

Schedule A - Proposed Text Amendments to Zoning Bylaw 8000 - TA16-0005

SCHEDULE

A

This forms part of application

TA16-0005

Planner Initials

EW

City of Kelowna

COMMUNITY PLANNING

MEMORANDUM

To: Okanagan Local Government Administrators
From: Anna Warwick Sears, Executive Director
Date: January 20, 2014
Subject: Sewage Facilities Grant Program Policy on Small-lot Accessory Dwellings

Summary: The purpose of this memo is to update local governments on OBWB's sewage grants 1.0-hectare policy. This policy, which requires grant recipients to enact bylaws prohibiting the subdivision of small lots on septic, has now been expanded to include accessory dwellings (carriage houses) on lots smaller than 1.0-hectare. **The OBWB requests Okanagan local governments to update their bylaws to exclude development of accessory dwellings (carriage houses) on lots less than 1.0 hectare that rely on on-site sewage disposal. The OBWB further requests an update of zoning and/or subdivision and development servicing bylaws, requiring that secondary suites be tied to the sewage disposal system of the existing dwelling.**

This request only applies to the areas of your jurisdiction within the Okanagan Basin drainage area. Secondary suites that are tied into the existing domestic septic system are accepted (although not recommended) if the sewage disposal system has adequate capacity per health regulations.

Background: The OBWB's Sewage Facilities Assistance program provides funding for Okanagan communities to upgrade wastewater treatment plants and extend community sewer to areas on septic. The program was initiated in 1975.

Since 2007, the OBWB has required sewage grant recipients to have bylaws prohibiting subdivision of lots smaller than 1.0 hectare (see attached Terms of Reference). The 1.0 Hectare (minimum subdivision) Policy is in line with provincial government rules, and was established recognizing that much of the pollution entering lakes and streams comes from failing septic systems. Septic is the highest human-produced source of phosphorus in the watershed.

The premise behind the 1.0 hectare rule is that the more dwelling units there are using septic systems in a given area, the greater the chance that systems may malfunction and less opportunity to find sufficient, suitable, available land for replacement effluent dispersal fields – potentially leading to water pollution and health threats.



- The 1.0 Hectare Policy is based on a scientific assessment by the Ministry of Community, Sport and Cultural Development in the 1990s. Exceptions cannot be made for in-fill subdivision properties, because of the risk of cumulative impacts from many closely-spaced septic systems, and because for fairness reasons we must have a uniform policy throughout the Basin.
- There are many advances in on-site sewage treatment available. However, each of these solutions requires long-term maintenance or else there are continued risks of system failure. Following Provincial policy, the Water Board allows the 1.0 Hectare Policy to be waived only if a Liquid Waste Management Plan is prepared for the site, and if the system itself is adopted by the local government as permanent infrastructure.

In October, the OBWB received an inquiry whether development of secondary suites and detached accessory dwellings (carriage houses) on properties less than 1.0 hectare violates the 1.0 Hectare Policy within the OBWB sewage grant program. With respect to septic systems, adding a carriage house creates similar risks for system failure and water quality impairment as small-lot subdivision, without creating a separate title.

For this reason, the OBWB has now expanded the 1.0 Hectare Policy, and now requires all sewage grant recipients to have bylaws in place restricting carriage houses to properties greater than 1.0 hectare, or to properties with community sewer connections (see Terms of Reference section 3.6.1). Secondary suites that are tied into the existing domestic septic system are accepted (although not recommended) if the sewage disposal system has adequate capacity per health regulations.

Please do not hesitate to contact me with any questions, by email at: anna.warwick.sears@obwb.ca, or phone at: (250) 469-6251.

Sincerely,



Anna Warwick Sears
Executive Director

OKANAGAN BASIN WATER BOARD SEWAGE FACILITIES ASSISTANCE GRANTS

TERMS OF REFERENCE

UPDATED 2014

1.0 Preamble

The 1974 Okanagan Basin Study identified nutrient pollution as the major cause of algal blooms and deteriorating water quality in Okanagan and Skaha Lakes. The biggest source of pollution was municipal sewer outfalls.

As local governments consider the lakes a regional resource, they established the Sewage Facilities Assistance (SFA) grant program to subsidize construction of tertiary sewage treatment plants and collection systems in valley communities. The program was funded by a valley-wide tax, levied on all properties in the basin and administered by the Okanagan Basin Water Board (OBWB).

By upgrading sewage infrastructure, the amount of phosphorus entering the lakes from municipal effluent has decreased more than 90%.

A significant proportion of this program's funds have gone toward community sewer projects intended to decrease water pollution coming from developments with small lots, and failing or over-capacity septic systems. To avoid repeating these costly fixes in the future, the OBWB now requires applicants to have in place zoning policies or bylaws prohibiting new development of lots less than 1.0 hectare that are not serviced by community sewers. This requirement is intended to encourage responsible development.

2.0 Operating Principles

2.1 The grant program funds upgrades to treatment plants using old technology and extensions of sewer service to subdivisions, created prior to 1978 that are still on septic.

2.2 As per the OBWB Supplementary Letters Patents, the Water Board can levy up to 21¢ per \$1000 assessed value for SFA grants on all properties within the Okanagan drainage area.

2.3 The funding formula for grants is as follows:

2.3.1 For projects approved and receiving payments before April 1, 2011, the OBWB will pay 18% of the total eligible project costs, with the community first paying 2.5 mills of the converted assessment amount.

2.3.2 For projects approved before April 1, 2011, but not yet receiving payments, the OBWB will pay 18% of the total eligible project costs, with the community first paying 2.5 mills of the converted 1988 assessment amount, or 16% of the total eligible project costs, if 1988 assessment values are not available.

2.3.3 For projects approved after April 1, 2011, the OBWB will pay 16% of the total eligible project costs - on average, the same net amounts as historical grants.

3.0 Eligibility

3.1 Only communities employing tertiary treatment of sewage effluent are eligible for grants. (1977)

3.2 Areas outside the watershed, or that are not taxed for OBWB programs, are not eligible for grants.

3.3 In order to qualify for OBWB funding, projects must meet the minimum requirements for provincial funding, though they do not need to have received a funding award. (2007)

3.4 Projects which qualify for provincial government funding do not automatically qualify for OBWB funding. (2007)

3.5 Lots on septic at the time of the original grant program, 1977, will be eligible for funding when sanitary sewers are installed.

3.5.1 For projects in which sewer extensions will service both pre- and post-1977 development, only the proportion of the project servicing pre-1978 lots is eligible for funding.

3.6 The OBWB will only fund sewage infrastructure applications in communities that comply with its 1.0 Hectare Policy, where the community has zoning policies or bylaws prohibiting the creation of lots smaller than 1.0 hectare that are not serviced by community sewers. (2007)

3.6.1 Communities must also have policies and bylaws in place prohibiting the development of accessory dwellings (carriage houses) on properties less than 1.0 hectare that are not connected to community sewer (2013).

3.6.2 The 1.0 Hectare Policy is limited in geographic scope to the portions of the regional districts within the Okanagan watershed. Districts should be aware that subdivision of lots on septic smaller than 1.0 hectare outside the Okanagan watershed may jeopardize funding from provincial sources. (2007)

3.6.3 Each local government with subdivision approval authority is responsible for adopting the 1.0 Hectare Policy.

3.6.3.1 A Regional District's grant eligibility is not affected if a member municipality does not comply with the 1.0 Hectare Policy.

3.6.3.2 A Regional District's grant eligibility will be affected if one of its Electoral Areas (located in the Okanagan Basin) does not comply with the 1.0 Hectare Policy. (2007)

3.6.4 Home-site severance lots are exempted from the 1.0 Hectare Policy. (2004)

3.6.5 The 1.0 Hectare Policy may be waived through preparation of a Liquid Waste Management Plan (LWMP) that is approved by the province. Systems put in place under this waiver will be considered permanent infrastructure and will be ineligible for future SFA funds. The LWMP must be supported by appropriate bylaws (e.g., OCPs, zoning, subdivision standards). In addition, local government bylaws must be in place for the enforcement of operation and maintenance of these systems. All Type II and III package treatment systems serving multiple homes must be registered under the Municipal Sewage Regulations, which among other requirements specifies that developers must post a bond equivalent to the value of the wastewater treatment infrastructure.

4.0 Application Policies

There are three main steps to the SFA program: (1) an SFA Notification Form and Application for Provincial Review, (2) an SFA Application, and (3) an SFA Annual Reporting Form. All templates are provided by the OBWB on request.

4.1 Communities should submit an SFA Notification and (if applicable, see 4.4) an Application for Provincial Review to the OBWB indicating their intention to apply for a grant at the early stages of the planning process so that adequate funds can

be requisitioned. This notification should be provided to the OBWB at least one year in advance of a SFA Application.

4.2 Grants will not be paid retroactively. Grant payments to communities will commence in same year that debt payments commence. Applicants should submit an SFA Application to the OBWB at completion of project works.

4.3 Grants are awarded based on the information provided in the SFA Application. The OBWB reserves the right to review and revise grant awards if significant changes to the project occur after receiving approval for grant funding.

4.4 Communities that are not applying for Provincial funds must submit an Application for Provincial Review in order to ensure that projects meet best practice standards. Applicants will be required to submit additional documentation to meet this requirement.

4.5 Where communities are applying for provincial funding, the SFA Application must be received within one year after the confirmation of eligibility for provincial funding. (2001)

4.6 Applicants must provide a copy of the bylaw or policy that prohibits creation of lots smaller than 1.0 hectare that are not serviced by community sewers.

4.7 Applicants must disclose all sources of funding at the time of SFA Application.

4.7.1 Where receipt of an OBWB grant brings the total grant funding beyond 100% of the total project cost, the OBWB grant will be reduced to bring the total of all grant funding to equal 100% of the total project cost.

5.0 Financing and Payments

5.1 Annual assessments are made based on the projected draw on the fund for each fiscal year. It is not always necessary to levy the full 21¢ per \$1000 assessment (allowed by legislation).

5.2 If the amounts to be paid are greater than the funds available for distribution, payments will be reduced proportionately such that all recipients are reduced by the same percentage. An exception is made for communities which have not previously qualified for assistance from the Board. In this case, the reduction will not apply for the first three years and any shortfall will be born proportionately by the other qualifying communities.

5.3 Water Board grants are made on a debt repayment basis. Grants are tied to a Municipal Finance Authority (MFA) issue and repaid over a 20 or 25 year period.

5.3.1 OBWB payments are made twice annually, in August and December, after the requisitioned tax monies are received. Payments will be made on receipt of invoice from recipients, timed to match recipient payment commitments.

5.4 OBWB grant payment amounts are recalculated when MFA financing is changed, usually 10 years after the initial repayment. It is the responsibility of the applicant to re-calculate their payment schedules on their annual report and submit supporting documentation.

5.5 When an MFA debt is retired or forgiven, OBWB grant payments will cease.

5.6 Communities that do not incur debt are still eligible for OBWB funding, paid over 20 years on a similar schedule to MFA debt repayment.

5.6.1 Where debt is not incurred, and the project (or portions of the project) is self-financed, an imputed debt payment schedule will be calculated using MFA interest and sinking fund rates from the year the project was completed.

5.6.2 In the case of self-financing, imputed debt schedules will be recalculated 10 years after the first payment, to match the new MFA interest and sinking fund rates.

5.7 To receive payments, communities must submit their SFA Annual Report and provide current documentation on their debt repayments, or certify that no changes have occurred since the previous annual report.

CITY OF KELOWNA
BYLAW NO. 11333
TA16-0005 – Secondary Suites Amendment

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

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

1. THAT **Section 2 – Interpretation, 2.3 General Definitions** be amended by adding the following "that has been issued an Occupancy Permit," after the words "**SECONDARY SUITE** means an additional **dwelling** unit" in the **SECONDARY SUITE** definition;
2. AND THAT **Section 9 – Specific Use Regulations, 9.5b Carriage House Regulations** be amended by adding a new sub-section 9.5b.16 that reads:

"9.5b.16 Carriage houses are permitted only on lots with an installed connection to the community sanitary sewer system (in accordance with the requirements of the City of Kelowna's Subdivision, Development, & Servicing Bylaw) except carriage houses are permitted on lots that have an onsite sewage disposal system if the lot has a minimum area of 1.0hectare."
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 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

REPORT TO COUNCIL



Date: December 12, 2016

RIM No. 1250-30

To: City Manager

From: Community Planning Department (PMc)

Application: Z16-0020

Owner: 661682 BC Ltd.

Address: 160 HWY 33 W

Applicant: Jordan Kutev Architect Inc.

Subject: Rezoning Application

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

Existing Zone: P4 - Utilities

Proposed Zone: C4 - Urban Centre Commercial

1.0 Recommendation

THAT Rezoning Application No. Z16-0020 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot A, Sec. 26, Twp. 26, O.D.Y.D., Plan kap74060, located at 160 HWY 33 W., Kelowna, BC from the P4 - Utilities zone to the C4 - Urban Centre Commercial zone, be considered by Council;

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

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated December 12, 2016;

2.0 Purpose

To rezone the subject property to facilitate the redevelopment of the former office building located on the site into a small craft distillery and lounge area.

3.0 Community Planning

The proposed upgrades and adaptive reuse of the former office building located on the subject property will help contribute to the overall revitalization efforts in the Rutland Urban Centre. The applicant is proposing to create a venue for tasting of distillery products produced on-site

and also new restaurant experiences. The proposed façade design imitates old western pioneering architecture for reasons of nostalgia. The character of this design in context with the building form in the surrounding Rutland Urban Centre will be unique and create an easily recognizable image for the business. The façade design includes elements that will help animate the streetscape along Hwy 33 West. It is anticipated that this upgrade will be an interim use of the property over the next decade until a more comprehensive redevelopment plan is undertaken. The proposed land use change to C4-Urban Centre Commercial is consistent with the zoning of surrounding properties and consistent with the OCP Future Land Use Designation of Commercial. It is for these reasons that Community Planning is supportive of the proposal.

Should the application to rezone the subject property be supported by Council, an associated Form & Character Development Permit will be administered by Staff.

4.0 Proposal

4.1 Background

The subject property was developed with a small office building and several accessory buildings, and was formerly the location of the Rutland Waterworks works yard and office. The property was sold to the current owner in 2006. The shop buildings located on the site were removed in 2013.

4.2 Project Description

The applicant is proposing to renovate the existing office building into a craft distillery tasting room and snack bar, as well as the constructing of an addition to the rear of the building to house a new craft distillery. The existing driveway access will remain to provide access to a parking area to be developed in the rear yard, as well as to provide access to a loading bay to service the new distillery.

As part of the development program, the building façade facing highway 33 is designed to be refinished with wood finishes and details reminiscent of a “western” style store front. The redevelopment of the site also includes a landscape plan to upgrade the site landscaping, and to improve the buffering of the parking area located in the rear of the building to the neighbouring properties.

4.3 Site Context

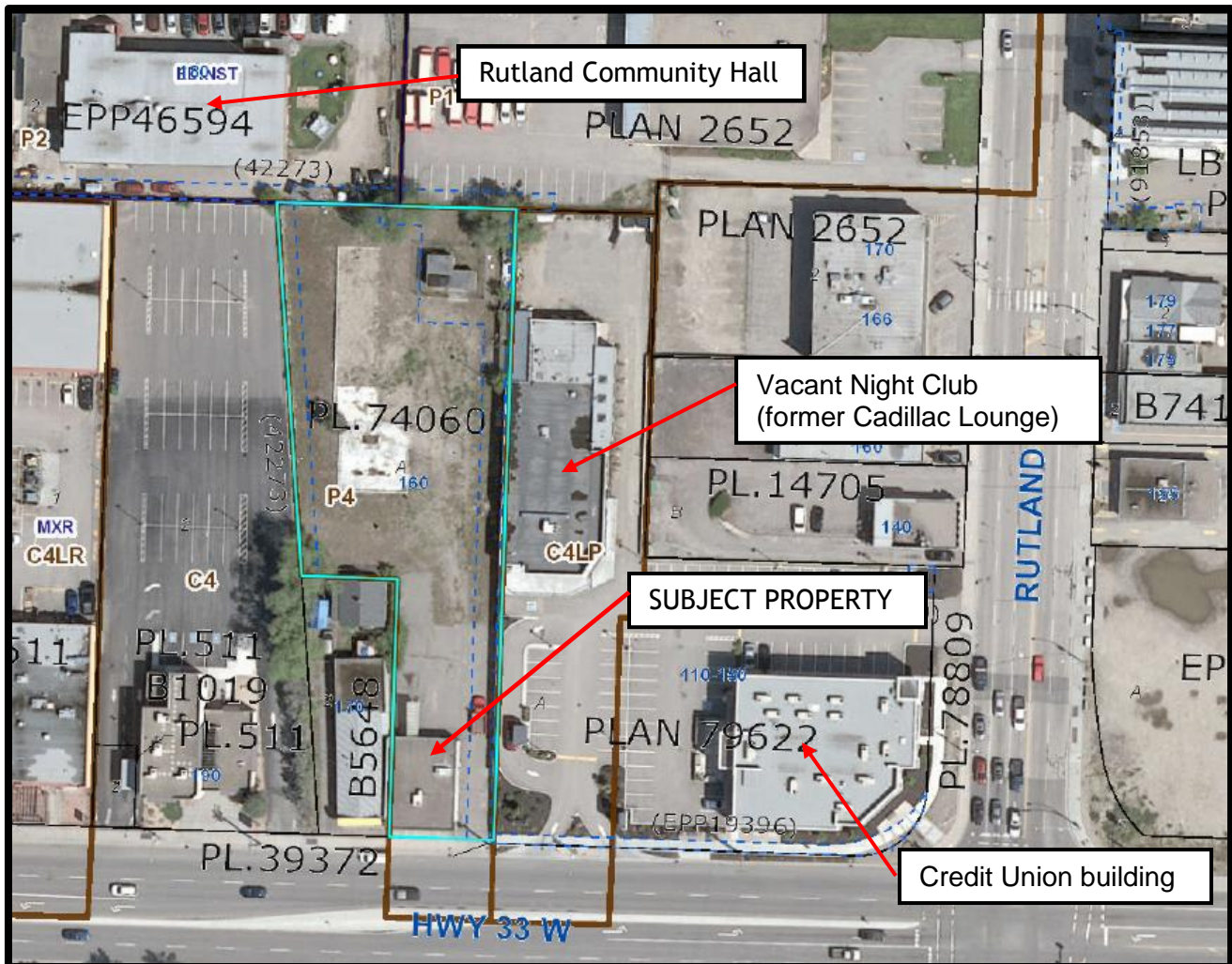
The subject property is located on the north side of HWY 33 W, near the intersection of HWY 33 W and Rutland Road. This site is located within the Rutland Urban Centre.

Adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	P2 - Education and Minor Institutional P1 - Major Institutional	Rutland community Hall Post Office
East	C4LP - Urban Centre Commercial (liquor primary)	Vacant night club (old Cadillac Lounge)
South	C4 - Urban Centre Commercial	HWY 33 / Commercial uses
West	C4 - Urban Centre Commercial	Retail irrigation supplies

Subject Property Map:

160 HWY 33 W



4.4 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	C4 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Minimum Lot Area	460 m ²	3,330 m ²
Minimum Lot Width	13 m	18.3 m
Minimum Lot Depth	30 m	110.6 m
Development Regulations		
Maximum Floor Area Ratio	1.0	0.07
Maximum Site Coverage (buildings)	75%	7.3%
Maximum Height	15m/ 4 storeys	4.4m/1 storey
Minimum Front Yard	0.0 m	0.0 m
Minimum Side Yard (west)	0.0 m	0.0 m
Minimum Side Yard (east)	0.0 m	6.4 m

Minimum Rear Yard	0.0 m	97 m
Other Regulations		
Minimum Parking Requirements	5 stall required	5 stall provided
Minimum Bicycle Parking	2 required	2 provided
Minimum Loading Space	1 stall required	1 stall provided

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

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

Ensure that Urban Centres develop as vibrant commercial nodes²

Encourage uses and commercial venture that promote local tourism³

6.0 Technical Comments

6.1 Building & Permitting Department

This building will be required to meet the requirements for a F1 occupancy classification. A code consultant will be required to provide a code analysis for the distillery portion of this building.

Fire resistance ratings are required for storage, janitor and/or garbage enclosure room(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.

An exit analysis is required as part of the code analysis at time of building permit application. The exit analysis is to address travel distances within the units, number of required exits per area, accessibility etc.

Size and location of all signage to be clearly defined as part of the development permit. This should include the signage required for the building addressing to be defined on the drawings per the bylaws on the permit application drawings.

Full Plan check for Building Code related issues will be done at time of Building Permit applications.

(Please note The applicant has provided a consultant report for BC Building Code review of the proposed development to address concerns.)

6.2 Development Engineering Department

See Development Engineering memo dated July 5, 2116

6.3 Ministry of Transportation and Infrastructure

¹ City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process Chapter, page 5.3).

² City of Kelowna Official Community Plan, Objective 5.25 (Development Process Chapter, page 5.28).

³ City of Kelowna Official Community Plan, Objective 5.26 (Development Process Chapter, page 5.29).

Supported, will require "No Parking" signs to be installed along highway frontage.

- 6.4 Irrigation District (RWD)
No Comment.

7.0 Application Chronology

Date of Application Received:	February 13, 2016
Date Public Consultation Completed:	May 25, 2016
Revised architectural drawings received	March 31, 2016
Engineering comments received	July 7, 2016
Code review received	September 20, 2016

Report prepared by:

Paul McVey, Urban Planner

Reviewed by: ☐ Ryan Smith, Community Planning Department Manager

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

Attachments:

Site Plan
Rationale Letter
Conceptual Elevations
Landscape Plan
Context/Site Photos
Summary of Technical Comments
Copy of Notification Letter



December 10, 2015

To the City of Kelowna,

It is an honour and pleasure to write this letter outlining the project that is recommended for 160 Hwy 33, Kelowna, BC. The purpose of the project is to create a small craft distillery that will sell small product both on-site in the form of cocktails and for take-home consumption. Since it will have a lounge endorsement, we aim to install a wood fired pizza oven that will sell pizza and Calzones: as well as offer beer, wine and other non-alcoholic refreshments. All of the alcoholic products will be served in a responsible manner.

This project has many benefits for the Rutland area including:

- Cleans up an otherwise dormant building and parking lot.
- Creates excitement into the area.
- Creates a minimum of 5 new jobs.
- Provides a new entrant for the Rutland area: There is no distillery or wood fired pizza place.
- Creates potential for tourists to stop which will add to greater residual benefit to the area.
- Allows for something new for locals to visit.

I thank you for taking the time for considering this application. I will be very active throughout the process and will host a public consultation time in the near future.

Best Regards,

Dan Allen

250-212-8602

C4 Distillery District
Rezoning /
Development Permit
Application

160 Highway 33 W, Kelowna, British Columbia

ARCHITECTURAL

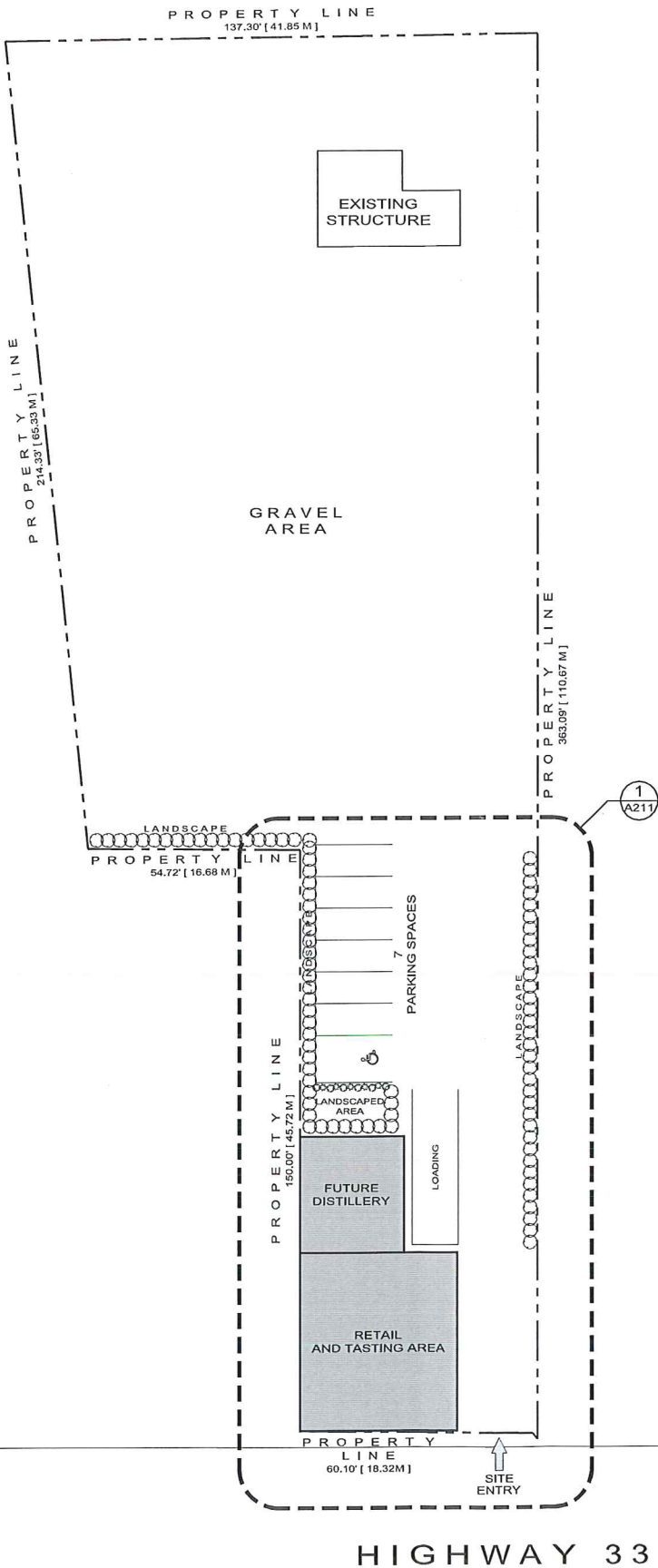
Jordan Kutev Architect Inc.
180 - 2250 Boundary Road,
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V5M 3Z3
Tel.: 604 299 3222
Fax: 604 299 3826
www.jka.cc

- A151 DRAWING LISTS
OVERALL SITE PLAN
PROJECT STATISTICS
A152 SITE PLAN
CONTEXT PLAN
ZONING MAP
EASEMENT MAP
A153 EXISTING PHOTOS
A211 EXISTING FLOOR PLAN
PROPOSED FLOOR PLAN
A401 BUILDING ELEVATIONS

LANDSCAPE

Greenway
Landscape Architecture
2280 Park Crescent,
Coquitlam, British Columbia
V3J 6T4
Tel.: 604 461 9120
Email: paul@greenwayla.ca

L-1 LANDSCAPE PLAN



PROJECT STATISTICS

Retail / Distillery 160 Highway 33 W, Kelowna, British Columbia		
Project Name:	Retail / Distillery	
Civic address:	160 Highway 33 W, Kelowna, British Columbia	
Legal Description:	Lot A Section 26 Township 28 Land District 41 Plan 74060	
Proposed Zoning:	C4	
Site area:	35850.02 sq.ft. (3330.57 sq.m.)	
Uses	Allowed / required	Proposed
Main Floor	Breweries and Distillery, minor	Retail / Distillery
Site coverage	75.00%	Surface Coverage 2651.50 sq.ft. (246.33 sq.m.) 7.39%
Building Height	49.21 ft. (15.00 m.) or 4 Storeys	14.50 ft. (4.42 m.) 1 Storey
Setbacks Front	0.00 ft. (0.00 m.)	0.00 ft. (0.00 m.)
Side (East)	0.00 ft. (0.00 m.)	21.00 ft. (6.40 m.)
Side (West)	0.00 ft. (0.00 m.)	0.00 ft. (0.00 m.)
Rear	0.00 ft. (0.00 m.)	319.75 ft. (97.45 m.)
Floor Area Ratio (FAR)	1	0.07
Total Floor Area	35850.02 sq.ft. (3330.57 sq.m.)	2651.50 sq.ft. (246.33 sq.m.)
Off-Street Parking Spaces	5 Parking spaces	5 Parking spaces 4 Full Size Vehicle Parking 1 Accessible Parking
Commercial	1.75 per 1076.39 sq.ft. (100 sq.m.) GFA	4 Full Size Vehicle Parking
Accessible Parking Spaces Commercial	1 Accessible Parking Space	1 Accessible Parking Space
Off-Street Loading Spaces Commercial	1 Loading space	1 Loading space
Bicycle Parking Spaces Commercial Class I	1 Bicycle Parking space 0.20 per 1076.39 sq.ft. (100 sq.m.) GFA or 1 per 10 Employees	1 Bicycle Parking space
Class II	2 Bicycle Parking spaces 0.60 per 1076.39 sq.ft. (100 sq.m.) GFA	2 Bicycle Parking spaces

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PRIME CONSULTANT

CONSULTANT

SEAL

NO	DATE	REMARKS
1	29/MAR/2016	ISSUED FOR REZONING AND DEVELOPMENT PERMIT

Retail / Distillery

160 Highway 33 W
Kelowna, British Columbia

DRAWING LISTS
PROJECT STATISTICS
OVERALL SITE PLAN

REZONING APPLICATION
DEVELOPMENT PERMIT

A151

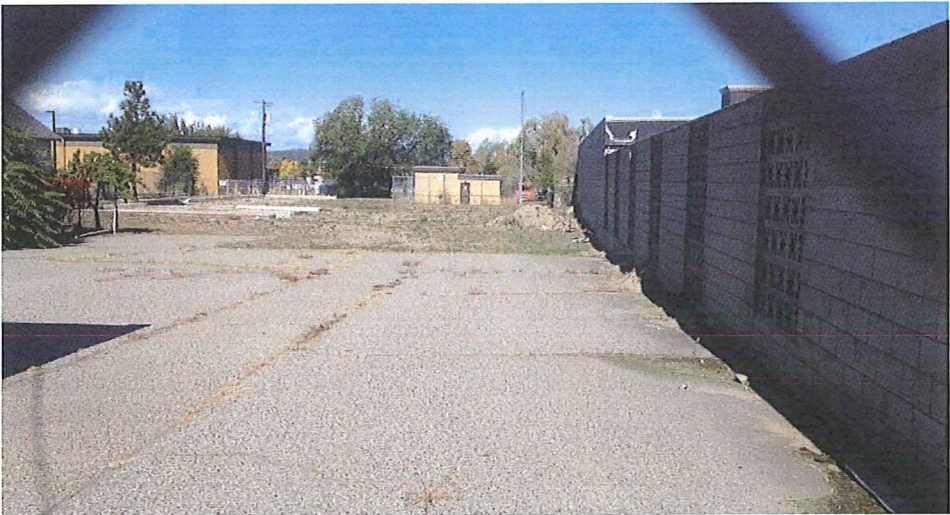
SCALE: 1" = 20'	PROJECT NO: 1526
DRAWN BY: MP	DATE: NOV2015
CHECKED BY: JK	



1 EXISTING SOUTH ELEVATION & ADJACENT WEST PROPERTY
SCALE: NTS



2 EXISTING SOUTH ELEVATION / EAST ELEVATION / DRIVEWAY
SCALE: NTS



3 EXISTING DRIVEWAY / EXISTING REAR GRAVEL AREA
SCALE: NTS



4 EXISTING SOUTH ELEVATION & ADJACENT EAST PROPERTY
SCALE: NTS



5 EXISTING SOUTH ELEVATION & ADJACENT WEST PROPERTY
SCALE: NTS

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PRIME CONSULTANT

CONSULTANT

SEAL

1 29MAR2016 ISSUED FOR REZONING AND DEVELOPMENT PERMIT

NO DATE REMARKS

Retail / Distillery

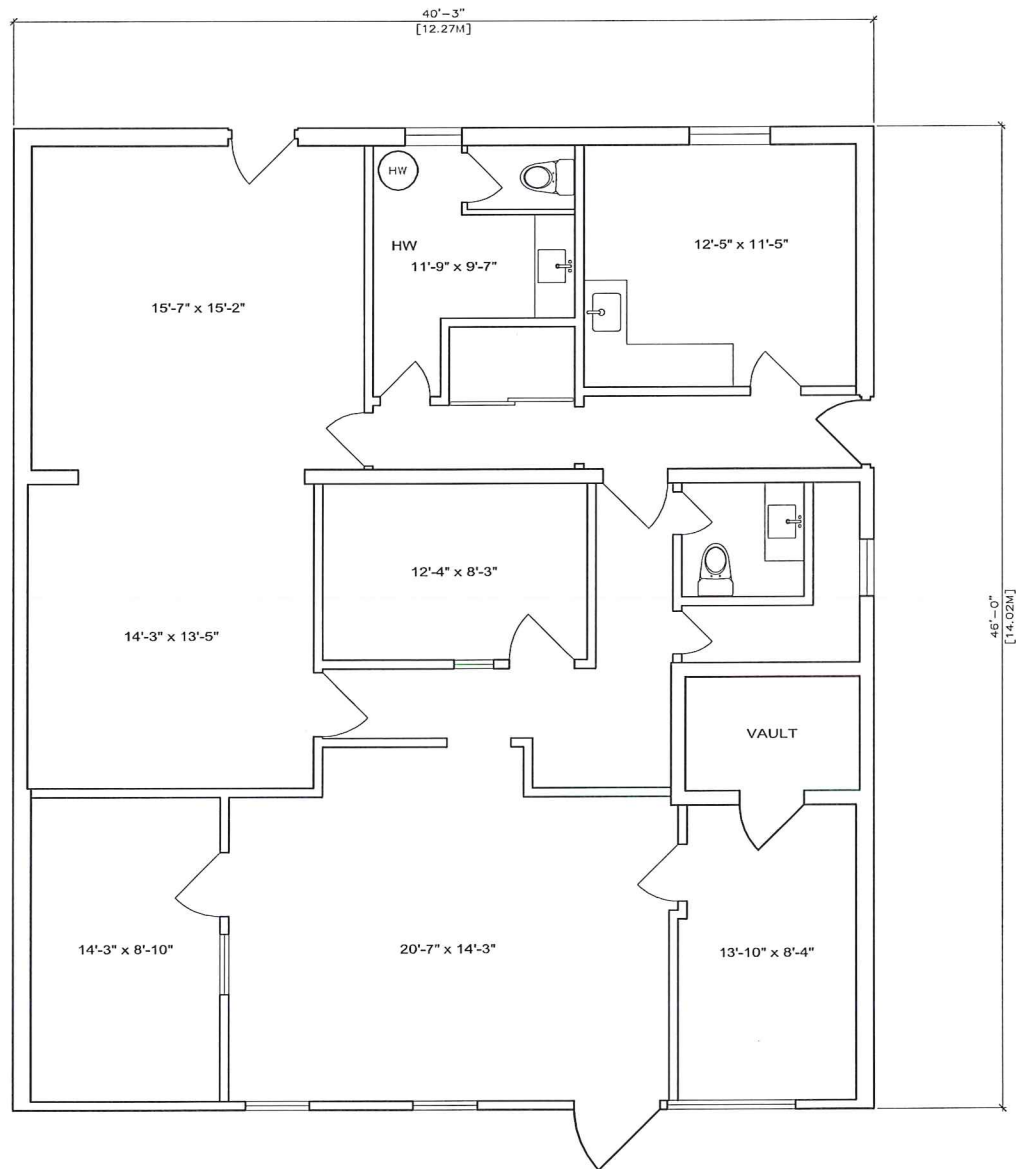
160 Highway 33 W
Kelowna, British Columbia

EXISTING PHOTOS

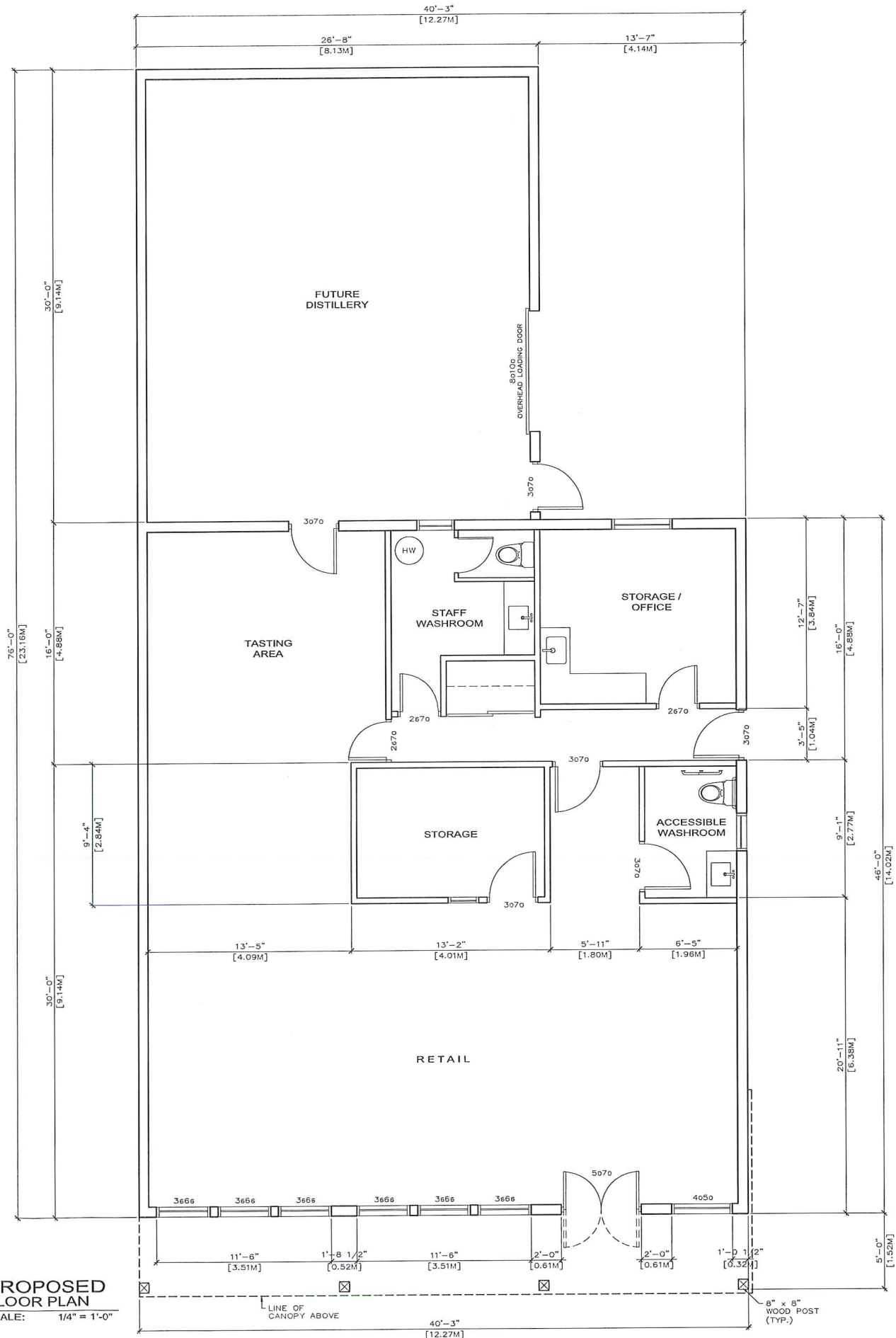
REZONING APPLICATION
DEVELOPMENT PERMIT

A153

SCALE: NTS PROJECT NO: 1526
DRAWN BY: MP DATE:
CHECKED BY: JK NOV2015



2



1

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PRIME CONSULTANT

CONSULTANT

SEAL

NO	DATE	REMARKS
1	29MAR2016	ISSUED FOR REZONING AND DEVELOPMENT PERMIT

Retail / Distillery

160 Highway 33 W
Kelowna, British Columbia

EXISTING FLOOR PLAN
PROPOSED FLOOR PLAN

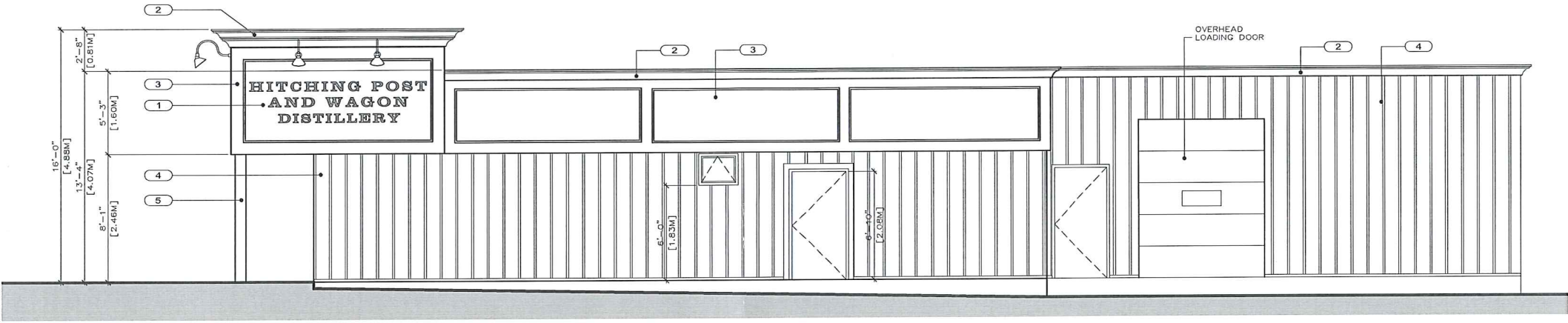
REZONING APPLICATION
DEVELOPMENT PERMIT

A211

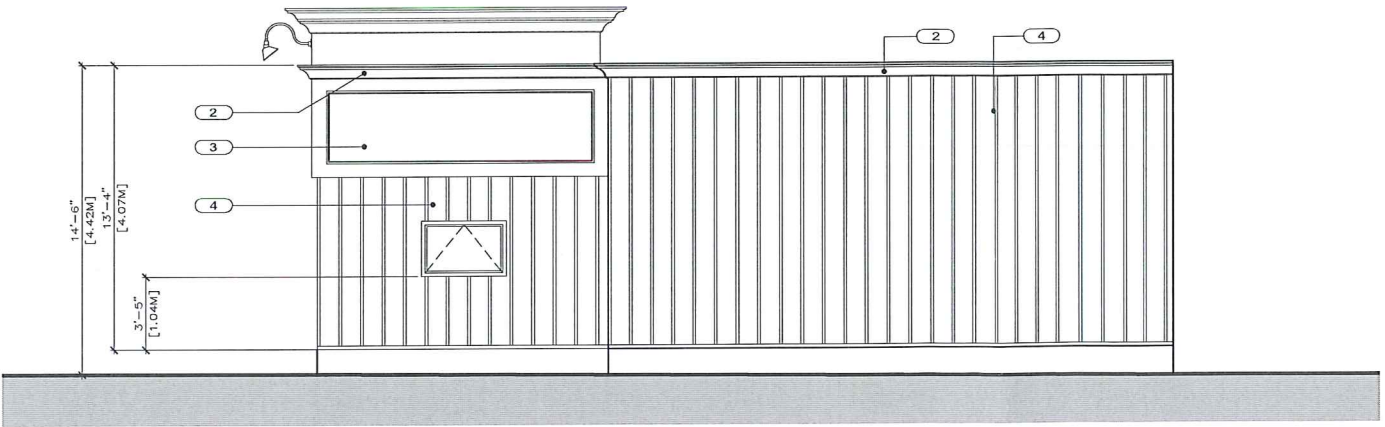
SCALE: 1/4" = 1'-0"	PROJECT NO: 1526
DRAWN BY: MP	DATE: NOV2015
CHECKED BY: JK	



1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



2 EAST ELEVATION
SCALE: 1/4" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR FINISH LEGEND

- 1 SIGNAGE
- 2 WOOD CORNICE
STAINED & VARNISHED
- 3 WOOD PARAPET WALL
STAINED & VARNISHED
- 4 WOOD BOARD & BATTEN
- 5 WOOD COLUMN
STAINED & VARNISHED
- 6 DOUBLE GLAZED DOOR/WINDOW
IN VINYL FRAME
with 4" WOOD TRIM

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SEAL

1 29MAR2016 ISSUED FOR REZONING AND DEVELOPMENT PERMIT

NO DATE REMARKS

Retail / Distillery

160 Highway 33 W
Kelowna, British Columbia

BUILDING ELEVATIONS

REZONING APPLICATION
DEVELOPMENT PERMIT

A401

SCALE: 1/4" = 1'-0" PROJECT NO: 1526
DRAWN BY: MP DATE:
CHECKED BY: JK NOV2015

PLANT LIST - Distillery - 160 Hwy 33 W

updated March 29, 2016

TOTAL BOTANICAL NAME

COMMON NAME

SIZE

SPACING

SYMBOL

6 Anelanchier alnifolia

Saskatoon

1.5m tall multi-stem

1 Parrotia persica

Persian Ironwood

6cm cal., B&B multi-stem

SHRUBS

10 Cornus alba 'Prairie Fire'

Prairie Fire Dogwood

#1 pot 900 o.c.

9 Hydrangea arborescens Annabelle

Anabelle Hydrangea

#1 pot 900 o.c.

15 Mahonia aquifolium

Oregon Grape

#1 pot 750 o.c.

15 Potentilla fruticosa 'Gold Star'

Gold Star Shrubby Cinquefoil

#1 pot 700 o.c.

15 Physocarpus opulifolius 'Diabolo'

Diabolo Ninebark

#1 pot 850 o.c.

8 Polystichum munifolium

Sword Fern

#1 pot 700 o.c.

15 Salix purpurea 'Nana'

Dwarf Arctic Willow

#1 pot 600 o.c.

3 Yucca glauca

Small Soapweed

#1 pot 500 o.c.

2 Syringa x prestoniae 'Donald Wyman'

Donald Wyman Preston Lilac

#2 pot 1200 o.c.

GROUND COVERS

21 Microbiota decussata

Russian Cypress

#1 pot 600 o.c.

ORNAMENTAL GRASSES

9 Arhenatherum variegatum

Variegated Oat Grass

#1 pot 400 o.c.

36 Calamagrostis Karl Foerster

Karl Foerster Reed Grass

#1 pot 600 o.c.

47 Panicum virgatum

Switch Grass

#1 pot 500 o.c.

PERENNIALS

Ep 33 Erigeron 'Pink Jewel'

Pink Jewel Fleabane

#1 pot 400 o.c.

NOTES:

1) In case of discrepancy between plant numbers on this list and on the plan, the plan shall prevail

2) All planting shall be in accordance with BCSLA/BCLNA Landscape Standard, latest edition.

3) Growing medium: 400mm depth for planting bed areas.

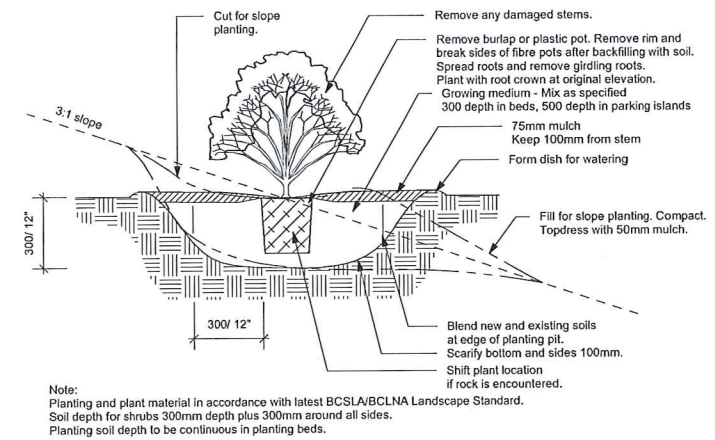
4) All planting beds: cover with 75mm of decomposed organic mulch or approved equal.

5) All trees to have 1.0m dia watering dish with 75mm depth mulch.

1 Landscape Plan

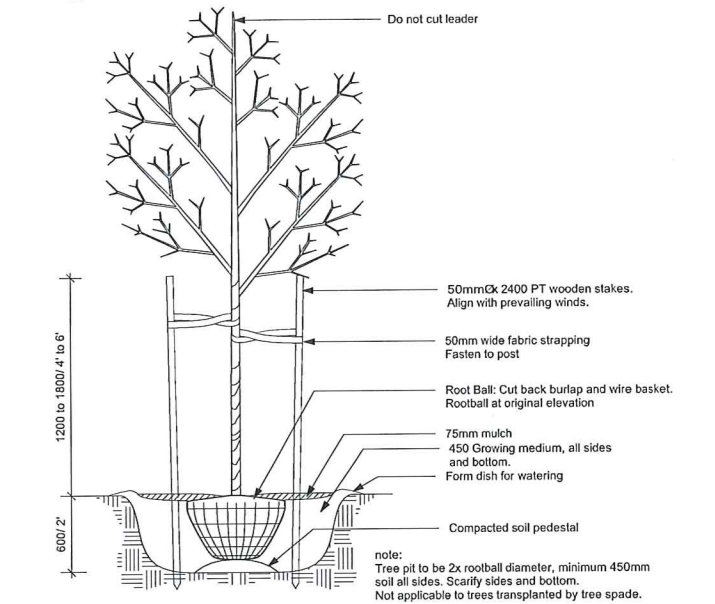
1" = 8' - 0"

HIGHWAY 33



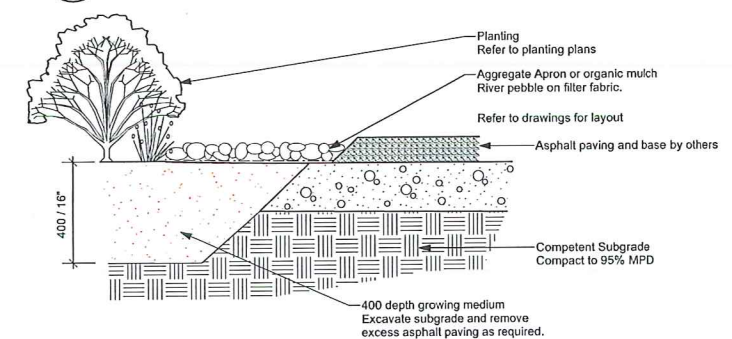
1 Shrub Planting

1" = 24' - 0"



2 Tree Planting

1" = 24' - 0"



3 Parking Area Planting

not to scale

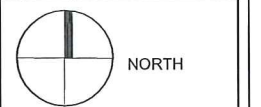
GENERAL NOTES

- All work to satisfaction of the Owner.
- All work in compliance with City of Kelowna municipal standards.
- Dispose of all excavated and surplus materials off site, recycle where feasible.
- Contractor to confirm location of any site service before proceeding.
- Contractor to confirm actual site conditions and layout before proceeding.
- All dimensions are in millimeters, unless noted otherwise.
- Contractor to coordinate landscape construction with work of other disciplines, including civil, electrical, and architectural, as directed by the Owner.
- Contractor to make good all damage to satisfaction of the Owner, at no additional cost.
- Public to be protected from harm at all times. Do not leave work areas in an unsafe or hazardous condition, fence and/or make safe as required.
- Sidewalks and street to be kept clean at all times and cleaned to the satisfaction of the City.
- All work to be completed consistent with all drawings and specifications.
- Ensure positive drainage for all landscape areas.

Refer to architectural and civil engineering drawings. Site grading and drainage, including retaining wall design by others. Tree locations to be adjusted in the field as determined by location of underground services. Confirm locations before digging.

All drawings remain the property of Greenway Landscape Architecture. Use for any purpose and reproduction only by written consent.

#	DATE	ISSUE/REVISION
1	Mar 29, 16	DEVELOPMENT PERMIT



Greenway

Landscape Architecture
2280 Park Crescent
Coquitlam BC V3J 6T4
T 604 461 9120
E paul@greenwayla.ca

Paul Whitehead RBCSLA
Registered Landscape Architect #246

CLIENT

PROJECT
Retail / Distillery
160 Highway 33 W
Kelowna BC

DRAWING
Landscape Plan

DRAWING NUMBER

L-1

SCALE AS NOTED

DRAWN PACW

PROJECT NUMBER 1604

EXTERIOR FINISH LEGEND

- 1 SIGNAGE
- 2 WOOD CORNICE
STAINED & VARNISHED
- 3 WOOD PARAPET WALL
STAINED & VARNISHED
- 4 WOOD BOARD & BATTEN
- 5 WOOD COLUMN
STAINED & VARNISHED
- 6 DOUBLE GLAZED DOOR/WINDOW
IN VINYL FRAME
with 4" WOOD TRIM



Front Elevation

Retail / Distillery

160 Highway 33, Kelowna, British Columbia

Jka

architecture planning interior design



Retail / Distillery

160 Highway 33, Kelowna, British Columbia

Jka

architecture planning interior design



Retail / Distillery

160 Highway 33, Kelowna, British Columbia

Jka

architecture planning interior design

CITY OF KELOWNA
MEMORANDUM

Date: July 05, 2016
File No.: Z16-0020
To: Urban Planning Management (PM)
From: Development Engineering Manager (SM)
Subject: 160 Hwy 33 W P4 to C4

The Development Engineering Department has the following comments and requirements associated with this application to rezone the property at 160 Hwy 33 W from P4 to C4 to accommodate a proposed craft distillery.

The Development Engineering Technologist for this project is Jason Ough

1. General

These are Development Engineering comments/requirements and are subject to the review and requirements from the Ministry of Transportation (MOTI) Infrastructure Branch.

2. Domestic Water and Fire Protection

- a) The property is located within the Rutland Water District (RWD) service area. The water system must be capable of supplying domestic and fire flow demands of the project in accordance with the Subdivision, Development & Servicing Bylaw. The developer is responsible, if necessary, to arrange with RWD staff for any service improvements and the decommissioning of existing services. Only one water service will be permitted to a consolidated lot.
- b) A water meter is mandatory for each property and must be installed inside the building on the water service inlet as required by the City Plumbing Regulation and Water Regulation bylaws. The developer or building contractor must purchase the meter from the City at the time of application for a building permit from the Inspection Services Department, and prepare the meter setter at his cost. Boulevard landscaping, complete with underground irrigation system, must be integrated with the on-site irrigation system.

3. Sanitary Sewer

The developer's consulting mechanical engineer will determine the development requirements of the proposed development and establish the service needs. This property is currently serviced with a 150mm diameter sanitary service. Only one service per lot will be permitted for this development. The applicant will arrange for the removal and disconnection of the existing service and the installation of one new larger service, if required, at the applicants cost.

4. Storm Drainage

- a) The developer must engage a consulting civil engineer to provide a storm water management plan which meets the requirements of the City Storm Water Management Policy and Design Manual. The storm water management plan must also include provision of a lot grading plan, identify minimum basement elevation (MBE), overland drainage routes, floodplain elevations and setbacks, and provision of a storm drainage service for the lot and /or recommendations for onsite drainage containment and disposal systems. The on-site drainage systems may be connected to the existing municipal drainage system in Highway 33 with an overflow service.
- b) Storm drainage systems, oil and grit separator and overflow service(s) for the site will be reviewed and approved by Engineering when site servicing designs are submitted.

5. Road Improvements

- a) Refer to MOTI comments and requirements regarding driveway access.
- b) Parking is limited to the rear of the building.

6. Road Dedication and Subdivision Requirements

- a) Grant Statutory Rights of Way if required for utility services.
- b) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.

7. Electric Power and Telecommunication Services

All proposed service connections are to be installed underground. It is the developer's responsibility to make a servicing application with the respective electric power, telephone and cable transmission companies to arrange for these services, which would be at the applicant's cost.

8. Design and Construction If offsite improvements are required.

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

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

9. Survey Monuments and Iron Pins

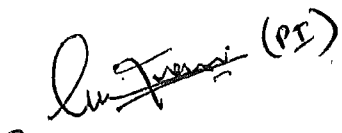
If any legal survey monuments or property iron pins are removed or disturbed during construction, the developer will be invoiced a flat sum of \$1,200.00 per incident to cover the cost of replacement and legal registration. Security bonding will not be released until restitution is made.

10. Other Engineering Comments

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

11. Development Permit and Site Related Issues

- a) Access and Manoeuvrability
 - (i) An SU-9 standard size vehicle must be able to manoeuvre onto and off the site without requiring a reverse movement onto public roadways.
 - (ii) Indicate on the site, the locations of loading bays as well as the garbage and recycle bins.

 (PE)
Per _____
Steve Muenz, P. Eng.
Development Engineering Manager

jo

Dear local neighbours:

Below is a plan of what our new concept will be on 160 Hwy 33 West. The concept is as follows:

The purpose of the project is to create a small craft distillery that will sell small product both on-site in the form of cocktails and for take-home consumption. Since it will have a lounge endorsement, we aim to install a wood fired pizza oven that will sell pizza and Calzones: as well as offer beer, wine and other non-alcoholic refreshments. All of the alcoholic products will be served in a responsible manner.

This project has many benefits for the Rutland area including:

- Cleans up an otherwise dormant building and parking lot.
- Creates excitement into the area.
- Creates a minimum of 5 new jobs.
- Provides a new entrant for the Rutland area: There is no distillery or wood fired pizza place.
- Creates potential for tourists to stop which will add to greater residual benefit to the area.
- Allows for something new for locals to visit.

Should you have any further questions or concerns please do let me know.

Dan Allen

President – Endless Summer Distillery

250-212-8602

160 Highway 33 W, Kelowna, British Columbia

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Coquitlam, British Columbia
V3J 6T4
Tel.: 604 461 9120
Email: paul@greenwayla.ca

- L-1 LANDSCAPE PLAN



Project Name: Retail / Distillery Civic address: 160 Highway 33 W, Kelowna, British Columbia		
Legal Description: Lot A Section 26 Township 26 Land District 41 Plan 74060 Proposed Zoning: C4 Site area: 35850.02 sq.ft. [3330.57 sq.m.]		
Uses	Allowed / required	Proposed
Main Floor	Breweries and Distillery, minor	Retail / Distillery
Site coverage	75.00%	Surface Coverage 2651.50 sq. ft. [246.33 sq.m.] 7.39%
Building Height	49.21 ft. [15.00 m.] or 4 Storeys	14.50 ft. [4.42 m.] 1 Storey
Setbacks Front	0.00 ft. [0.00 m.]	0.00 ft. [0.00 m.]
Side (East)	0.00 ft. [0.00 m.]	21.00 ft. [6.40 m.]
Side (West)	0.00 ft. [0.00 m.]	0.00 ft. [0.00 m.]
Rear	0.00 ft. [0.00 m.]	319.75 ft. [97.45 m.]
Floor Area Ratio (FAR)	1	0.07
Total Floor Area	35850.02 sq.ft. [3330.57 sq.m.]	2651.50 sq.ft. [246.33 sq.m.]
Off-Street Parking Spaces	5 Parking spaces	5 Parking spaces 4 Full Size Vehicle Parking 1 Accessible Parking
Commercial	1.75 per 1076.39 sq.ft. [100 sq.m.] GFA	4 Full Size Vehicle Parking
Accessible Parking Spaces Commercial	1 Accessible Parking Space	1 Accessible Parking Space
Off-Street Loading Spaces Commercial	1 Loading space	1 Loading space
Bicycle Parking Spaces Commercial Class I	1 Bicycle Parking space 0.20 per 1076.39 sq.ft. [100 sq.m.] GFA or 1 per 10 Employees	1 Bicycle Parking space
Class II	2 Bicycle Parking spaces 0.60 per 1076.39 sq.ft. [100 sq.m.] GFA	2 Bicycle Parking spaces

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PRIME CONSULTANT

CONSULTANT

SEARCH

29MAR2016	ISSUED FOR REZONING AND DEVELOPMENT PERMIT
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NO	DATE	REMARKS
----	------	---------

Retail / Distillery

160 Highway 33 W
Kelowna, British Columbia

DRAWING LISTS
PROJECT STATISTICS
OVERALL SITE PLAN

REZONING APPLICATION
DEVELOPMENT PERMIT

A151

SCALE:

DRAWN BY: _____
MR. _____

CHECKED BY:
JK

PROJECT NO:

DATE:

NOV2015



1 EXISTING
SOUTH ELEVATION & ADJACENT WEST PROPERTY
SCALE: NTS



2 EXISTING
SOUTH ELEVATION / EAST ELEVATION / DRIVEWAY
SCALE: NTS



3 EXISTING
DRIVEWAY / EXISTING REAR GRAVEL AREA
SCALE: NTS



4 EXISTING
SOUTH ELEVATION & ADJACENT EAST PROPERTY
SCALE: NTS



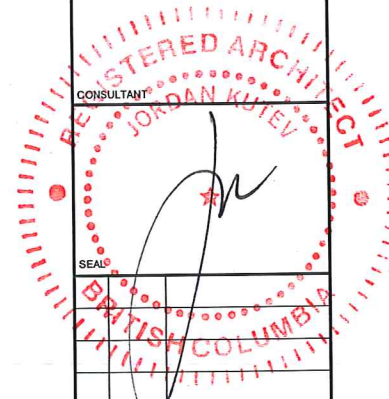
5 EXISTING
SOUTH ELEVATION & ADJACENT WEST PROPERTY
SCALE: NTS

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1 29MAR2015 ISSUED FOR REZONING AND
DEVELOPMENT PERMIT

NO DATE REMARKS

Retail / Distillery

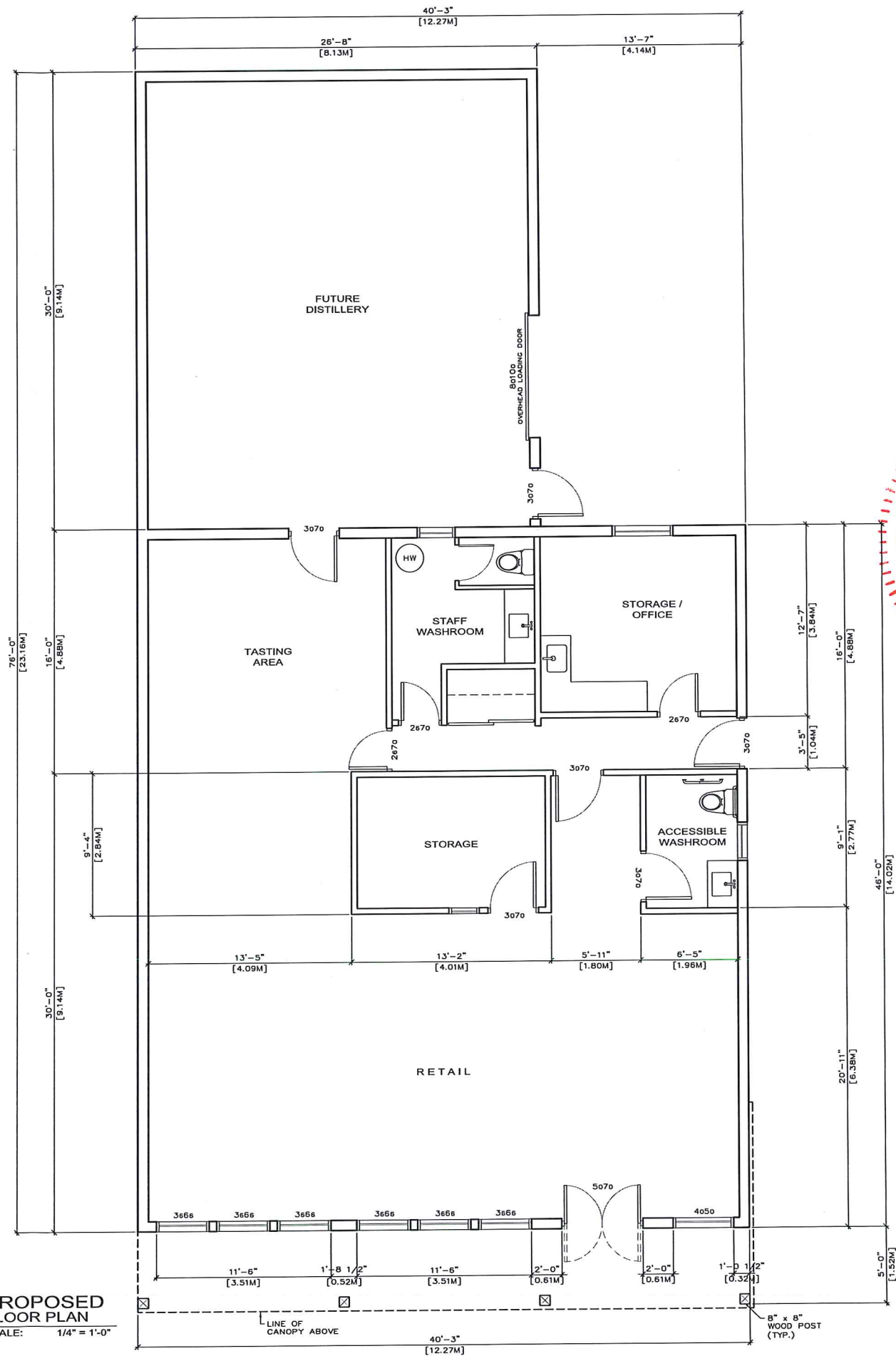
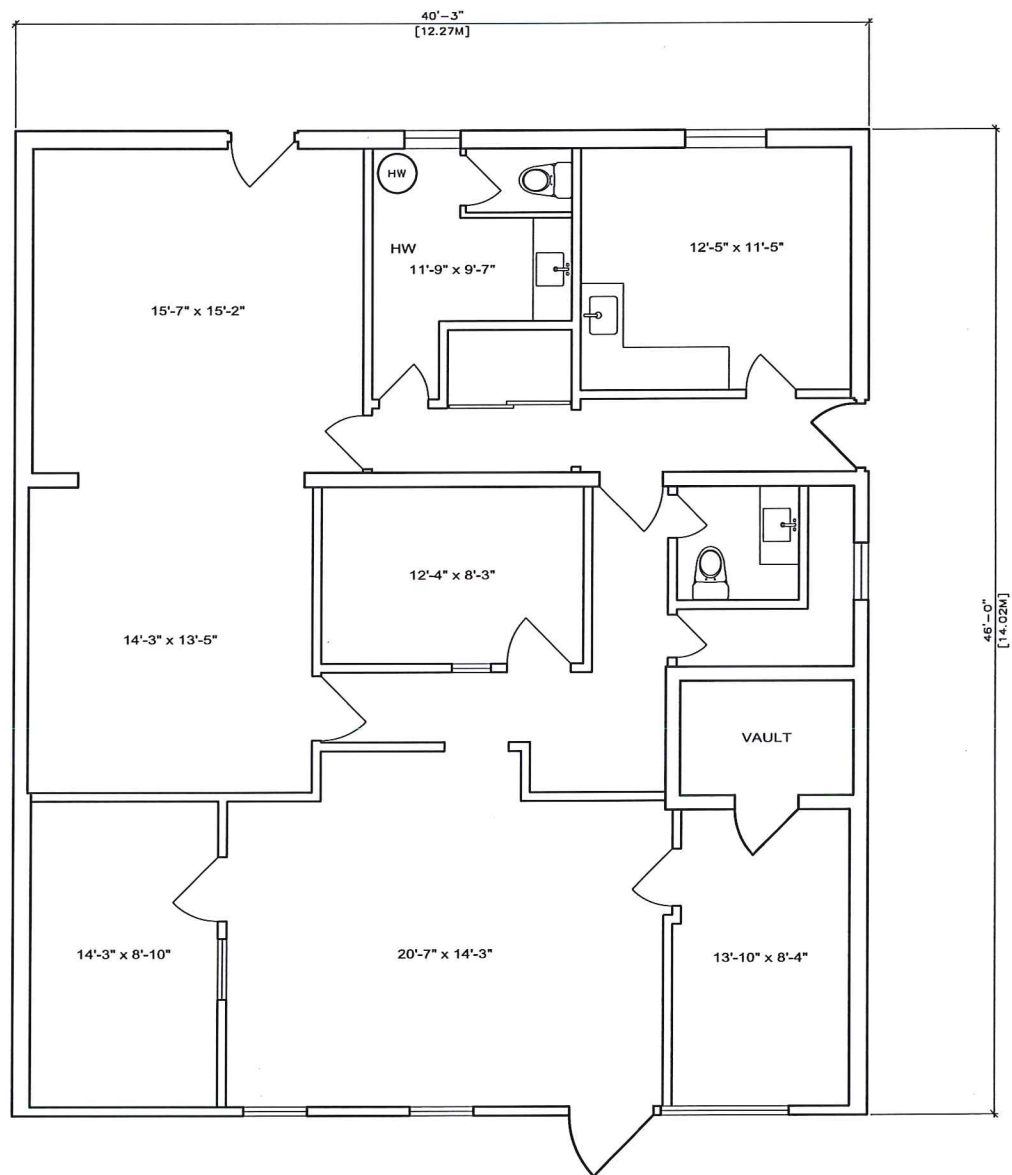
160 Highway 33 W
Kelowna, British Columbia

EXISTING PHOTOS

REZONING APPLICATION
DEVELOPMENT PERMIT

A153

SCALE: NTS	PROJECT NO: 1526
DRAWN BY: MP	DATE: NOV2015
CHECKED BY: JK	



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NORTH

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PRIME CONSULTANT

REGISTERED ARCHITECT
CONSULTANT
JORDAN KUTEV
SEAL
BRITISH COLUMBIA

NO	DATE	REMARKS
1	29MAR2016	ISSUED FOR REZONING AND DEVELOPMENT PERMIT

Retail / Distillery

160 Highway 33 W
Kelowna, British Columbia

EXISTING FLOOR PLAN
PROPOSED FLOOR PLAN

REZONING APPLICATION
DEVELOPMENT PERMIT

A211

SCALE: 1/4" = 1'-0"

PROJECT NO: 1526

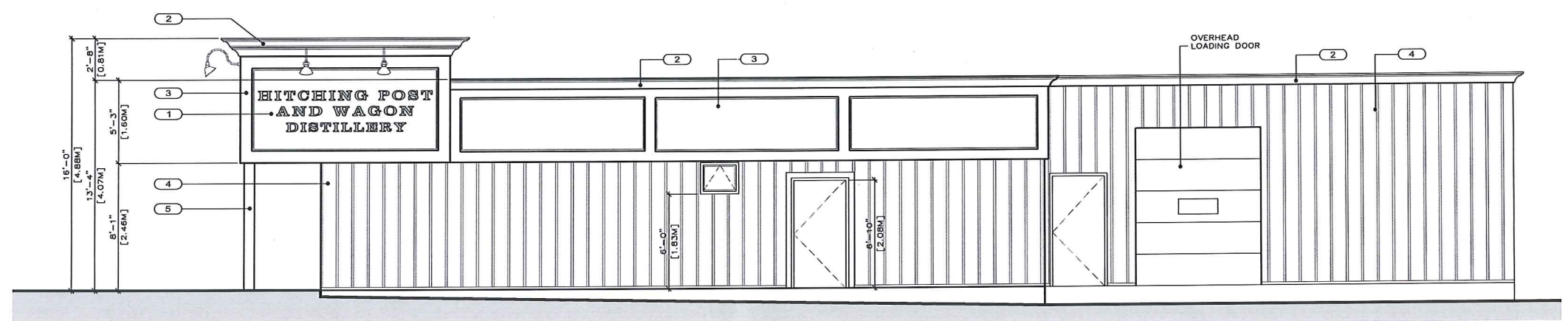
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CHECKED BY: JK

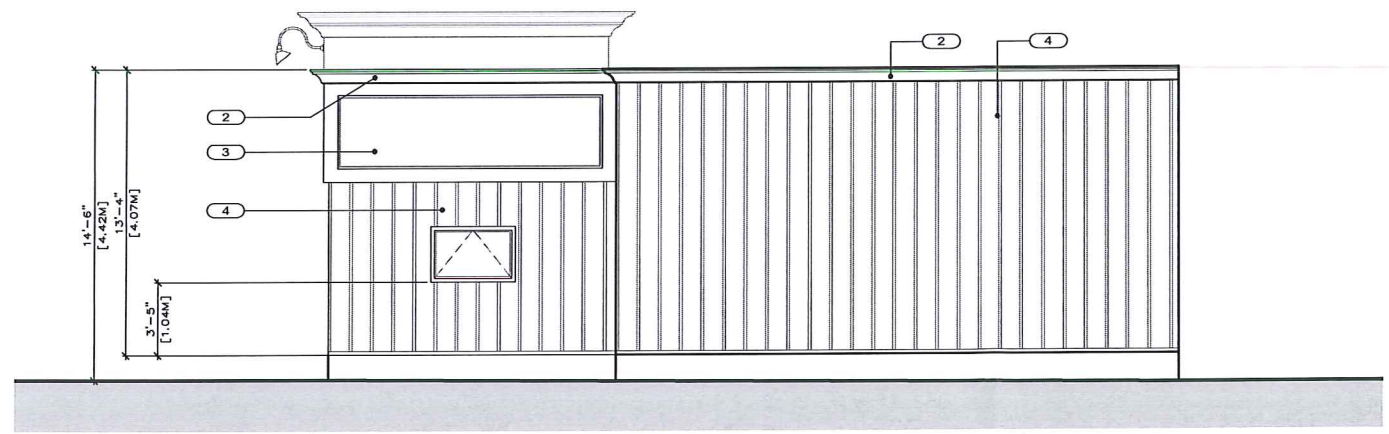
DATE: NOV2015



1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



2 EAST ELEVATION
SCALE: 1/4" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

- EXTERIOR FINISH LEGEND**
- 1 SIGNAGE
 - 2 WOOD CORNICE
STAINED & VARNISHED
 - 3 WOOD PARAPET WALL
STAINED & VARNISHED
 - 4 WOOD BOARD & BATTEN
 - 5 WOOD COLUMN
STAINED & VARNISHED
 - 6 DOUBLE GLAZED DOOR/WINDOW
IN VINYL FRAME
with 4" WOOD TRIM

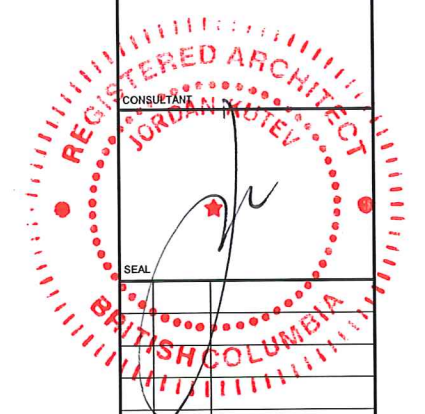
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1 29MAR2016 ISSUED FOR REZONING AND DEVELOPMENT PERMIT

NO DATE REMARKS

Retail / Distillery

160 Highway 33 W
Kelowna, British Columbia

BUILDING ELEVATIONS

REZONING APPLICATION
DEVELOPMENT PERMIT

A401

SCALE: 1/4" = 1'-0"

PROJECT NO: 1526

DRAWN BY: MP DATE: NOV2015

CHECKED BY: JK

PLANT LIST - Distillery - 160 Hwy 33 W

updated March 29, 2016

SYMBOL	TOTAL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
TREES					
6	Amelanchier alnifolia	Saskatoon	1.5m tall multi-stem		
1	Parrotia persica	Persian Ironwood	6cm cal., B&B multi-stem		
SHRUBS					
10	Cornus alba 'Prairie Fire'	Prairie Fire Dogwood	#1 pot	900 o.c.	
9	Hydrangea arborescens Annabelle	Anabelle Hydrangea	#1 pot	900 o.c.	
15	Mahonia aquifolium	Oregon Grape	#1 pot	750 o.c.	
15	Potentilla fruticosa 'Gold Star'	Gold Star Shrubby Cinquefoil	#1 pot	700 o.c.	
15	Physocarpus opulifolius 'Diablo'	Diablo Ninebark	#1 pot	850 o.c.	
8	Polystichum munitum	Sword Fern	#1 pot	700 o.c.	
15	Salix purpurea 'Nana'	Dwarf Arctic Willow	#1 pot	600 o.c.	
3	Yucca glauca	Small Soapweed	#1 pot	500 o.c.	
2	Syringa x prestoniae 'Donald Wyman'	Donald Wyman Preston Lilac	#2 pot	1200 o.c.	
GROUND COVERS					
21	Microbiota decussant	Russian Cypress	#1 pot	600 o.c.	
ORNAMENTAL GRASSES					
9	Arrhenatherum variegatum	Variegated Oat Grass	#1 pot	400 o.c.	
36	Calamagrostis Karl Foerster	Karl Foerster Reed Grass	#1 pot	600 o.c.	
47	Panicum virgatum	Switch Grass	#1 pot	500 o.c.	
PERENNIALS					
Ep	Erigeron 'Pink Jewel'	Pink Jewel Fleabane	#1 pot	400 o.c.	

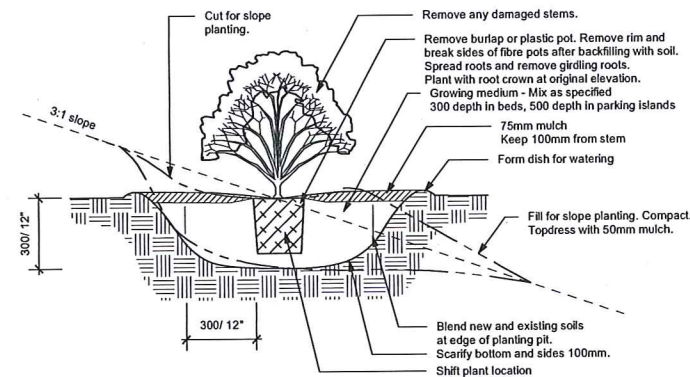
NOTES:

- 1) In case of discrepancy between plant numbers on this list and on the plan, the plan shall prevail
- 2) All planting shall be in accordance with BCSLA/BCLNA Landscape Standard, latest edition.
- 3) Growing medium: 400mm depth for planting bed areas.
- 4) All planting beds: cover with 75mm of decomposed organic mulch or approved equal.
- 5) All trees to have 1.0m dia watering dish with 75mm depth mulch.

1 Landscape Plan

1" = 8' - 0"

HIGHWAY 33

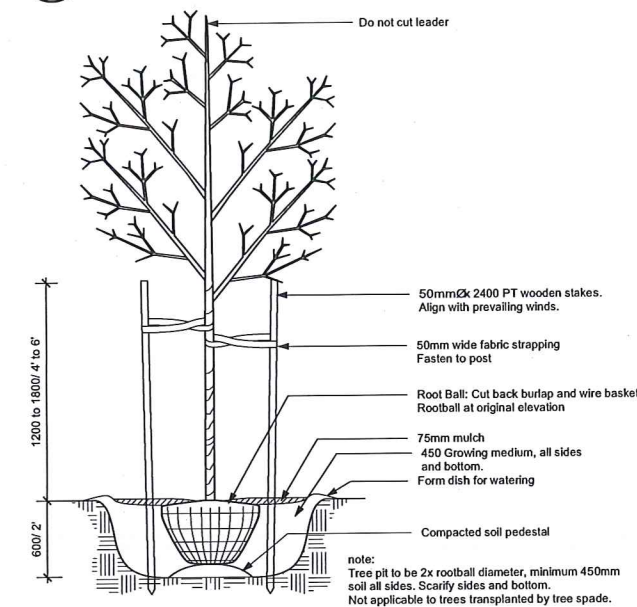


Note:

Planting and plant material in accordance with latest BCSLA/BCLNA Landscape Standard.
Soil depth for shrubs 300mm depth plus 300mm around all sides.
Planting soil depth to be continuous in planting beds.

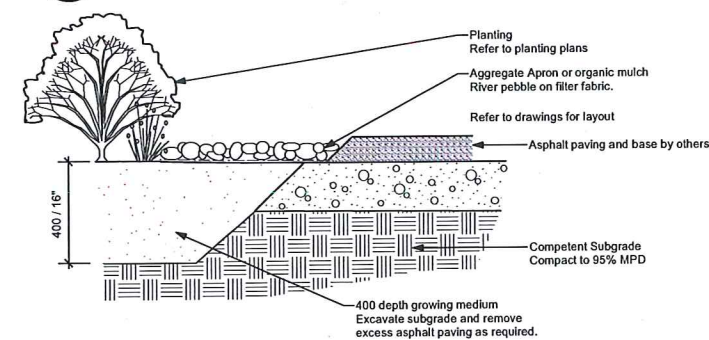
1 Shrub Planting

1" = 24' - 0"



2 Tree Planting

1" = 24' - 0"



3 Parking Area Planting

not to scale

GENERAL NOTES

1. All work to satisfaction of the Owner.
2. All work in compliance with City of Kelowna municipal standards.
3. Dispose of all excavated and surplus materials off site, recycle where feasible.
4. Contractor to confirm location of any site service before proceeding.
5. Contractor to confirm actual site conditions and layout before proceeding.
6. All dimensions are in millimeters, unless noted otherwise.
7. Contractor to coordinate landscape construction with work of other disciplines, including civil, electrical, and architectural, as directed by the Owner.
8. Contractor to make good all damage to satisfaction of the Owner, at no additional cost.
9. Public to be protected from harm at all times. Do not leave work areas in an unsafe or hazardous condition, fence and/or make safe as required.
10. Sidewalks and street to be kept clean at all times and cleaned to the satisfaction of the City.
11. All work to be completed consistent with all drawings and specifications.
12. Ensure positive drainage for all landscape areas.

Refer to architectural and civil engineering drawings.
Site grading and drainage, including retaining wall design by others.

Tree locations to be adjusted in the field as determined by location of underground services. Confirm locations before digging.

All drawings remain the property of Greenway Landscape Architecture. Use for any purpose and reproduction only by written consent.

#	DATE	ISSUE/REVISION
1.	Mar 29, 16	DEVELOPMENT PERMIT



Greenway
Landscape Architecture
2280 Park Crescent
Coquitlam BC V3J 6T4
T 604 461 9120
E paul@greenwayla.ca

Paul Whitehead RBCSLA
Registered Landscape Architect #246

CLIENT

PROJECT
Retail / Distillery
160 Highway 33 W
Kelowna BC

DRAWING
Landscape Plan

DRAWING NUMBER

L-1

SCALE AS NOTED

DRAWN PACV

PROJECT NUMBER 1604

EXTERIOR FINISH LEGEND

- 1 SIGNAGE
- 2 WOOD CORNICE
STAINED & VARNISHED
- 3 WOOD PARAPET WALL
STAINED & VARNISHED
- 4 WOOD BOARD & BATTEN
- 5 WOOD COLUMN
STAINED & VARNISHED
- 6 DOUBLE GLAZED DOOR/WINDOW
IN VINYL FRAME
with 4" WOOD TRIM



Front Elevation

Retail / Distillery

160 Highway 33, Kelowna, British Columbia

Jka

architecture planning interior design



Retail / Distillery

160 Highway 33, Kelowna, British Columbia



Jka

architecture planning interior design



Retail / Distillery

160 Highway 33, Kelowna, British Columbia

Jka

architecture planning interior design

CITY OF KELOWNA
BYLAW NO. 11334
Z16-0020 - 661682 BC Ltd - 160 HWY 33 W

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot A, Section 26, Township 26, ODYD, Plan KAP74060 located on HWY 33 W, Kelowna, B.C., from the P4 - Utilities zone to the C4 - Urban Centre Commercial zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer - Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: 12/12/2016

RIM No. 1250-30

To: City Manager

From: Community Planning Department (AC)

Application: Z16-0074 & OCP16-0026 **Owner:** City of Kelowna

Address: 238 Queensway **Applicant:** Tourism Kelowna

Subject: Rezoning Application

Existing OCP Designation: Major Park / Open Space (PARK)

Proposed OCP Designation: Educational / Major Institutional (EDINST)

Existing Zone: P3 - Parks and Open Space

Proposed Zone: P1 - Major Institutional

1.0 Recommendation

THAT Rezoning Application No. Z16-0074 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification on Block F, District Lot 1527, ODYD, located at 238 Queensway, Kelowna, BC from P3 - Parks and Open Space to the P1 - Major Institutional, be considered by Council;

THAT OCP Amendment Application No. OCP16-0026 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification on Block F, District Lot 1527, ODYD, located at 238 Queensway, Kelowna, BC from the Major Park / Open Space (PARK) to the Educational / Major Institutional (EDINST), be considered by Council;

AND THAT the Zone & OCP Amending Bylaws be forwarded to a Public Hearing for further consideration;

AND FURTHER THAT final adoption of the Rezoning Bylaw be considered subsequent to the following:

1. To the outstanding conditions identified in Attachment "A" associated with the report from the Community Planning Department dated November 28th 2016;
2. To the release of the Provincial Flooding Covenant on title;
3. To the land lease agreement with Tourism Kelowna being executed by Council.

2.0 Purpose

To rezone the subject properties to the P1 - Major Institutional zone and to amend the Future Land Use designation identified in the OCP to Educational / Major Institutional (EDINST) for a Tourism Kelowna Visitor Information Centre.

3.0 Community Planning

3.1 Background

A high quality visitor information center is important to attracting and serving tourists and residents. The City of Kelowna and Tourism Kelowna have been working together for a number of years to identify a suitable location for a new tourism facility in the downtown.

A redevelopment opportunity at the Queensway Jetty was identified as a potential location for the Visitor Information Centre as part of the Kerry Park Concept Plan in 2014. The foot of Queensway has been historically a 'gateway' welcoming visitors to Kelowna with the Sternwheeler in the early 1900s to the Westbank Kelowna Ferry Landing prior to the WAC Bennet Bridge opening in 1958. Historically the space has been dynamic with the movement of goods, people and vehicles although over recent decades the land has been utilized as a surface parking lot.

The Queensway Jetty location offers a site that is in close proximity to key downtown attractions, hotels, and transportation options, benefits from a high volume of pedestrian traffic along the Waterfront Promenade, and showcases the downtown and spectacular view of the Lake.

Tourism Kelowna has a desire to adapt its current business model to accommodate large volumes of visitors and pedestrian walk-by traffic and to better showcase the downtown and the areas offerings. The proposed facility would act as a hub for the region providing quality information and a range of local tourist services.

3.2 Discussion

Staff support the change in zoning and OCP designation as it conforms to the OCP Objective 5.26 "Encourage uses and commercial ventures that promote local tourism" and Policy 5.26.3 "Waterfront commercial must facilitate and enhance public enjoyment of our access to the lakefront". Care has been taken to site the building outside the Sawmill Community Trust and to complement the City's overall rejuvenation efforts at Kerry Park and along the waterfront in which the vision is to create a series of high quality urban pedestrian spaces.

The project largely conforms to the Zoning Bylaw, however, staff are tracking one proposed variance to the front yard setback from 6.0m to 3.8m. In order to comply with the 15.0m riparian management setback on the lake side of the building, the building cannot simply shift, hence the request for the variance.

No parking is provided on-site. The applicant will be required to provide cash-in-lieu of parking totaling \$180,000. This is encouraged by Staff as this is a pedestrian centric location that is meant to be void of vehicular traffic. The pedestrian focus of the subject property is a major contributing factor in Staff support for utilizing this lot as a Visitor Information Centre.

As part of the lease agreement between the City of Kelowna and Tourism Kelowna, the City of Kelowna is proposed to be responsible for the water and sanitary service upgrades to the lot.

Tourism Kelowna will be responsible for the storm service upgrades, shallow utilities, and the Queensway Ave frontage improvements.

There are still form and character details that remain outstanding. For example:

- Depending on construction timeline for the Westcorp Hotel, there may need to be an interim parking and road solution in spite of the proposed round-a-bout at the end of Queensway Ave;
- The location of recycling and garbage is to be determined;
- The architectural details including the height, roofline, form, and massing of the proposed building will be further analyzed.

If Council supports the zoning and OCP designation changes, Staff will provide additional form and character details within the Development Permit and Development Variance Permit reports.

3.3 Public Notification

In fulfillment of Council Policy No. 367 respecting public consultation, the applicant did notify all the neighbours within the required 50 metre radius. Further, the applicant held a public open house on Wednesday November 9th 2016. For details of that open house see the summary provided by the applicant attached to this report.

4.0 **Proposal**

4.1 Project Description

The proposal is to rezone the subject property from P3 - Parks and Open Space to P1 - Major Institutional and to amend the OCP from Major Park / Open Space (PARK) to Educational / Major Institutional (EDINST) in order to permit a Tourism Kelowna Visitor Information Centre. The property outside of the lease area will be redeveloped by the City as part of the Kerry Park Rejuvenation Plan.

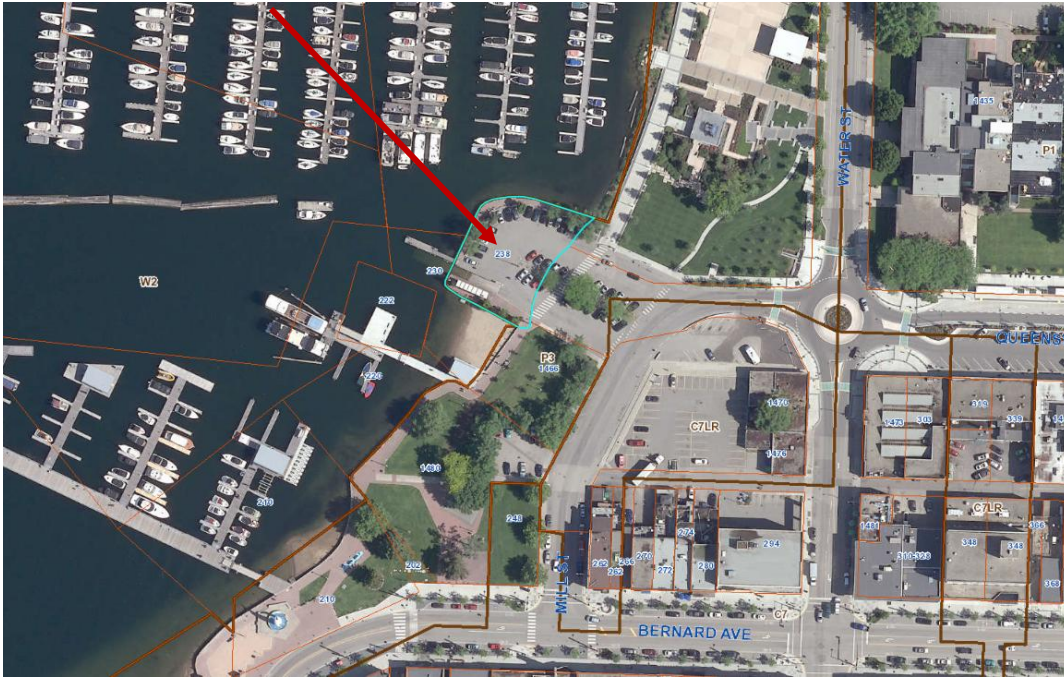
The proposed Visitor Information Centre building will be 307 square metres in size (3309 square feet) on one level plus a mezzanine and will include public washrooms accessible to everyone during the facility's hours of operation. Tourism Kelowna's corporate offices will be located off-site elsewhere in the downtown.

4.2 Site Context

The subject property is located in the downtown urban centre along the waterfront. The site is currently being utilized as a municipal parking lot. Specifically, the adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	P3 - Parks and Open Space W2 - Intensive Water Use	Kerry Park & Marina
East	C7LR Central Business Commercial (Liquor Primary / Retail Liquor Sales)	Parking Lot / WestCorp's future hotel site
South	P3 - Parks and Open Space	Kerry Park & Marina
West	W2 - Intensive Water Use	Marina

Subject Property Map: 238 Queensway



Zoning Analysis Table		
CRITERIA	P1 Zone	Proposed
Development Regulations		
Buildings		
Max FAR	2.0	0.22
Max Site Coverage	50%	18%
Max Height	22.0m / 6 storeys	7.3 m / 1 storey + mezzanine
Min Front Yard (east) Setback	6.0 m	3.8 m ❶
Min Side Yard (north) Setback	4.5 m	10.0 m
Min Side Yard (south) Setback	4.5	10.0 m
Rear Yard (west)	7.5	15.0m
Min Parking	2.5 stalls per 100m ² of GFA = 8 stalls	0 Stalls ❷
<u>Variances</u> ❶ Reduce setback in front yard from 6.0 m to 3.8 m <u>Notes</u> ❷ No variance required as applicant will pay cash-in-lieu of parking (\$22,500.00 per stall) totalling \$180,000.00		

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Chapter 5: Commercial Land Use Policies

Objective 5.26.¹ Encourage uses and commercial ventures that promote local tourism.

Policy 2.² **Visitor Accommodation.** Consider allowing visitor accommodation along the shore zone provided that such a use protects the riparian area, would be compatible with the neighbourhood and site context, and public enjoyment of the lakefront is enhanced as a result of the development.

Policy 3.³ **Waterfront Commercial.** Waterfront commercial and multiple unit housing must facilitate and enhance public enjoyment of or access to the lakefront.

Policy 1.⁴ **Economic Development.** Acknowledge that a vital Downtown is a strong marketing tool and can support economic development by attracting more residents, businesses and visitors from the local, regional, provincial, national and international markets. A high quality-public realm is a major contributor to a positive visitor experience. Therefore, investment in the public realm is not only an investment for local residents and businesses, but should also be seen as an investment in the tourism industry.

6.0 Technical Comments

6.1 Building & Permitting Department

- a) Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s)
- b) A Hoarding permit is required and protection of the public from the staging area and the new building area during construction. Location of the staging area and location of any cranes should be established at time of DP.
- c) A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):
 - o Any security system that limits access to exiting needs to be addressed in the code analysis by the architect.
 - o Handicap Accessibility to the main floor levels to be provided, ramps may be required. Location of H/C parking is required on the drawings.
 - o Spatial calculation required to property lines
 - o Glazing to meet minimum provincial standards as outline in the Building Code.

¹ City of Kelowna Official Community Plan, Objective 5.26 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.26.2 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.26.2 (Development Process Chapter).

⁴ City of Kelowna 2012 Downtown Development Plan, Policy 1.

- Location of garbage and recycling area to be defined
- d) A Geotechnical report is required to address the sub soil conditions and site drainage at time of building permit application. A minimum Geodetic Elevation of 343.66 meters is required for all habitable spaces including the parking garage(s). Minimum building elevations are required to be established prior to the release of the Development Permit.
- e) We strongly recommend that the developer have his professional consultants review and prepare solutions for potential impact of this development on adjacent properties. Any damage to adjacent properties is a civil action which does not involve the city directly. The items of potential damage claims by adjacent properties are items like settlement of foundations (preload), damage to the structure during construction, additional snow drift on neighbour roofs, excessive noise from mechanical units, vibration damage during foundation preparation work etc.
- f) Fire resistance ratings are required for storage, janitor and/or garbage enclosure room(s) / area(s). The drawings submitted for building permit is to clearly identify how this rating will be achieved and where these area(s) are located.
- g) An exit analysis is required as part of the code analysis at time of building permit application. The exit analysis is to address travel distances within the units and all corridors, number of required exits per area, door swing direction, handrails on each side of exit stairs, width of exits, spatial calculation for any windows in exit stairs, etc.
- h) Size and location of all signage to be clearly defined as part of the development permit. This should include the signage required for the building addressing to be defined on the drawings per the bylaws on the permit application drawings.
- i) Full Plan check for Building Code related issues will be done at time of Building Permit applications. Please indicate how the requirements of Radon mitigation and NAFS are being applied to this complex at time of permit application.

6.2 Development Engineering

- See attached Memo dated November 28th 2016

6.3 Fire Department

- No concerns with zoning.

7.0 Application Chronology

Date of Application Received: November 4th 2016
Date of Public consultation: November 9th 2016

Report Prepared by: Adam Cseke, Urban Planner

Reviewed by: Terry Barton, Urban Planning Manager

Approved by: Ryan Smith, Community Planning Manager

Attachments:

Development Engineering Comments dated November 18th 2016 (Attachment 'A')
Public Open House Summary (Attachment 'B')
Draft Development Permit
Tourism Kelowna preliminary drawings

DRAFT DEVELOPMENT PERMIT & DEVELOPMENT VARIANCE PERMIT



APPROVED ISSUANCE OF DEVELOPMENT PERMIT & DEVELOPMENT VARIANCE PERMIT

File Number Z16-0074
Issued To: City of Kelowna
Site Address: 238 Queensway
Legal Description: Block F, District Lot 1527, ODYD
Zoning Classification: P1 - Major Institutional
Development Permit Area: Comprehensive Development Permit Area

SCOPE OF APPROVAL

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

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

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

1. TERMS AND CONDITIONS

THAT Development Permit No. Z16-0074 & Development Variance Permit No. DVP16, located at 238 Queensway Kelowna, BC be approved subject to general conformance to the drawings (Schedule "A", "B", & "C") attached to this permit.

AND THAT the variances to the following sections of Zoning Bylaw No. 8000 be granted:

TBD

2. PERFORMANCE SECURITY

As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Permit Holder and be paid to the Permit Holder if the security is returned. The condition of the posting of the security is that should the Permit Holder 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 the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Permit Holder, or should the Permit Holder carry out the development permitted by this Permit within the time set out above, the security shall be returned to the Permit Holder. There is filed accordingly:

- a) Cash in the amount of \$ _____ tbd _____ OR
- b) A Certified Cheque in the amount of \$ _____ tbd _____ OR
- c) An Irrevocable Letter of Credit in the amount of \$ _____ tbd _____ .

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

3. DEVELOPMENT

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

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

This Permit IS NOT a Building Permit.

The issuance of this Permit grants to the municipality a 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 granting to me the said Permit.
- b) All costs, expenses, claims that may be incurred by the Municipality if the construction by me of 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.

Should there be any change in ownership or legal description of the property, I undertake to notify the Community Planning Department immediately to avoid any unnecessary delay in processing the application.

4. APPROVALS

Issued and approved by Council on the _____ day of _____, 2016.

Ryan Smith, Community Planning Department Manager
Community Planning & Real Estate

Date

**The PERMIT HOLDER is the CURRENT LAND OWNER.
Security shall be returned to the PERMIT HOLDER.**

CITY OF KELOWNA

MEMORANDUM

Date: November 28, 2016
File No.: Z16-0074

To: Community Planning (AC)

From: Development Engineering Manager(SM)

Subject: 238 Queensway Ave

P3 to P1

Development Engineering Department have the following comments and requirements associated with this application. The road and utility upgrading requirements outlined in this report will be a requirement of this development.

The Development Engineering Technologist for this project is Sergio Sartori

1. Domestic Water and Fire Protection

- (a) The existing lot is not serviced. The developer's consulting mechanical engineer will determine the domestic and fire protection requirements of this proposed development and establish hydrant requirements and service needs. The estimated cost of this construction for bonding purposes is **\$9,000.00**

2. Sanitary Sewer

- (a) The existing lot is serviced with a 100mm diameter sanitary service that connects to a common connection at the seawall. The developer's consulting mechanical engineer will determine the requirements of this proposed development and confirm the existing service is suitable for the development. The existing service requires an inspection chamber (IC) complete with brooks box. The estimated cost of this construction for bonding purposes is **\$2,000.00**

3. Storm Drainage

- (a) The developer must engage a consulting civil engineer to provide a storm water management plan for these sites which meets the requirements of the City Subdivision Development and Servicing Bylaw 7900. The storm water management plan must also include provision of lot grading plans, minimum basement elevations (MBE), if applicable, and provision of a storm drainage service and recommendations for onsite drainage containment and disposal systems.
- (b) The existing property is serviced with existing catch basin, catch basin lead and manhole. This may be modified to a service connection with the removal/relocation of the catch basin and manhole subject to Kerry Park design and the adjacent development requirements. The estimated cost of this construction for bonding purposes is **\$6,000.00**

4. Road Improvements

- (a) Queensway Ave fronting the subject property is currently urbanized and functions as a parking area. The adjacent development site is required to construct a Cul de sac with the closure of Mill Street. In the interim the parking area may require adjustments for traffic flow and pedestrian movement. The estimated cost of this construction for bonding purposes is **\$5,000.00**.

5. Road Dedication and Subdivision

- (a) Grant Statutory Rights of Way if required for utility services.
- (b) If any road dedication or closure affects lands encumbered by a Utility right-of-way (such as Hydro, Telus, Gas, etc.) please obtain the approval of the utility. Any works required by the utility as a consequence of the road dedication or closure must be incorporated in the construction drawings submitted to the City's Development Manager.

6. Electric Power and Telecommunication Services

- a) All proposed distribution and service connections are to be installed underground.
- b) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- c) Re-locate existing poles and utilities, where necessary.

7. Engineering

Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services including on-site ground recharge drainage collection and disposal systems, must be performed by an approved consulting civil engineer. Designs must be submitted to the city engineering department for review and marked "issued for construction" by the city engineer before construction may begin.

8. Design and Construction

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

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

9. Servicing Agreements for Works and Services

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

10. Geotechnical Report

As a requirement of this application the owner must provide a geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- (a) Area ground water characteristics.
- (b) Site suitability for development, unstable soils, etc.
- (c) Drill and / or excavate test holes on the site and install piezometers if necessary. Log test hole data to identify soil characteristics, identify areas of fill if any. Identify unacceptable fill material, analyse soil sulphate content, identify unsuitable underlying soils such as peat, etc. and make recommendations for remediation if necessary.
- (d) List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.
- (e) Additional geotechnical survey may be necessary for building foundations, etc.

11. Bonding and Levy Summary

(a) Bonding

Water service upgrades	\$ 9,000.00
Sanitary sewer service upgrades	\$ 2,000.00
Storm Service Upgrades	\$ 6,000.00
Queensway Ave frontage improvements	\$ 5,000.00
Total Bonding	\$22,000.00

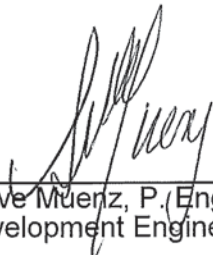
NOTE: The bonding amount shown above are comprised of estimated construction costs escalated by 140% to include engineering design and contingency protection and are provided for information purposes only. The owner should engage a consulting civil engineer to provide detailed designs and obtain actual tendered construction costs if he wishes to do so. Bonding for required off-site construction must be provided and may be in the form of cash or an irrevocable letter of credit, in an approved format.

The owner must also enter into a servicing agreement in a form provided by the City.

12. Development Permit and Site Related Issues

Access and Manoeuvrability

- (i) Indicate on the site plan, the locations of loading bays as well as the garbage and recycle bins as required.



Steve Muenz, P. Eng.
Development Engineering Manager
SS



Proposed Visitor Centre

Public Information Session Survey

November 9, 2016

Prepared by:



Peak Communicators
403 -1155 Robson Street



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Survey results and analysis	4
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Executive Summary

Tourism Kelowna is a non-profit society with 320 tourism industry stakeholders. It represents the region's \$279 million tourism industry. Over the last several years, declining visitor numbers to the Harvey Avenue visitor centre have caused Tourism Kelowna to investigate alternatives. Annual visitor numbers to the current centre have declined from a peak of 55,000 just four years ago to approximately 20,000 today. The Queensway and Mill Street site has been identified as ideal to serve more visitors and capture the lost economic opportunity for the region that the declining visitor centre numbers represent. Tourism Kelowna hopes to serve 100,000 visitors at the proposed location.

On Wednesday November 9, 2016, Tourism Kelowna held a public information session on the site of the proposed visitor centre. The session was to be held from 10:00 to 18:00 hours but some early arrivals that were walking in the area were admitted before the official opening time at their request. They have been included in the totals. In all, 324 people attended the session and 159 of those people (49% of the total) completed surveys electronically or in paper form.

The survey included seven questions and space for comments. The results are below. All those who entered the public information session tent were asked before they left if they would participate in the survey. The reason for declining was not officially noted, but anecdotally ranged from not being a resident, to not having time, or not wanting to participate. Several were attending as couples and one person completed the survey for both. Both those in favour and those opposed declined to fill out the survey.

The results showed strong support for the visitor centre; 73% favoured the centre in this location, 17% were opposed and 10% were neutral. Every aspect of the proposal received more than 50% support.

Sample size and error rate

Based on 159 of 324 attendees filling out a survey the error rate is 5.6% with a 95% confidence rate. That is, the results represent the true feelings of all those who attended the public information session +/- 5.6%, 95 percent of the time. The 159 sample size taken over the population of Kelowna has an error rate of 7.8% with a 95% confidence rate.

Chris Olsen
Senior Consultant, Kelowna
Peak Communicators

Survey results and analysis

This section outlines the responses to each of the questions followed by analysis.

1. Are you a resident of the City of Kelowna?

Results based on 159 responses to this question



Analysis: Most of the participants were residents. The non-resident comments in the final section are reported separately. Based on our experience on site where some non-residents did not feel that they should participate in the survey, we feel this is an accurate representation of the overall make up of those attending. In later questions non-residents are included in the totals. But their weighting does not impact overall results in any significant way.

2. Do you believe tourism has a positive impact on Kelowna?

Results based on 159 responses to this question



Analysis: All of those who responded “Neutral” or “No” to this question were residents. The 11 non-residents all responded yes. However, this has little impact on the overall results. If non residents were removed the positive responses of residents would drop by 0.47%, an insignificant number. This question shows those attending believe that tourism has a positive impact on Kelowna.

3. Are you aware tourism generates 100 million dollars per year in total tax revenue for the City of Kelowna, provincial government and federal government?

Results based on 159 responses to this question



Analysis: This question shows a surprising lack of knowledge among residents about the positive impact tourism in Kelowna has on tax collection for all levels of government. It shows that residents are missing the connection between tourism (which they support in question 2) and benefits represented by taxes that pay for many of the services and programs they desire in the community. This is probably because no initiatives are earmarked as having been funded by this source of taxation. All the funds collected go into general revenue and are distributed through many initiatives.

4. Are you aware that the City is not being asked to contribute any funding to the construction of the Visitor Centre building?

Results based on 159 responses to this question



Analysis: Despite inclusion in media reports, news releases and fact sheets available on the Tourism Kelowna website, the “who is paying” question is not well understood. Misconceptions of the City of Kelowna’s role in the project are reflected in many letters to the editor published since the original announcement in March. These misconceptions persist to today. Judging by anecdotal comments at the public information session and reviewing previous public comments in media reports or letters to the editor and comments on news articles, many believe that the City of Kelowna is a major funder of this project either through the annual grant or providing a portion or all of the funding for construction.

5. Are you aware that the proposed Visitor Centre is 40% smaller than the plan announced in March and that the building is realigned to remove it entirely from the Simpson Covenant lands?

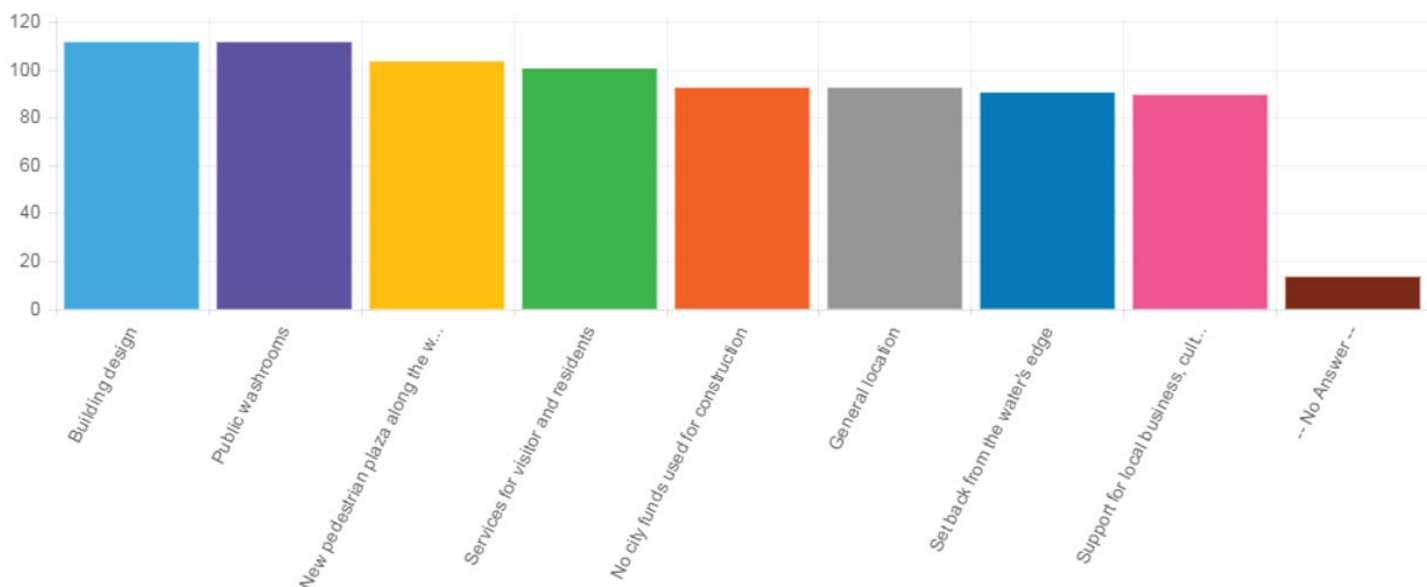
Results based on 159 responses to this question



Analysis: Awareness of the changes is high with over three-quarters of those who participated saying they know this. This shows that the public has been paying attention to those issues. While we didn't ask in the survey whether this had changed anyone's mind on the project, it is likely those changes allowed support to be as high as it is in this survey. Some comments in the survey support this conclusion.

6. What do you like about the plan that you saw today? Please check all that you agree with.

Results based on 159 responses to this question



Analysis: The "no answer" column is comprised of people who are against all aspects of the project and match those who answered no to the next question. Interestingly, all aspects of the building scored more than 80 positive responses (50% of the total) meaning that overall, those taking the survey approved of all aspects of the project from the design to the location. Public washrooms and building design had the highest level of support.

7. Do you support the plan to build a Visitor Centre at this location?

Results based on 159 responses to this question



Analysis: There is strong support for the project as 73 per cent are in favour, 17 percent opposed and 10 per cent are neutral. Interestingly, non-residents voted in the same percentages as residents

Comments

Survey participants were given the opportunity to comment on the project and 88 of them made additional comments. The comments have been sorted based on how they answered question 7 and we have separated out comments by non-residents. In all there were 56 comments made by those who answered yes to question 7, 21 from people who answered no, eight who answered neutral, and three from self-described non-residents, two in favour and one against. The comments offer suggestions for further improvements such as bike racks, artist demonstrations, and finding an alternate location for a deep-keel boat launch. Those opposed are against the location and size of the structure.

In favour (answered yes to question 7)

- Love the location! Be sure to include adequate garbage cans
- You convinced me regarding location
- Looks like a good plan. Great idea to host the open house at the actual location.
- Good luck ...
- Great design. A welcome addition to the downtown
- I still think that having local artisans have the opportunity to showcase their talents would be worthwhile. Not only having a gift shop but having a space for artists to do demos. So many talented artists in this city just waiting to show the world!
- Love it. Would love to see cultural animation of outside spaces too
- Where will visitors who are driving motor homes or hauling trailers go to get info?
- This will be such an asset to the city as well as our visitors. This is virtually a wasted portion of the waterfront now. (I have done my own little survey of watching people walk



through this portion of the park and not one even glanced toward the lake let alone walk down to the edge.) BUT they certainly will once this centre is available!

- The sooner the better
- Do It!
- Good concept
- Good project. Like walkway around the building
- Like it!
- Great idea...now if you could encourage the construction of condos that are large enough in square footage (at least 1200 sq feet) starting at the ground level all the way up to the top floor, you would get more off season traffic to our downtown area.
- Downsized compared to present facilities will reduce products and service available.
- Glad to see a much reduced footprint!
- Good plan
- No
- Glad it is a lower building.
- Great presentation,
- I would like bike path and walk-ways marked or separated from bird sanctuary to beyond City Park to streamline public walkers and cyclists all the way to the bridge.
- I like the color of the umbrellas
- Would like the facility to be smaller
- As a new resident of Kelowna I am looking forward to the many new culture activities offered here
- Good luck with the rezoning!
- Let's get active! Please make bike parking areas
- Good job. It may be helpful to have secure bike parking in the area
- Will be an asset for the City and the public
- The sooner the better!!!
- Please ensure that keelboat launch substitution takes place
- Great addition to downtown for visitors and businesses
- No
- Yes I am now more aware of what they have planned and I do think it's going to be great for Kelowna.
- Looking good, finally got right.
- Thank you for addressing community concerns. This new design reflects a desire to serve both tourists and residents needs.
- I believe that this is extremely important to our tourism
- The location makes perfect sense.
- Nice to see positive planning
- It's really a nice looking plan, great location
- Perfect location! Lovely design and excellent benefits to the city and our valued tourists
- I like the location and design
- I believe that this will have an extremely positive impact on the city as well as its residents
- Well done, you have done a great job displaying the proposed idea well done.
- Do it now!
- This appears to be exactly what visitors or new people moving here ... As I have just done ... could use and help them explore this wonderful area.
- This is an amazing new venue that will add so much to our city as well as assist visitors in ways to spend more while enjoying the beauty we have to offer here. Good luck.



- It's a great idea! Well done!
- Nice
- Impressive
- Love it
- Outdoor seating and coffee station, pets allowed outside
- Would love to see a coffee shop in the visitor centre area near the water's edge.
- Looks good
- This is an awesome project!

Opposed (answered no to question 7)

- No qualified (?) should be further from waterfront. Should be leasing space rather than building a new one
- Not wanted on waterfront
- Needs to be further from waterfront
- Wrong place, excessive cost, there are more effective use of costs, not on waterfront blocking views and vistas
- Wrong location
- I think the location is wrong, should be on Bernard Ave
- Great building. Bad location at the water's edge. Please move it out of the view.
- Why not use the Zamboni storage building in summer. Where are boat trailers and motor homes going to park? Being lake oriented maybe concentrate on better and more boat launches our present launches are a disgrace
- Ensure there is deepwater launch facility for keelboats!!!
- I would rather see something here for the residents. Like a Granville island style destination. The location near the bus loops is good for residents and a waste for tourists
- I think it is stupid to block the gorgeous view of Lake Okanagan and the waterfront with a building. A small kiosk is a much better idea. Also there will be no parking nearby for tourists. There will only be foot traffic. I thought the second storey was removed. A building twenty feet tall is the same height as a two storey building, even if there is not a second floor. I vote to put the tourist centre somewhere else, so everyone can still enjoy the view here. Landscaping should join Kerry Park to Stewart Park, not a building that no one wants.
- Why do you feel you need prominent locations? WE HAVE TRAVELED ALL OF THE AMERICAS. AND. MOST ARE LOCATED COMING INTO THE CITY.
- Move away from the waterfront
- People don,
- Should be a kiosk and not a building
- Bad location
- Written many letters against
- This lakeshore location is a tourism site and should not have a building promoting commercial tourism activities plunked right in the middle of our beautiful promenade. This is the wrong location for a tourist info centre in Kelowna. Because of the lack of parking it would only be accessed by pedestrians visiting the downtown lakefront. All that is needed is a staffed kiosk to answer tourist inquiries. Please keep our lakefront open for all our residents and tourists to enjoy. We have such limited lakeshore access left.
- The visitor centre should NOT be built so close to the public water. It could go in an existing building near the Sails instead



- There is no PARKING! If you travel to a city and need a tourist centre, you need parking.
- There is not enough parking downtown as it is

Neutral (answered neutral to question 7)

- Needs at least six of each men's and women's restrooms, sewer line needs repair before construction
- Should have used the Fintry Queen as information centre at the foot of Bernard or at this current location
- Need to ensure that we continue to have access to a deep water boat launch
- Please urge city to finally repair and maintain the Water Street boat launch facility after thirty years of neglect.
- Keep buildings well back and update Rose's boat launch for keelboats. Thanks
- Nope
- Awesome!
- Much better than you original concept - you have obviously listened to public opinion - good work.

Non-residents (two answered yes and one answered no to question 7)

- Wrong location, highway property preferred,
- Great plan - well presented
- As frequent visitors to Kelowna, we appreciate all the public sculpture and the beautiful waterfront development. This centre seems a needed addition.

Conclusion:

The overall results showed strong support for the visitor centre; 73% favoured the centre in this location, 17% were opposed and 10% were neutral. Every aspect of the proposal received more than 50% support. The results also show strong support for tourism in Kelowna. Understanding of the project is quite high with the exception of who will fund it.

[illegible]

SPATIAL SEPARATION:		3.2.3.1.1.D	
SOUTH WEST (FRONT)		NORTH WALL	
WALL AREA	WALL THICKNESS & OPENING AREA	250.0mm	
% PROVIDED	UNRESTRICTED	27.8mm	
LIMITING DISTANCE	UNRESTRICTED	20.0%	
% PERMITTED	EXCEED 0.0m, OR BLD	5.2m	
CONSTRUCTION TYPE	CONFORMANCE WITH	100%	
REQUIRED RATING	3.2.3.1.1	Compliant	
	REQUIRED RATING	No Rating	

BUILDING FLOOR AREAS		
	GFA ± SF	GFA ± SM
LEVEL 1	2716	252
MEZZANINE	593	55
BUILDING FOOTPRINT FOR SITE COVERAGE	2716	252
TOTAL FLOOR AREA FOR PAR.	3309	307

BUILDING CODE REVIEW			
	OCCUPANCY	GROUP D	
	ARTICLE	3.2.2.60	
	NO. OF STORES	1	
	NO. OF STREETS FACING	1	
	PROPOSED BUILDING AREAS	CODE MAXIMUM	
		453sqm	
		1,250sqm	
	CONSTRUCTION TYPE	COMBUSTIBLE	
		NO	
	SPRINKLER		
	SMoke PARTINGS		
	MEZZANINE	NO EATING	
	WALLS / BEARING STRUCTURE	NO EATING	
	ROOFS	NO EATING	

FIRE PROTECTION:		3.2.4 / 3.2.5 / 3.2.6.
LOCATION OF HYDRANT TO BUILDING ENTRANCE	90 m MAX.	3.2.5.5.
STANDPIPE/HOSE	NO	3.2.5.6.
SPRINKLERED	NO	
FIRE ALARM SYSTEM	NO	3.2.4.1.(20)
EXIT LIGHTS	YES	
EMERGENCY LIGHTING	YES	

OCCUPANT LOAD		TABLE 3.1.17.1.
LEVEL 1:	9.3mm / PERSON X 307mm	33 PERSONS

ACCESSIBILITY REQUIREMENTS		3.8.
	REQUIRED	PROVIDED
ACCESS TO MAIN ENTRANCES	YES	YES
ACCESS TO ALL FLOORS	N/A	YES
ACCESSIBLE WASHROOM		YES

WASHROOM FIXTURES REQUIREMENTS						
	REQ'D WC'S	PROVIDED WC'S	REQ'D URNALS	PROVIDED URNALS	REQ'D LAV'S	PROVIDED LAV'S
NUMBER OF MALES (17)	1	1	1	1	1	1
NUMBER OF FEMALES (17)	1	1	1	1	1	1

EXIT FACILITIES		3.1 TO 3.6	
REQUIRED EXITS	2 MIN.	REQUIRED WIDTHS	PROVIDED WIDTHS
LEVEL 1	min. 900mm clear width per part 4.2.4.2 (a)		2 doors @ 2'0"
			2 doors @ 2'0"
EXIT THROUGH LOBBY	N/A		3.4.4.2
PANIC HARDWARE REQ'D	YES		3.4.6.16 (d)
EXIT EXPOSURE	OK		3.2.3.13
MAX. TRAVEL DISTANCE	30m		3.4.2.6 (1)
EXIT RATINGS REQUIRED:			

REQUIRED FIRE SEPARATIONS			3.1.3.1.
TENANTS / MAJOR OCCUPANCIES			
SERVICES ROOMS		NO RATING	3.d.2.
JANITOR ROOM		Non-Rated Fire Separation	

BUILDING FIRE SAFETY		
SMOKE PROTECTION	N/A	3.2.3.16.
FLAME SPREAD RATINGS	COMPLY WITH	3.1.13.2.
METAL DECK ASSEMBLIES	N/A	3.1.14.2.
ROOF COVERING		
CLASSIFICATION	CLASS "A"	3.1.15.2.
ATTIC PRESTOPS	YES	3.1.11.
MAX. ATTIC HEIGHT	300 mm	3.1.11.5.
MAX. ATTIC SPACE AREA	100 m ²	3.1.11.6.
MAX. ATTIC SPACE AREA	N/A	3.1.11.5.
COMPARTMENT DOOR AREA		

[illegible]

VISITOR CENTRE
TOURISM KELOWNA

2328 QUEENSWAY AVE KELOWNA

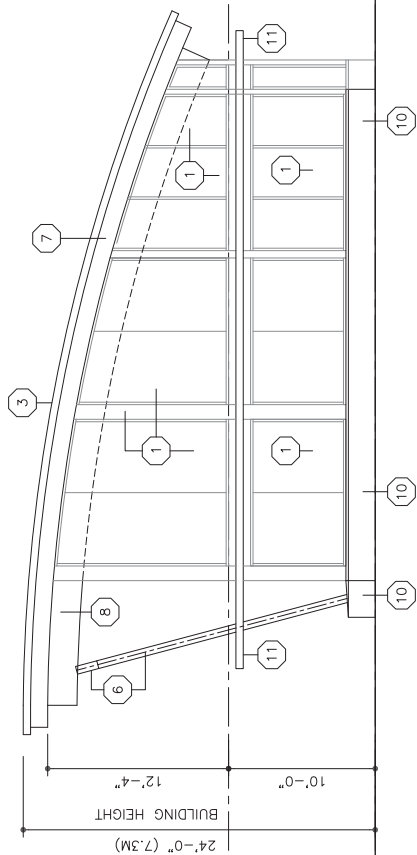
A1.01

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB.

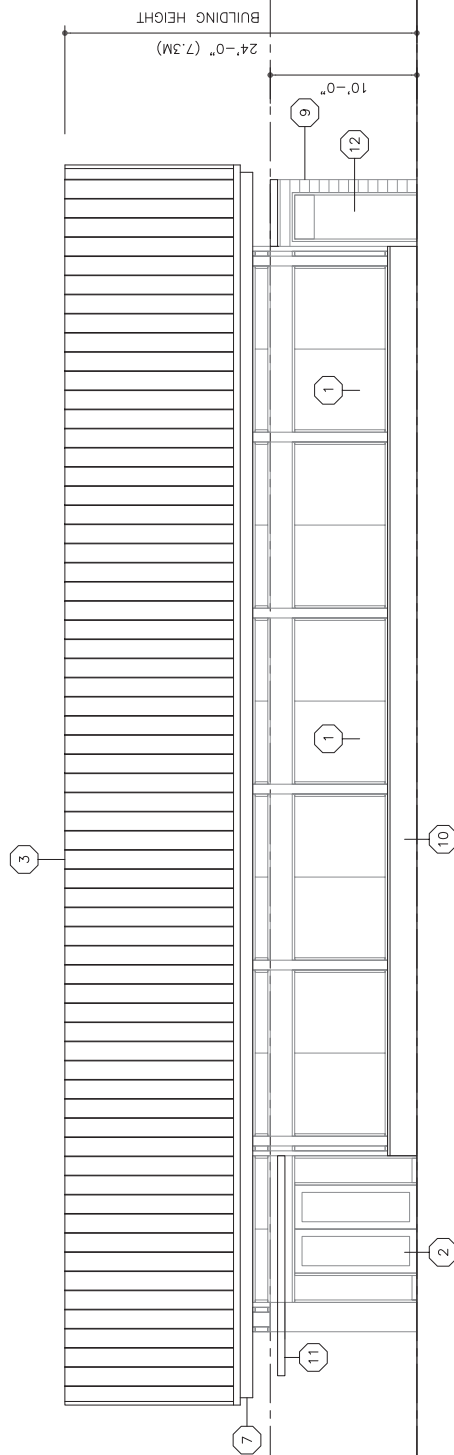
Drawing title
ZONING
CODE REVIEW
LOCATION PLAN

Date	
Job No.	man 15-1648
Scale	AS SHZ001
Drown	SW
Head	

Bldg Elev 3



Bldg Elev 4



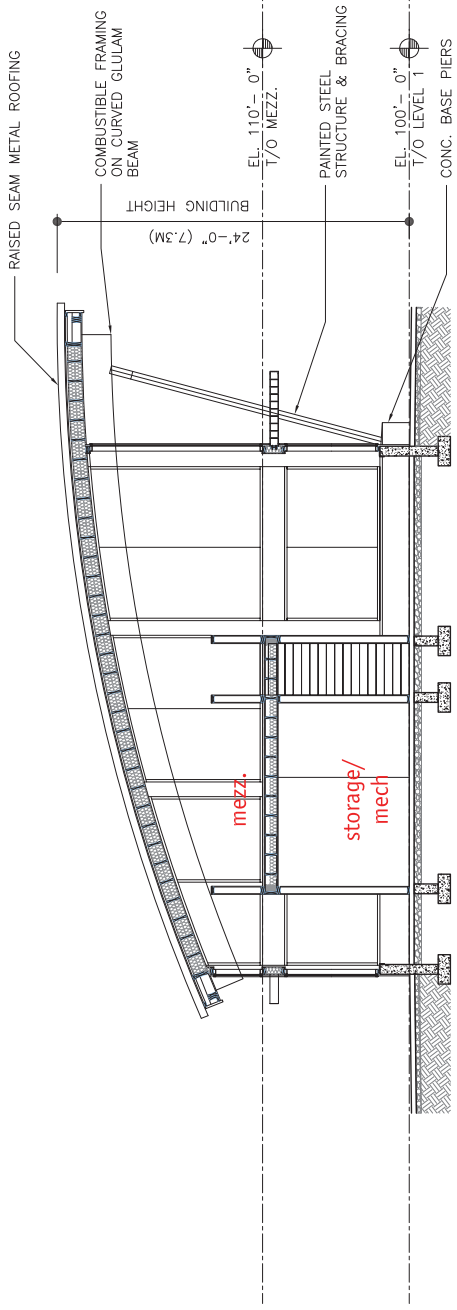
301 S. AVONUE STREET
VALE, BC V4V 1A3
TEL: 604.734.1313
EMAIL: info@kelowna.ca

233 BARNARD AVENUE
VICTORIA, BC V8N 2C6
TEL: 250.363.2000
EMAIL: info@shaw.ca

m+m
MEKLEJOHN ARCHITECTS INC.

KELOWNA
Champion Valley BC

2016-11-04
DP



Bldg Section

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NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	2016-11-04
2	FOR CONSTRUCTION	2016-11-04
3		
4		
5		
6		
7		
8		
9		
10		

Project Title
**VISITOR CENTRE
TOURISM KELOWNA**

233 BARNARD AVENUE
Barnard, BC
Drawing Number

A5.01
DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED IN THE
FIELD.
Drawing Title
bldg section
1/4"=1'-0"

DATE	2016-11-04
DRAWN BY	MEKLEJOHN ARCHITECTS INC.
CHECKED BY	MEKLEJOHN ARCHITECTS INC.
INCHES	1/4"=1'-0"



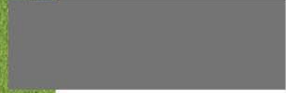
stain wood soffit



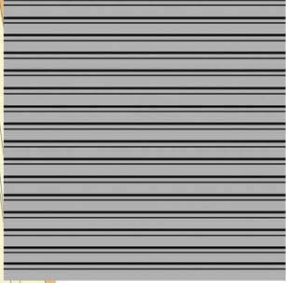
glulam
beam



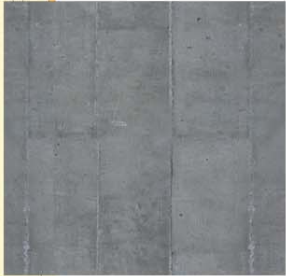
red
accent



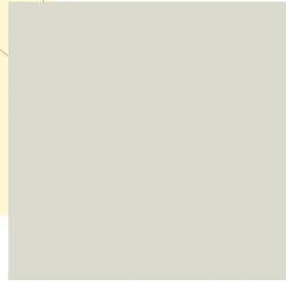
grey
canopy



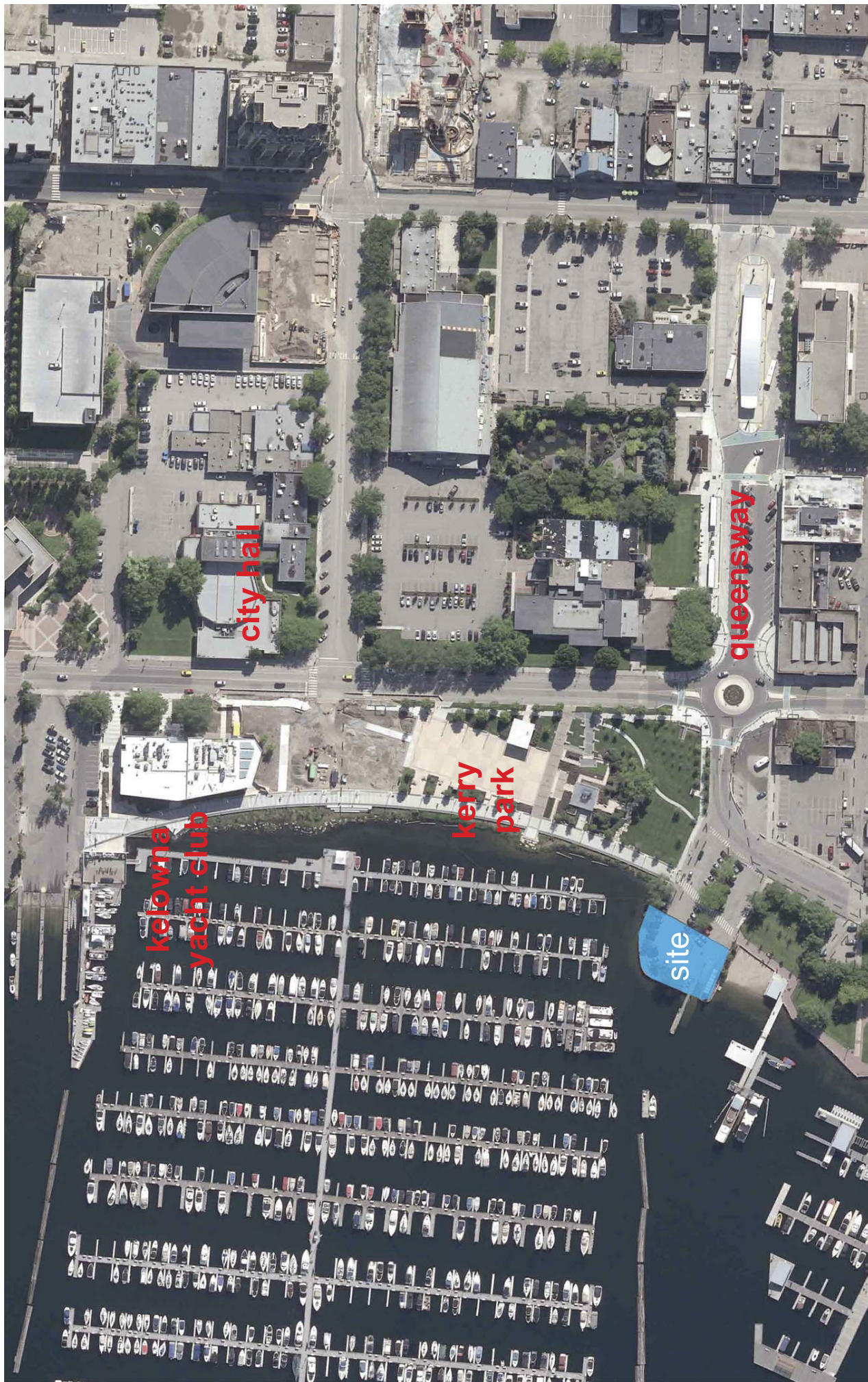
standing seam roof



board-formed concrete



2141-60 titanium











CITY OF KELOWNA

BYLAW NO. 11335

Official Community Plan Amendment No. OCP16-0026 - City of Kelowna - 238 Queensway

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

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

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "*Kelowna 2030* - Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation on Block F, District Lot 1527, ODYD, located on Queensway, Kelowna, B.C., from the P3 - Parks and Open Space designation to the P1 - Major Institutional designation;
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

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. 11336
Z16-0074 - City of Kelowna - 238 Queensway

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Block F, District Lot 1527, ODYD located on Queensway, Kelowna, B.C., from the P3 - Parks and Open Space zone to the P1 - Major Institutional zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Approved under the Transportation Act this

(Approving Officer - Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

REPORT TO COUNCIL



Date: December 12, 2016

RIM No. 1250-30

To: City Manager

From: Community Planning Department (LK)

Application: Z16-0048 **Owner:** Calvin & Sunok Condy

Address: 3031 Abbott Street **Applicant:** John Sproule

Subject: Rezoning Application

Existing OCP Designation: MRM - Multiple Unit Residential (Medium Density)

Existing Zone: RU1 - Large Lot Housing

Proposed Zone: RM4 - Transitional Low Density Housing

1.0 Recommendation

THAT Rezoning Application No. Z16-0048 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lot 8 Block 2 District Lot 14 ODYD Plan 4743, located at 3031 Abbott Street, Kelowna, BC from the RU1 - Large Lot Housing zone to the RM4 - Transitional Low Density Housing zone, be considered by Council;

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

AND THAT final adoption of the Rezoning Bylaw be considered subsequent to the outstanding conditions of approval as set out in Schedule "A" attached to the Report from the Community Planning Department dated August 31, 2016;

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

2.0 Purpose

To rezone the subject property to facilitate the development of a proposed five-unit townhouse project on the subject property.

3.0 Community Planning

Community Planning Staff recommends support for the proposed rezoning to facilitate the development of a five-unit townhouse on the subject property.

The proposed rezoning is consistent with the Official Community Plan (OCP) Future Land Use designation of MRM - Multiple Unit Residential (Medium Density). The MRM designation extends to

a number of properties to the North, East and South of the subject property. To date, only one other site has redeveloped. Due to the small lot sizes, the assembly of multiple lots is generally needed to achieve the development and density envisioned for the area. With the site being a corner lot, the property presents an opportunity for urban infill development that isn't achievable on individual interior lots.

The property's proximity to retail services, employment opportunities, recreation and transportation options make it an appropriate location for the addition of residential density. The proposed project will help contribute to fulfilling the City's policy of 'Complete Communities' by increasing the residential density of the property and neighbourhood. The project is also consistent with several other OCP Urban Infill policies including 'Compact Urban Form' and 'Sensitive Infill'. The parcel fronts onto the Abbott Street multi-use corridor fulfilling the City's policy of Ground Oriented Housing.

Although row housing and stacked row housing are permitted forms of development within the RM4 zone, it was created with low rise apartments in mind and the development regulations reflect this. As a row house development on a small urban lot, several of the development regulations are not met and variances are being requested.

Row houses are typically developed under the RM3 zone and Staff are considering the variances in light of the development regulations for similar forms of development in other zones. For example, the development has access to grade and individual unit entrances face onto Newsom Road and Abbott Street, and is considered ground-oriented housing. Several OCP policies support this form of development to improve housing options for families. While both the RM2 and RM3 zones have development regulations that specifically encourage ground-oriented housing, primarily through the reduction of front and side yard setbacks, the RM4 zone does not have these same provisions since ground-oriented housing is not characteristic of the zone.

In fulfillment of Council Policy No. 367, the applicant completed public notification and consultation with property owners within 50 m of the subject property.

4.0 Proposal

4.1 Project Description

Proposed Development

The proposed development consists of a five-unit, three storey townhouse building with attached garages. The intent is to create a building strata, thus allowing the units to be sold individually. Unit sizes range from just under 1,600 ft² (148 m²) up to 1,800 ft² (167 m²), with private exterior decks or patio space. The unit breakdown comprises of one two-bedroom unit and the four three-bedroom units, making this development appealing for families.

Secured parking is provided for each of the units. The rear of the building has four attached garages which are accessed from the lane and one garage accessed from Newsom Avenue. Each garage offers tandem parking for two vehicles. Each unit has an at-grade pedestrian entrance facing either Newsom Avenue or Abbott Street. The location along Abbott Street, and the proximity to the South Pandosy amenities and Okanagan Lake make this development appealing to expectant buyers.

Rezoning

The property is currently zoned RU1 - Large Lot Housing and the proposed zone is RM4 - Transitional Low Density Housing. The RM4 zone was created to facilitate development that provides a transition between low and medium density developments. It is the lower density of

the two zones under the MRM - Multiple Unit Residential (Medium Density) Future Land Use designation, the other being RM5 - Medium Density Multiple Housing.

Variances

This project is similar to another that was approved by Council in March of this year and located at 1295 St. Paul Street in the downtown for a 4-unit townhouse development. The applicant is requesting several similar variances to facilitate this housing form on the subject parcel. The variances are noted in the Zoning Analysis Table in Section 4.3 below and include increasing the site coverage, reducing setbacks, and allowing an additional driveway access. Should the zoning be supported by Council, a development permit and the variances will come forth to Council for approval.

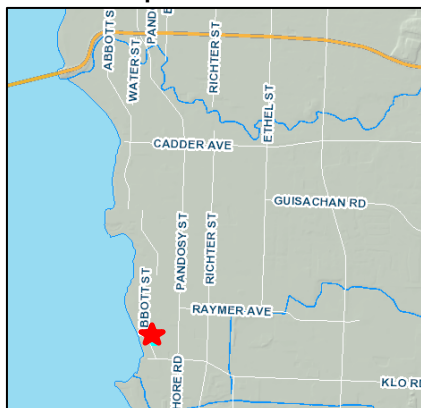
4.2 Site Context

The subject property is located at the southeast corner of Abbott Street and Newsom Avenue in the South Pandosy Urban Centre. It is west of the SOPA development on Pandosy Street. The parcel is designated for development as MRM - Multiple Unit Residential (Medium Density) within the Official Community Plan (OCP) and is within the Permanent Growth Boundary. The surrounding area is characterized by a mix of single dwelling housing to the north, south and west. There is some multi-residential to the north and mixed use commercial and residential to the east along Pandosy Street. The Kelowna Paddle Centre is across Abbott Street to the west.

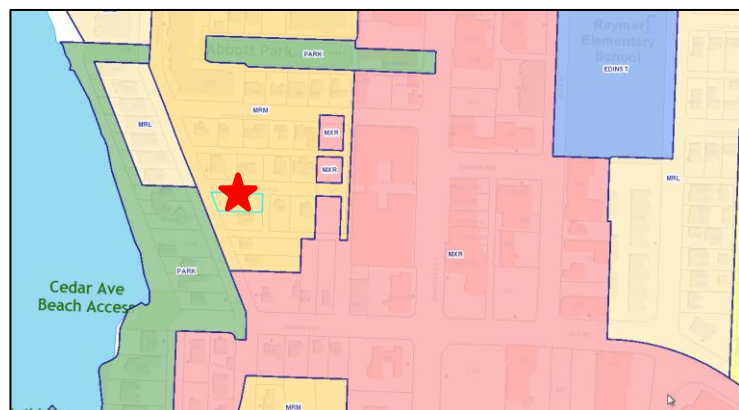
Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 - Large Lot Housing	Single Dwelling Housing
East	RU1 - Large Lot Housing	Single Dwelling Housing
South	RU1 - Large Lot Housing	Single Dwelling Housing
West	P3 - Parks & Open Space	Single Dwelling Housing Paddle Centre

Context Map:



Future Land Use



Subject Property Map: 3031 Abbott Street



4.3 Zoning Analysis Table

Zoning Analysis Table		
CRITERIA	RM4 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Minimum Lot Area	900 m ²	632.70 m ² *
Minimum Lot Width	30.0 m	14.90 m *
Minimum Lot Depth	30.0 m	43.04 m *
Development Regulations		
Maximum Floor Area Ratio	1.15	1.15
Maximum Site Coverage (buildings)	50%	51% ❶
Maximum Site Coverage (buildings, driveways and parking)	60%	68.8% ❷
Maximum Height	13.0 m / 3 storeys	13.0 m & 3 storeys
Minimum Front Yard	4.5 m (two storeys or less) 6.0 m (more than two storeys)	3.0 m ❸ 6.0m
Minimum Side Yard (south)	2.3 m (two storeys or less) 4.5 m (more than two storeys)	1.5 m ❹
Minimum Side Yard (north)	4.5 m	0.6 m ❺
Minimum Rear Yard	7.5 m (two storeys or less)	1.5 m ❻
Other Regulations		
Minimum Parking Requirements	10 stalls (5 full, 5 medium)	10 stalls (5 full, 5 medium)
Minimum Private Open Space	25 m ² per dwelling	58 m ² per dwelling (average)
Subdivision, Development & Servicing Bylaw No. 7900		
Driveway Access (not allowed with rear lane access)	No driveway access	Newsom Avenue driveway access proposed ❼

* No subdivision is being proposed; therefore, the lot does not need to conform to the minimum lot dimensions of the RM4 subdivision regulations.

- ❶ Indicates a requested variance to increase the building site coverage from 50% to 51%.
- ❷ Indicates a requested variance to increase the total site coverage from 60% to 68.8%.
- ❸ Indicates a requested variance to reduce the front yard setback from 4.5 m to 3.0 m proposed.
- ❹ Indicates a requested variance to reduce the side yard setback from 4.5m to 1.5m proposed.
- ❺ Indicates a requested variance to reduce the flanking street side setback from 4.5 m to 0.6 m proposed.
- ❻ Indicates a requested variance to reduce the rear yard setback from 7.5 m to 1.5 m proposed.
- ❼ Indicates a requested variance to allow a driveway access when a parcel abuts a lane.

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Complete Communities.¹ Support the development of complete communities with a minimum intensity of approximately 35-40 people and/or jobs per hectare to support basic transit service - a bus every 30 minutes.

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

Sensitive Infill.³ Encourage new development or redevelopment in existing residential areas to be sensitive to or reflect the character of the neighbourhood with respect to building design, height and siting.

Healthy Communities.⁴ Through current zoning regulations and development processes, foster healthy, inclusive communities and a diverse mix of housing forms, consistent with the appearance of the surrounding neighbourhood.

Housing Mix.⁵ Support a greater mix of housing unit size, form and tenure in new multi-unit residential and mixed use developments.

Ground-Oriented Housing.⁶ Encourage all multiple-unit residential buildings in neighbourhoods with schools and parks to contain ground-oriented units with 2 or more bedrooms so as to provide a family housing choice within the multi-unit rental or ownership markets. High density residential projects in the Downtown area are encouraged to include a ground-oriented housing component, especially where such can be provided on non-arterial and non-collector streets.

¹ City of Kelowna Official Community Plan, Policy 5.2.4 (Development Process Chapter).

² City of Kelowna Official Community Plan, Policy 5.3.2 (Development Process Chapter).

³ City of Kelowna Official Community Plan, Policy 5.22.6 (Development Process Chapter).

⁴ City of Kelowna Official Community Plan, Policy 5.22.7 (Development Process Chapter).

⁵ City of Kelowna Official Community Plan, Policy 5.22.11 (Development Process Chapter).

⁶ City of Kelowna Official Community Plan, Policy 5.23.1 (Development Process Chapter).

6.0 Technical Comments

6.1 Building & Permitting Department

- No concerns with rezoning.
- Additional comments provided for Development Permit and Development Variance Permit applications.

6.2 Development Engineering Department

- Refer to Attachment A dated August 31, 2016.

6.3 Fire Department

- The complex shall have one main address with unit numbers or each addressed off of the street that the unit is accessed from.
- Laneways are not for emergency access.

6.4 FortisBC - Electric

- There are FortisBC Inc (Electric) ("FBC(E)") primary distribution facilities along Abbott Street and Newsom Avenue. Based on the plans submitted, it is unclear whether adequate space has been provided to accommodate the transformation required to service the proposed development. It is recommended that FBC(E) be contacted as soon as possible to determine servicing and land rights requirements for the proposed design. The applicant is responsible for costs associated with any change to the subject property's existing service, if any, as well as the provision of appropriate land rights where required.

Otherwise, FBC(E) has no concerns with this circulation.

7.0 Application Chronology

Date of Application Received:	August 29, 2016
Date Public Consultation Completed:	September 28, 2016
Date of Amended Plans Received:	November 24, 2016

Report prepared by:

Lydia Korolchuk, Planner

Reviewed by: Terry Barton, Urban Planning Manager

Approved for Inclusion: Ryan Smith, Community Planning Department Manager

Attachments:

Attachment 'A' - Development Engineering Memorandum
Siteplan & Floor Plans
Conceptual Elevations & Renderings

CITY OF KELOWNA

MEMORANDUM

Date: August 31, 2016
File No.: Z16-0048

To: Community Planning (LK)

From: Development Engineering Manager(PI)

Subject: 3031 Abbott Street

RU1 to RM4

Development Engineering has the following requirements associated with this application. The road and utility upgrading requirements outlined in this report will be a requirement of this development.

The Development Engineering Technologist for this project is Sergio Sartori

.1) Domestic Water and Fire Protection

- a) The development site is presently serviced with a 19-mm water service. The developer's consulting mechanical engineer will determine the domestic, fire protection requirements of this proposed development and establish hydrant requirements and service needs. Only one service will be permitted for this development.
- b) The applicant, at his cost, will arrange for the removal of the existing service and the installation of one new larger metered water service. The estimated cost of this construction for bonding purposes is **\$10,000.00**.
- c) The developer must obtain the necessary permits and have all existing utility services disconnected prior to removing or demolishing the existing structures. The City of Kelowna water meter contractor must salvage existing water meters, prior to building demolition. If water meters are not salvaged, the developer will be invoiced for the meters.

.2) Sanitary Sewer

- a) The development site is presently serviced with a 100mm-diameter sanitary sewer service. Only one service will be permitted for this development. The developer's consulting civil engineer will determine sanitary sizing for this development. The applicant, at his cost, will arrange for the removal of the existing service and the installation of a new larger service. The new service should tie in to the main on Newsom Ave. The estimated cost of this construction for bonding purposes is **\$10,000.00**

.3) Storm Drainage

- (a) The developer must engage a consulting civil engineer to provide a storm water management plan for these sites which meets the requirements of the City Subdivision Development and Servicing Bylaw 7900. The storm water management plan must also include provision of lot grading plans, minimum basement elevations (MBE), if applicable, and provision of a storm drainage

service and recommendations for onsite drainage containment and disposal systems.

- (b) Only one service will be permitted for this development. The applicant, at his cost, will arrange the installation of one overflow service. The estimated cost of this construction for bonding purposes is **\$10,000.00**

.4) Road Improvements

- (a) Abbott Street Rd fronting this development must be upgraded to an urban standard to including barrier curb & gutter, concrete sidewalk, storm drainage, landscaped boulevard and relocation or adjustment of existing utility appurtenances if required to accommodate the upgrading construction. The estimated cost of the road improvements for bonding purposes is **\$12,800.00**
- (a) Newsom Ave fronting this development must be upgraded to an urban standard to including barrier curb & gutter, sidewalk, storm drainage, landscaped boulevard and relocation or adjustment of existing utility appurtenances if required to accommodate the upgrading construction. The estimated cost of the road improvements for bonding purposes is **\$25,400.00**

.5) Road Dedication and Subdivision Requirements

By registered plan to provide the following:

- a) Dedicate ~1.5m width along the full frontage of Newsom Ave.
- b) Provide a 6m corner rounding at the intersection of Abbott St and Newsom Ave.
- c) Grant statutory rights-of-way if required for utility services.

.6) Electric Power and Telecommunication Services

- a) All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground as this site is located within the South Pandosy urban town centre.
- b) Streetlights must be installed on Abbott St and Newsom Ave if needed.
- c) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.
- d) Re-locate existing poles and utilities, where necessary. Remove aerial trespass (es).

.7) Engineering

Road and utility construction design, construction supervision, and quality control supervision of all off-site and site services including on-site ground recharge drainage collection and disposal systems, must be performed by an approved consulting civil engineer. Designs must be submitted to the City Engineering Department for review and marked "issued for construction" by the City Engineer before construction may begin.

.8) Design and Construction

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

.9) Servicing Agreements for Works and Services

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

.10) Latecomer Protection

Under provisions of Section 990 of the BC Municipal Act, and in conformance with the City of Kelowna Subdivision Development & Servicing Bylaw No. 7900, the owner is eligible to apply for latecomer protection for the following:

- i) Storm main on Newsom Ave

.11) Survey Monuments and Iron Pins

If any legal survey monuments or property iron pins are removed or disturbed during construction, the developer will be invoiced a flat sum of \$1,200.00 per incident to cover the cost of replacement and legal registration. Security bonding will not be released until restitution is made.

.12) Bonding and Levy Summary

- (a) Bonding

Storm service upgrade	\$10,000.00
Water service upgrade	\$10,000.00
Sanitary service upgrade	\$10,000.00
Road Frontage Improvements	\$38,200.00

Total Bonding **\$68,200.00**

NOTE: The bonding amounts shown above are comprised of estimated construction costs escalated by 140% to include engineering design and contingency protection and are provided for information purposes only. The owner should engage a consulting civil engineer to provide detailed designs and obtain actual tendered construction costs if he wishes to do so. Bonding for required off-site construction must be provided, and may be in the form of cash or an irrevocable letter of credit, in an approved format. The owner must also enter into a servicing agreement in a form provided by the City.

.13) Administration Charge

An administration charge will be assessed for processing of this application, review and approval of engineering designs and construction inspection. The administration charge is calculated as (3.5% of Total Off-Site Construction Cost plus GST).

14) Development Permit and Site Related Issues

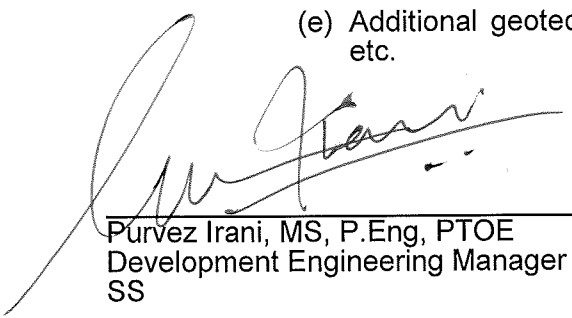
Access and Manoeuvrability

- (i) Access to the site is permitted from the lane as per bylaw. A development variance permit will be required for council approval for the proposed access to Newsom Ave.

15. Geotechnical Report

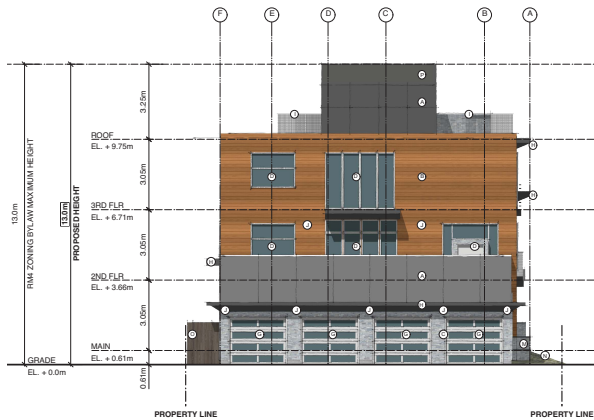
As a requirement of this application the owner must provide a geotechnical report prepared by a Professional Engineer qualified in the field of hydro-geotechnical survey to address the following:

- (a) Area ground water characteristics.
- (b) Site suitability for development, unstable soils, etc.
- (c) Drill and / or excavate test holes on the site and install pisometers if necessary. Log test hole data to identify soil characteristics, identify areas of fill if any. Identify unacceptable fill material, analyse soil sulphate content, identify unsuitable underlying soils such as peat, etc. and make recommendations for remediation if necessary.
- (d) List extraordinary requirements that may be required to accommodate construction of roads and underground utilities as well as building foundation designs.
- (e) Additional geotechnical survey may be necessary for building foundations, etc.

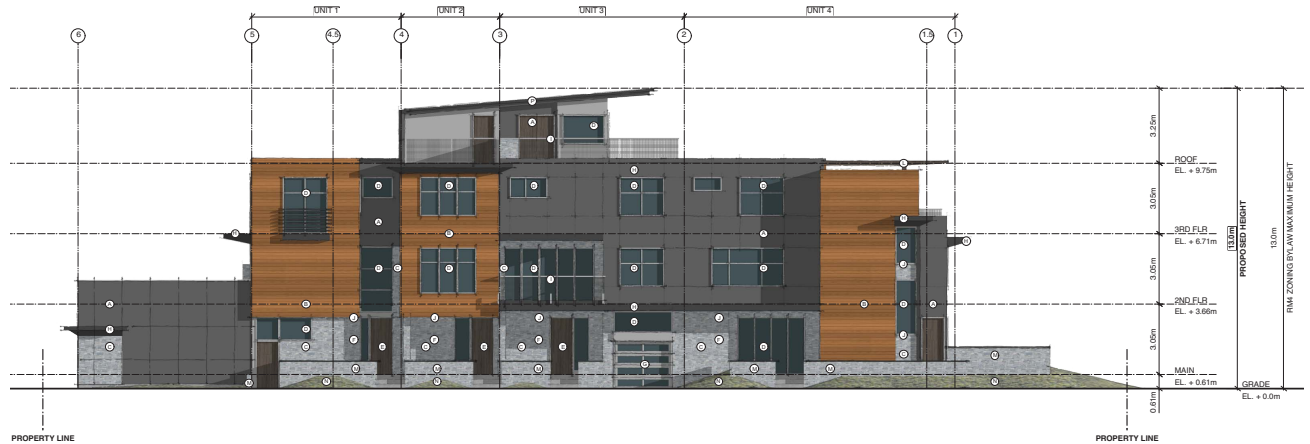


Purvez Irani, MS, P.Eng, PTOE
Development Engineering Manager
SS

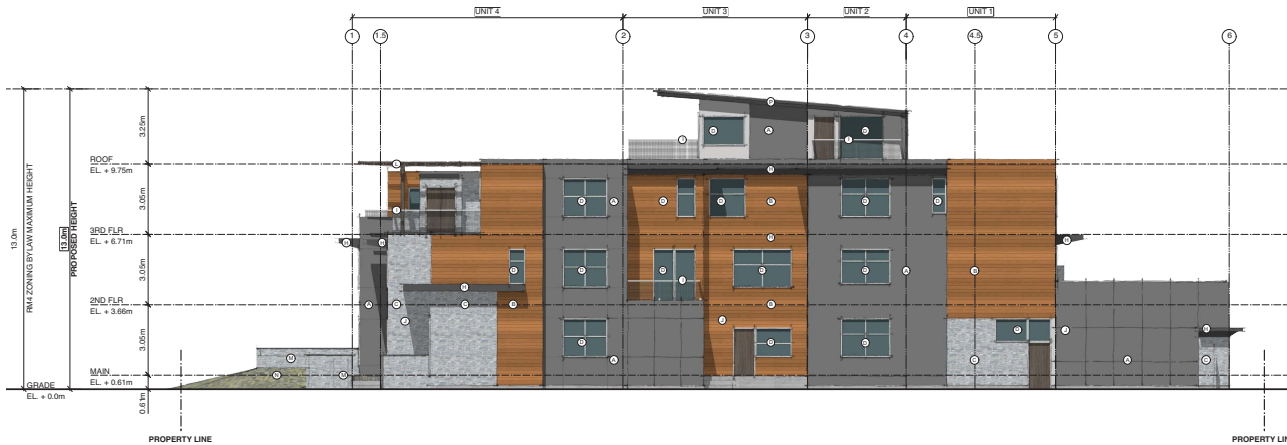




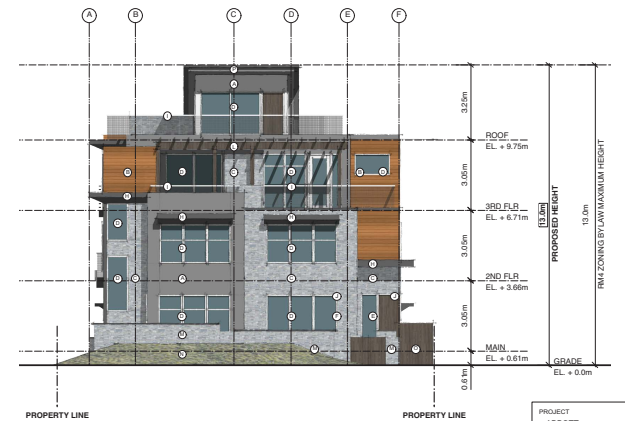
1 EAST ELEVATION (LANE)
Scale: 1:100



2 NORTH ELEVATION (NEWSOM AVE)
Scale: 1:100



3 SOUTH ELEVATION (ADJACENT)
Scale: 1:100



4 WEST ELEVATION (ABBOTT ST)
Scale: 1:100

SEE A3.2 FOR 3D MASSING

MATERIAL SCHEDULE

- ① PANELIZED FINISH WITH METAL REVEAL - CHARCOAL
- ② ARCHITECTURAL METAL SIDING 'LONGBOARD' - CHERRY
- ③ CULTURED STONE CLADDING
- ④ METAL WINDOWS - ANODIZED CLEAR
- ⑤ ENTRY DOOR - WOOD GRAIN
- ⑥ SIGNAGE
- ⑦ METAL GARAGE DOOR - TRANSLUCENT GLAZING
- ⑧ TRIM - CEMENTITIOUS TRIM WITH DARK COLOR
- ⑨ RAILING - METAL WIREMESH
- ⑩ EXTERIOR LIGHTING
- ⑪ METAL VENT - PAINTED
- ⑫ TRELLIS
- ⑬ STONE RETAINING WALL
- ⑭ LANDSCAPE BERM
- ⑮ FENCING
- ⑯ METAL ROOFING

PROJECT ABBOTT	
ADDRESS 3031 ABBOTT ST. LOT 8, BLOCK 2, D.L. 14, ODD, PLAN 4743	
CLIENT CALVIN CONDY CALCONDI@SHAW.CA	
ISSUED	
DATE	ISSUED FOR
14.11.16	RECEIVED AND APPROVED
14.11.16	REVISED AND APPROVED
14.11.16	REVISED AND APPROVED
14.11.16	REVISED AND APPROVED
14.11.16	REVISED AND APPROVED
14.11.16	REVISED AND APPROVED
DRAWING	
ELEVATIONS	
DRAWN BY FH	REVIEWED BY JS



STREET VIEW FROM ABBOTT & NEWSOM



STREET VIEW FROM NEWSOM



STREET VIEW FROM ABBOTT

PROJECT ABBOTT	
ADDRESS 3031 ABBOTT ST. LOT 8, BLOCK 2, D.L. 14, ODD, PLAN 4743	
CLIENT CALVIN CONDY CALCONDI@BNAH.CA	
ISSUED	
DATE	ISSUED FOR
14.11.16	RECEIVING AND OF APPLICATION
14.11.16	10% PRELIMINARY
14.11.16	20% PRELIMINARY
14.11.16	30% PRELIMINARY
14.11.16	40% PRELIMINARY
14.11.16	50% PRELIMINARY
14.11.16	60% PRELIMINARY
14.11.16	70% PRELIMINARY
14.11.16	80% PRELIMINARY
14.11.16	90% PRELIMINARY
14.11.16	100% PRELIMINARY
DRAWING	
MASSING	
DRAWN BY FH	REVIEWED BY JS



OUTLAND DESIGN LANDSCAPE ARCHITECTURE

200 - 1880 Spall Road
Kelowna, BC V1Y 4R2
T (250) 868-9270
www.outlanddesign.ca



PROJECT TITLE

3031 ABBOTT STREET

Kelowna, BC

SHOWN TITLE

CONCEPTUAL LANDSCAPE PLAN

ISSUED FOR REVISION

1.	16.07.21	Development Plan
2.		
3.		
4.		
5.		

PROJECT NO.

DESIGN BY

DRAWN BY

CHECKED BY

DATE

SCALE

SCALE



DRAWING NUMBER

L1/2

ISSUED FOR REVIEW ONLY

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Landscape Architecture Limited and shall not be reproduced,
stored, or transmitted without permission.



NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED B.C.L.P.A. 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 50mm ROCK MULCH. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.
4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.
5. TURF AREAS FROM SOO 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 100mm DEPTH OF GROWING MEDIUM IS REQUIRED BENEATH TURF AREAS. TURF AREAS SHALL MEET EXISTING GRADES AND HARD SURFACES FLUSH.

PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY	SIZE / SPACING & REMARKS
TREES			
SYRINGA RETICULATA 'IVORY SILK'	'IVORY SILK' SYRINGA	6	6m CAL
TEUCCORDATA 'HAUKA'	SUMMER SPRITE LINDBERGH	3	6m CAL
POPULUS TREMULOIDES 'ERECTA'	COLUMBIAN SPRING ASPEN	13	6m CAL
SHRUBS			
TAXUS X MEDIA 'HICKSII'	HICKS YEW	24	#01 CONT. / 0.75M O.C. SPACING
PERENNIALS & GRASSES			
PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY OWARD FOUNTAIN GRASS	34	#01 CONT. / 0.75M O.C. SPACING
NEPETA X FAASSENII 'WALKER'S LOW'	WALKER'S LOW CATMINT	16	#01 CONT. / 0.90M O.C. SPACING
RUDBECKIA SUBHIRTELLA 'FULGIDA'	BLACK EYED SUSAN	34	#01 CONT. / 0.75M O.C. SPACING
ARCTOSTAPHYLOS UVA-URSI	BEAR-BERRY	56	#01 CONT. / 0.75M O.C. SPACING
VINCA MINOR	PERIWINKLE	56	#01 CONT. / 0.75M O.C. SPACING
FESTUCA ARIZONICA	ARIZONIAN FESCUE	27	#01 CONT. / 0.60M O.C. SPACING
GERANIUM DALMATIUM	DALMATIAN CRANESBILL	27	#01 CONT. / 0.60M O.C. SPACING

CITY OF KELOWNA

BYLAW NO. 11337

Z16-0048 – Calvin & Sunok Condry – 3031 Abbott Street

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 8, Block 2, District Lot 14, ODYD, Plan 4743 located on Abbott Street, Kelowna, B.C., from the RU1 – Large Lot Housing zone to the RM4 – Transitional Low Density Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 11299

Z16-0054 - Roland Leo Dubois & Colleen Marie Dubois 3030 Holland Road

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

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

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of Lot 13, District Lo 131, ODYD, Plan 10710, located on Holland Road, Kelowna, B.C., from the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 17th day of October, 2016.

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: December 12, 2016
Rim No. 0220-20
To: City Manager
From: Genelle Davidson, Financial Services Director
Subject: 2017 Financial Plan

Recommendation:

THAT COUNCIL receives, for information, the presentation from the Financial Services Director and the Infrastructure Engineering Manager dated December 12, 2016 with respect to the 2017 Financial Plan.

Purpose:

To provide an overview of the 2017 Financial Plan.

Background:

The attached presentation provides a summary of the key financial impacts for the 2017 Financial Plan prior to Budget Deliberation Day on Thursday, December 15, 2016.

Submitted by:

Genelle Davidson, CPA, CMA
Financial Services Director

Approved for inclusion:



Rob Mayne, Director, Corporate & Protective Services

cc: Infrastructure Engineering Manager



City of
Kelowna

2017 Financial Plan overview

December 12, 2016

Agenda

- ▶ Provisional budget process
- ▶ Taxation impact
- ▶ General fund
 - ▶ Operating & capital
- ▶ Municipal funds
 - ▶ Water, Wastewater, Natural Gas, Airport
- ▶ Reserves & debt
- ▶ Assessment & tax



2017 Provisional Budget

Budget letter & guidelines	July 4
Division work plans completed	Aug. 26
Council outlook	Sept. 8
Deadline for budget to Finance	Sept. 9
Performance measures, accomplishments	Sept. 30
2016 drivers & activities	Sept. 30
City Manager's review	Oct. 19/20
Council overview	Dec. 12
Council review	Dec. 15

Analysis of tax demand

\$ in millions

	2016	2017
Operating	\$120.0	127.5
General revenues	-12.2	-12.2
Taxation capital	<u>12.0</u>	<u>12.3</u>
	\$119.8	127.6
New construction revenue	-1.67	-2.40

Police Services: Building & Contract
 Fire Department Strategic Plan
 Other
Tax increase

1.97	1.56
0.00	0.38
2.14	2.46
4.11%	4.40%

2017 base budget changes

2016 budget impacts:

Annualized

\$ 2,176,944

One-time

(692,300)

Department changes

23,560

Other adjustments

245,636

Base changes

\$ 1,753,840

2017 operating budget

General revenue	\$ (44,520)
Expenditure reductions	(83,020)
P1 operating requests	5,741,040
Operating changes	\$5,613,500

2017 taxation capital

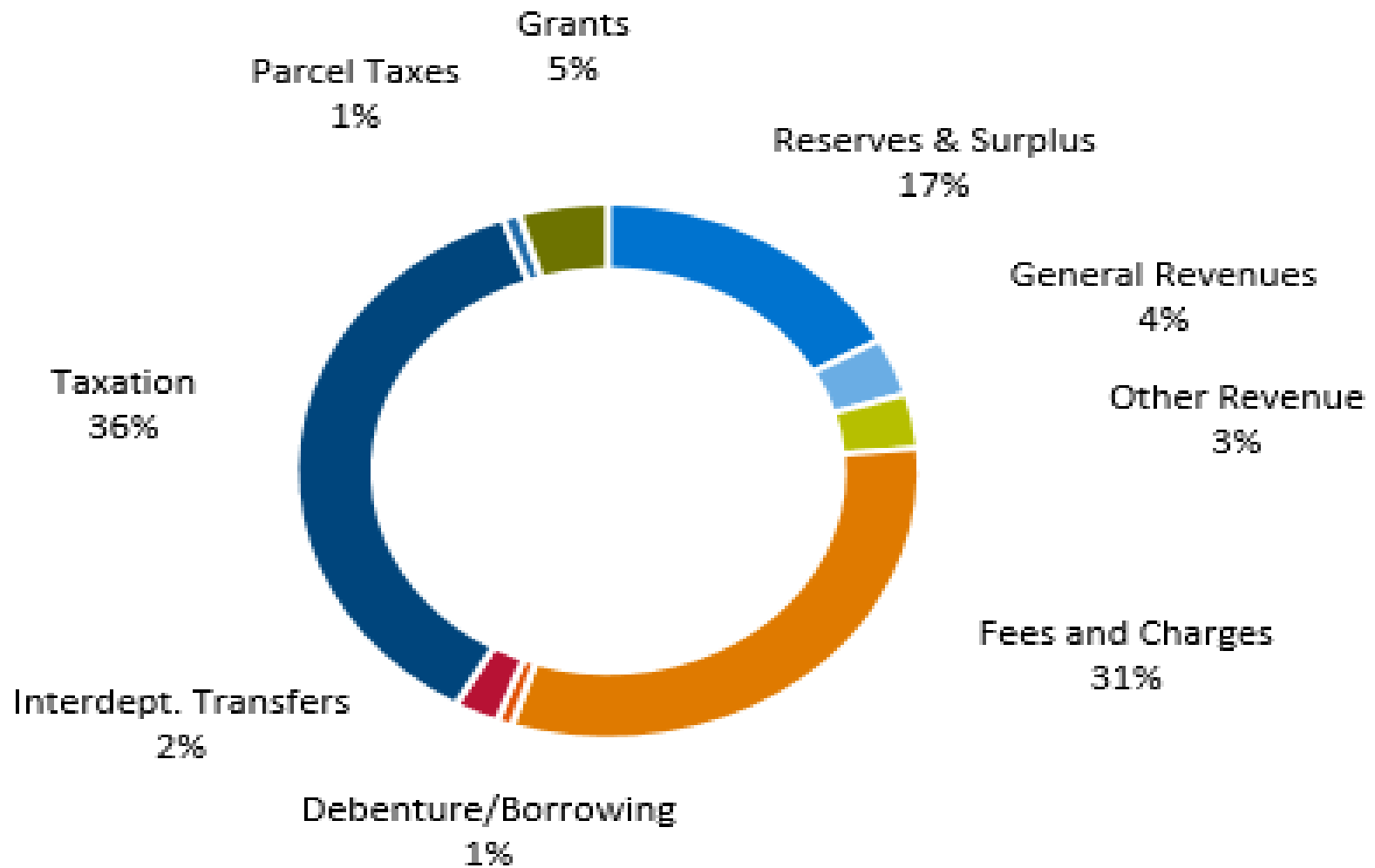
Pay-as-you-go tax capital
Increase from 2016

\$12,335,000
306,160

2017 budget summary

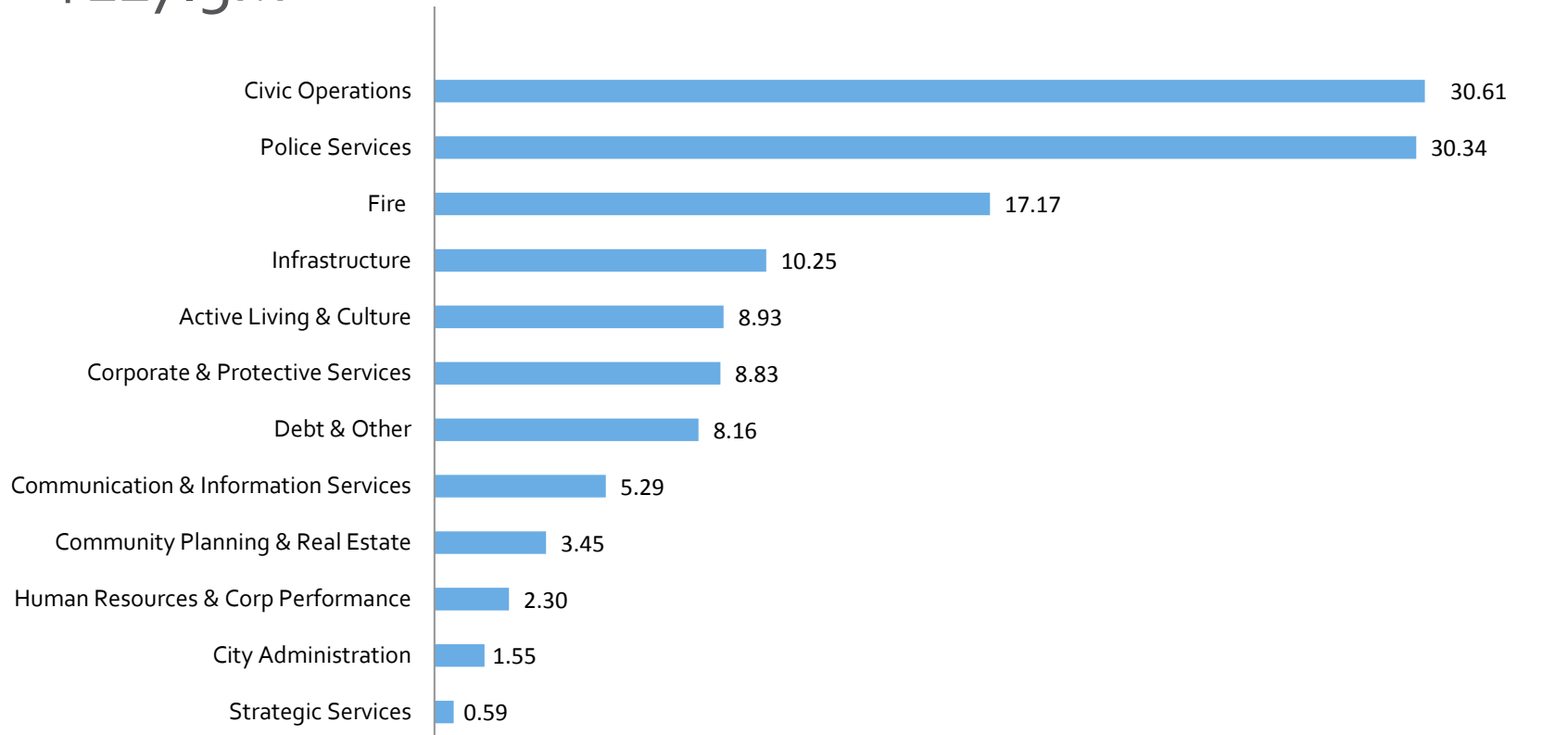
2016 decisions	\$ 1.8 M
2017 operating budget	<u>5.6 M</u>
Operating change	7.4 M
2017 tax capital	0.3 M
New construction revenue	<u>(2.4)M</u>
New taxation demand	\$5.3M
Police Services	1.56%
Fire Department Strategic Plan	0.38%
Other	2.46%
Tax increase	4.40%

Total revenue \$349.7M



Operating (general fund)

\$127.5M



2017 capital review

2017 Capital Process

- | | |
|------------------------------------|-----------|
| ▶ Call Letter | May 4 |
| ▶ Capital Submissions #1 | Jun 17 |
| ▶ Divisional Meeting #1 | Jun 22 |
| ▶ MBL Analysis & Prioritization | Jul 6-14 |
| ▶ Divisional Meeting #2 | Jul 20 |
| ▶ Project Charters entered into WP | Jul 29 |
| ▶ Project Cost Estimating | Aug 1-25 |
| ▶ Final Review | Aug 25-28 |
| ▶ Complete Work Plan Entries | Aug 26th |
| ▶ Submit to Finance | Sep 9th |
| ▶ City Manager Review | Oct 19-20 |
| ▶ Council Review | Dec 15th |

Capital Budget Process Improvements

- ▶ 2030 Infrastructure Plan
- ▶ Multiple Bottom Line Review of 2017 Capital Projects
 - ▶ 12 person team
 - ▶ Expanded Scoring
- ▶ Update DCC Bylaw
- ▶ 10-Year Capital Plan (2017-2026)
- ▶ Emphasis on O&M Impacts

Multiple Bottom Line Analysis

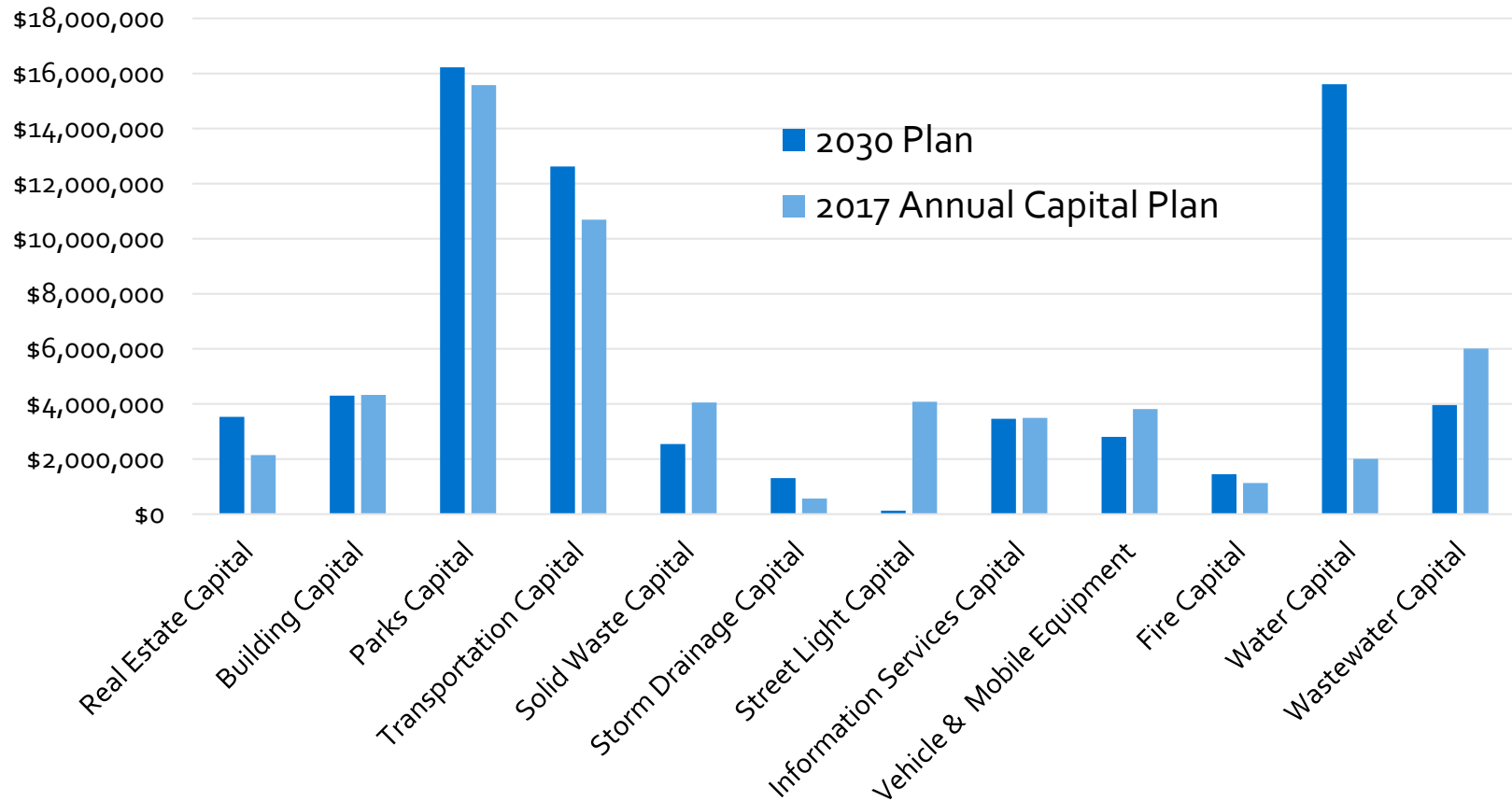
MBL Category	Criteria Title	Council Focus	Corporate Framework	Weighting	
Economic Capital	Economic Development	- Catalyst for business - Balanced transportation network	- Strong Economy	7%	27%
	Efficient Service Delivery	- Strong financial management	- Well-run City	10%	
	Leverage Opportunity for Partnerships and Grants	- Strong financial management	- Strong Economy	10%	
Social Capital	Safe Community	- Healthy, safe, active & inclusive community	- Safe City	16%	30%
	Healthy, Active & Connected Community	-Healthy, safe, active & inclusive community. - Balanced transportation network	- Active, Inclusive City - Resilient well-managed infrastructure	10%	
	Cultural Community	- Vibrant urban centres - Balanced transportation network	- Active inclusive City - Resilient well-managed infrastructure	4%	
Environmental Capital	Healthy Environment	- Clean Drinking Water	- Clean, Healthy environment	15%	27%
	Protect Habitat & Biodiversity	- Healthy, safe, active & inclusive community	- Clean, Healthy environment	12%	
Built Capital	Renew or Replace Existing Infrastructure	- Strong financial management.	- Resilient well-managed infrastructure	16%	16%

Capital budget comparison

Measures	2014	2015	2016	2017
Total Projects (P1)	114	117	106	105
Capital Budget	\$93M	\$92M	\$45M	\$68.3M
Total Taxation	\$13.9M	\$12.7M	\$12.0M	\$12.3M
Grants	\$4.7M	\$8.4M	\$3.3M	\$1.05M
Big Rocks	Police Services, Lakeshore Bridge, Queensway Transit	John Hindle, Lakeshore Rd, Heritage, Airport Expansion	Roads Resurfacing, Ethel Street AT, Land Purchases, Asset Renewal	Parks, Street Lights Asset Renewal

Infrastructure Investment

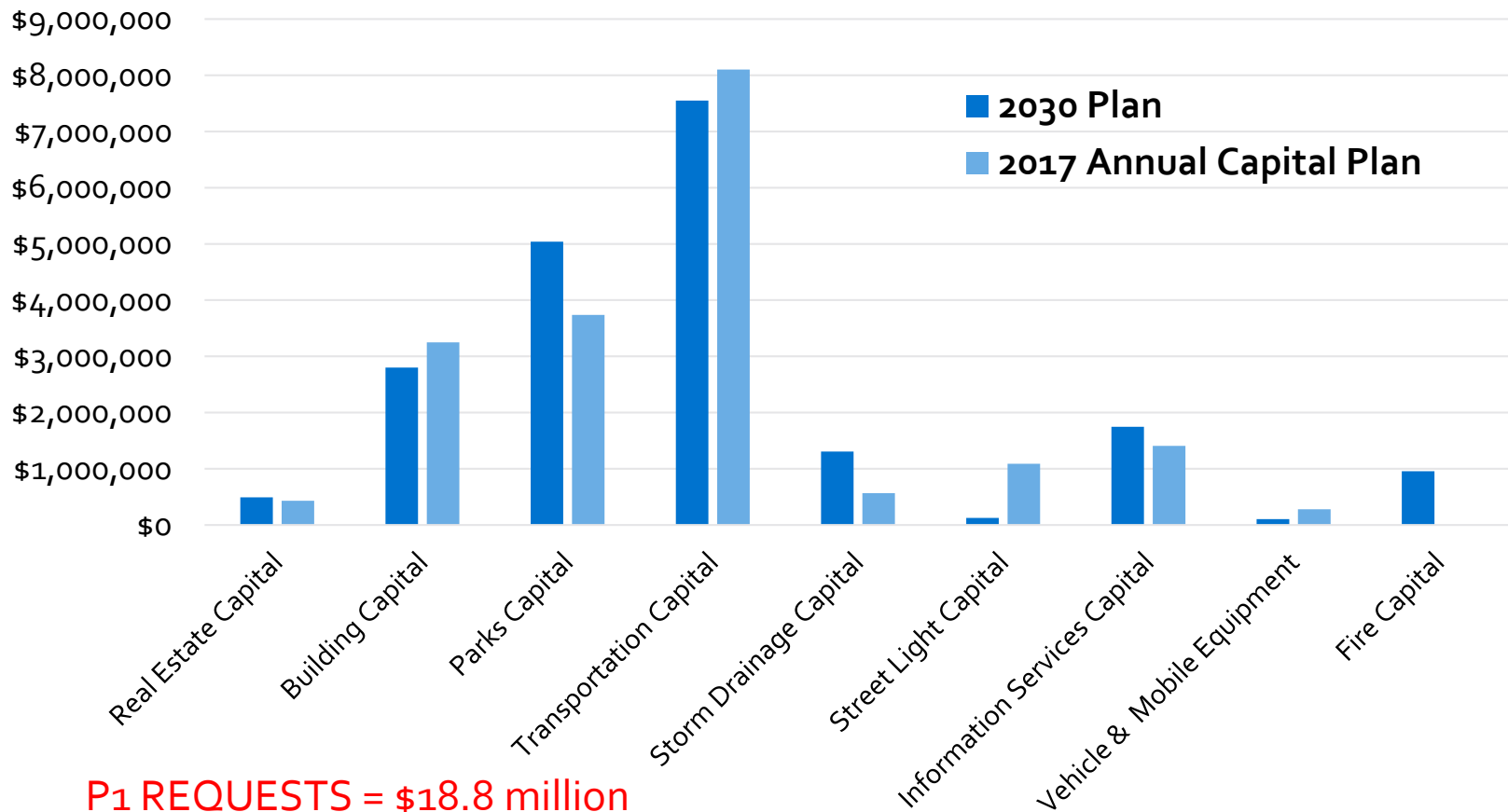
2017 Annual Capital plan vs. 2030 Infrastructure Plan



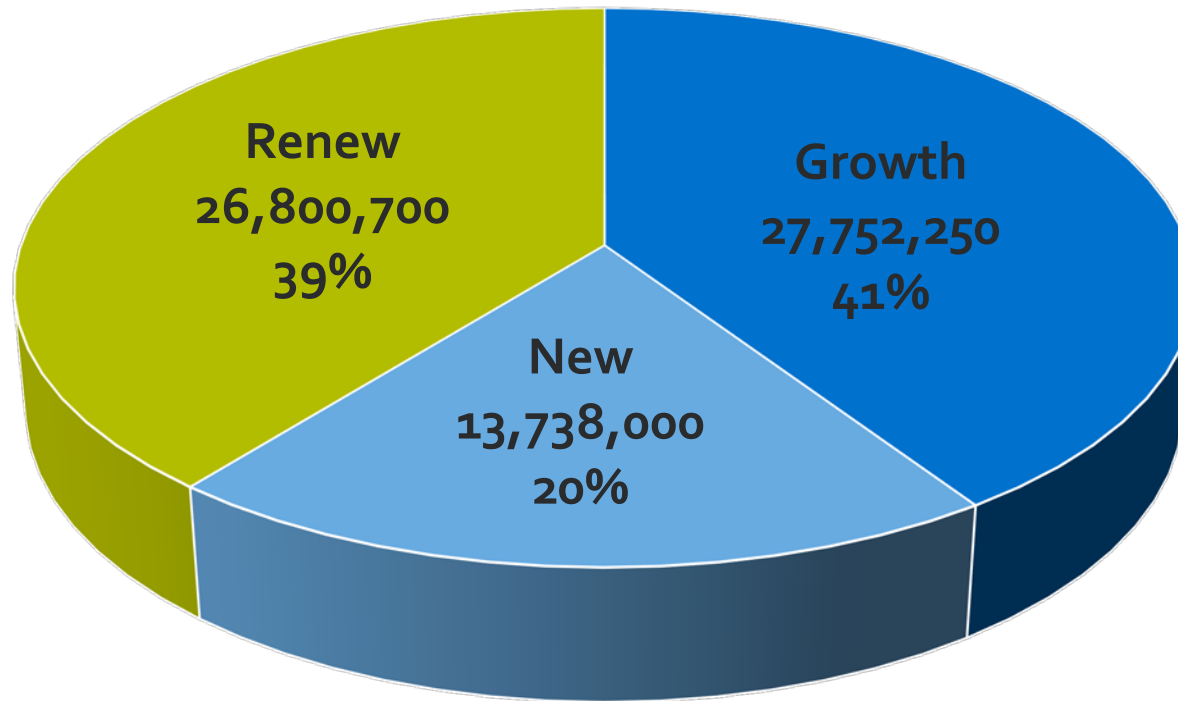
P1 REQUESTS = \$57.9 million
- not including airport

Taxation and Gas Tax Funding

2017 Annual Capital Plan
vs.
2030 Infrastructure Plan

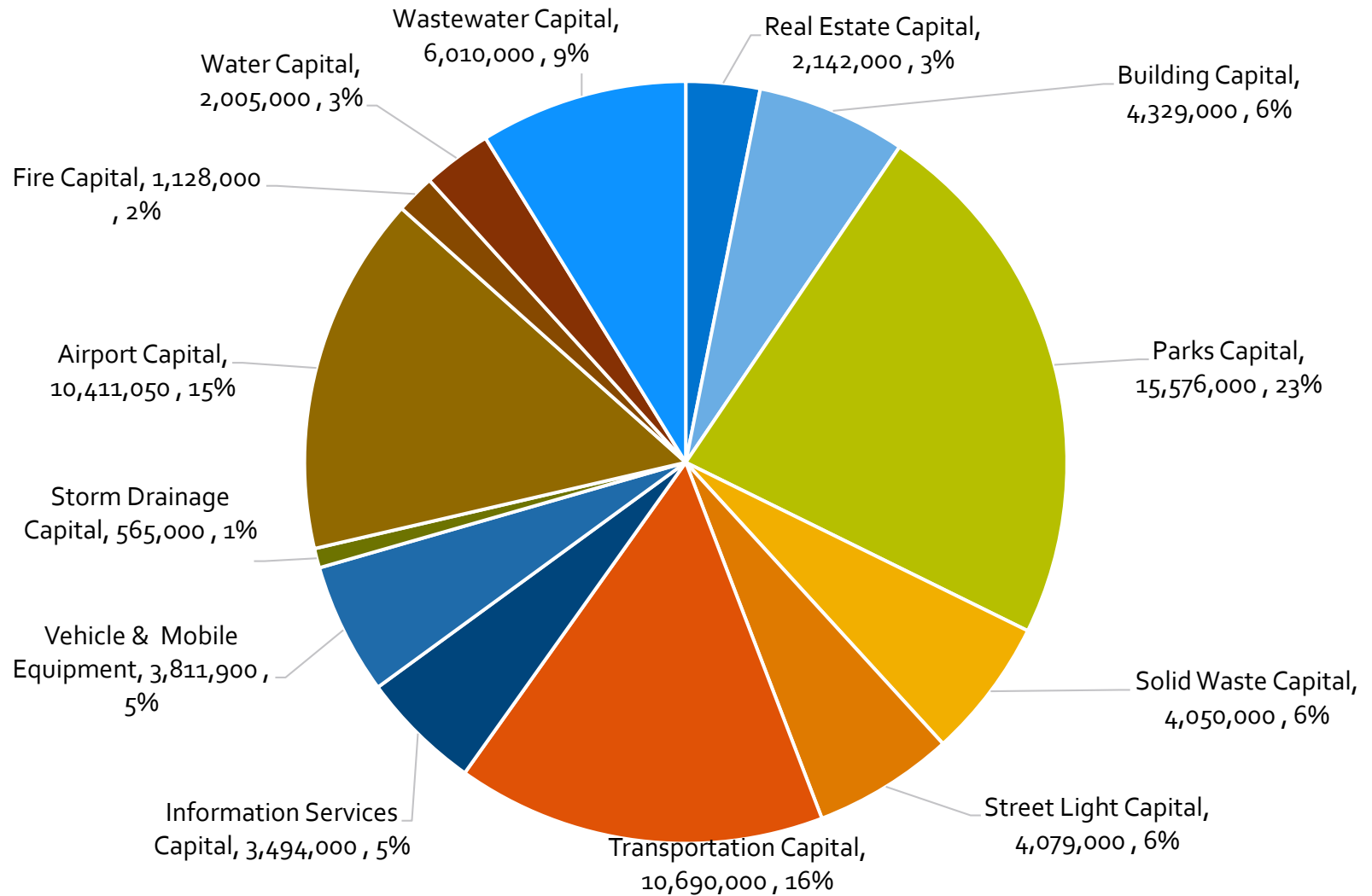


Infrastructure Value by Category



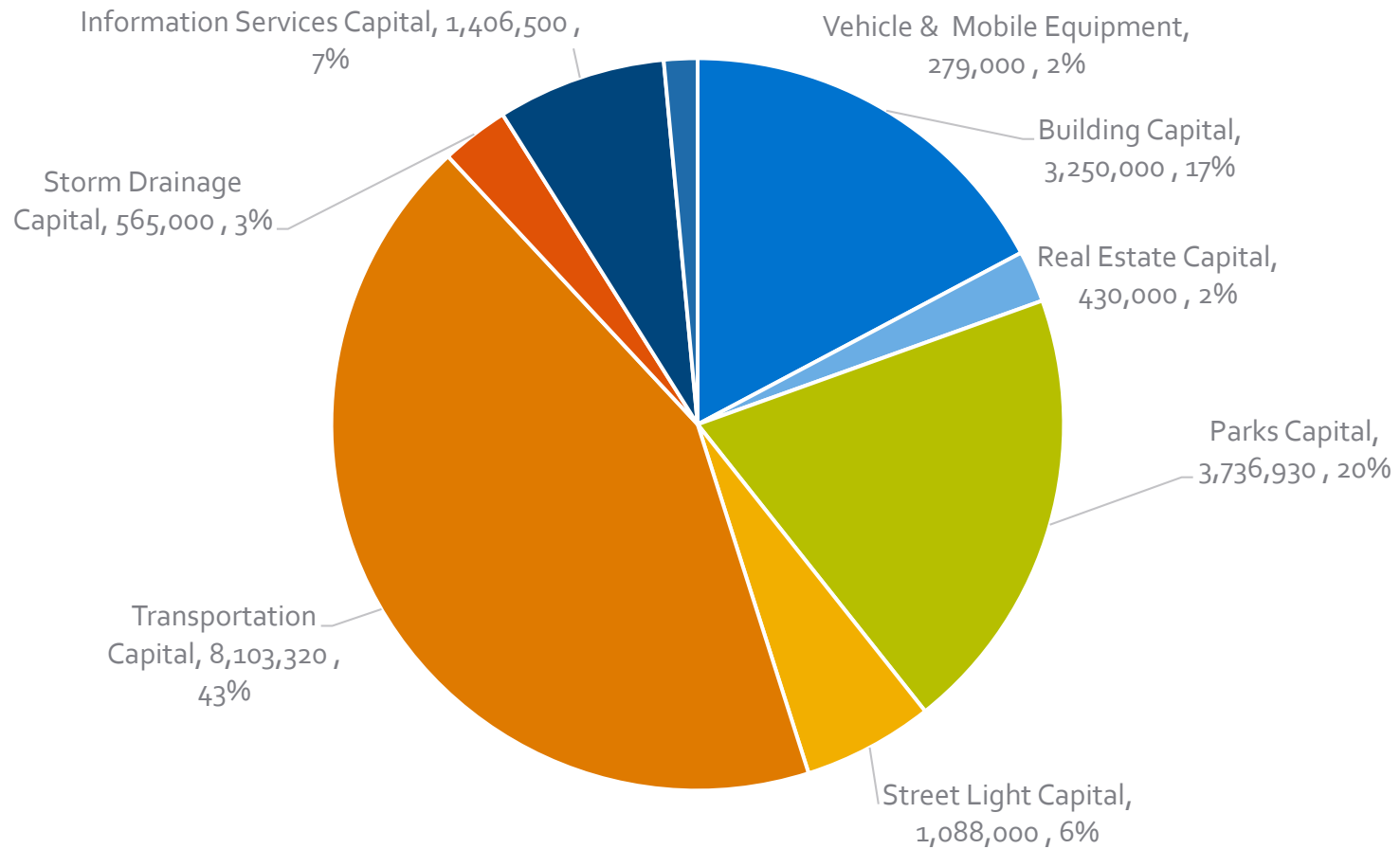
- *New Capital* - infrastructure required to support enhanced service levels,
- *Growth Capital* - infrastructure required to accommodate growth,
- *Renewal Capital* - infrastructure that replaces or renews existing assets.

2017 Capital Requests



P1 REQUESTS = \$68.3 M

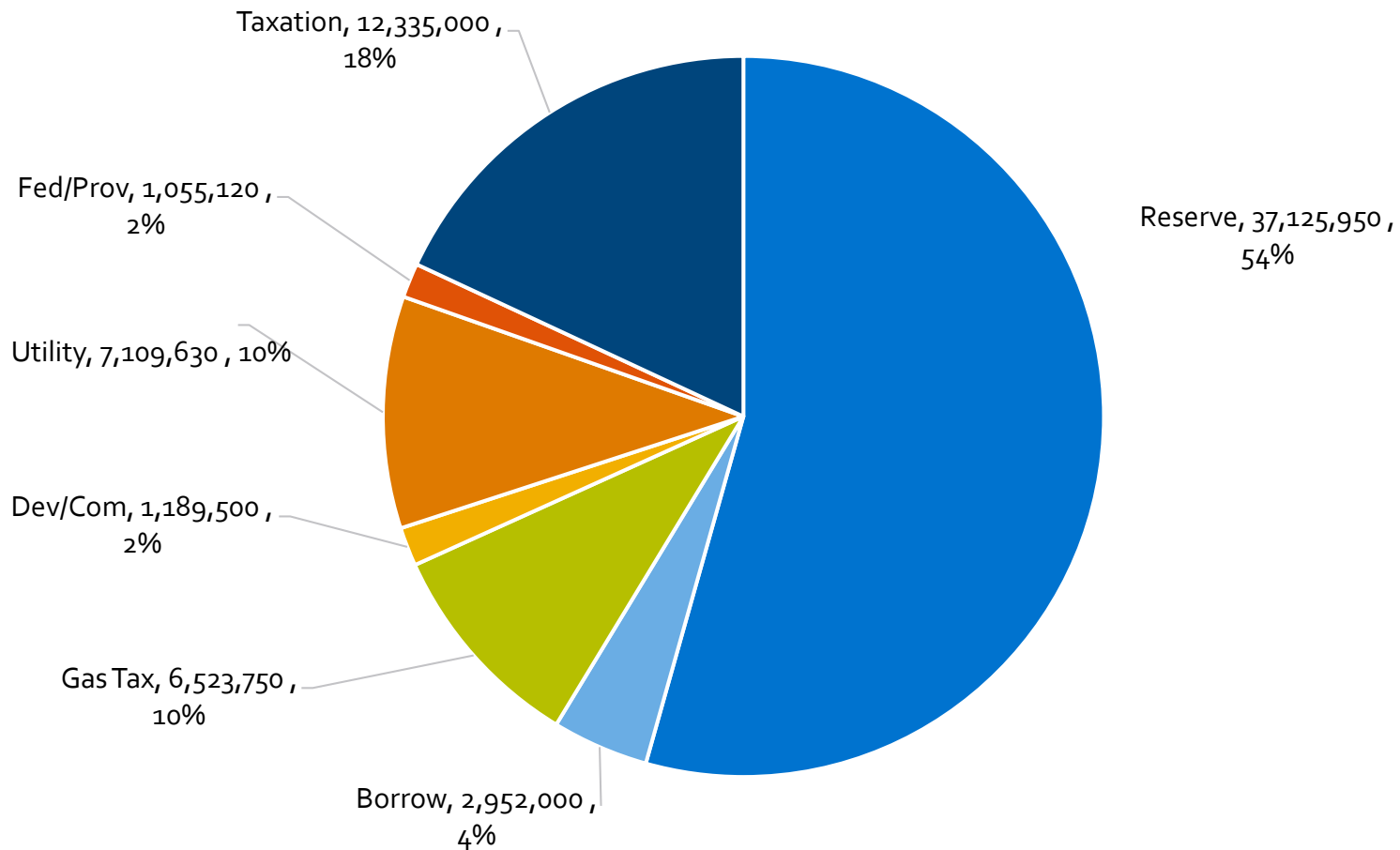
2017 Taxation and Gas Tax



P1 TAX & GAS TAX FUNDING = \$18.8 M

City of Kelowna

2017 Capital Funding Sources



P1 TAX FUNDING = \$68.3 M

Other municipal funds

- ▶ Water utility
- ▶ Wastewater utility
- ▶ Natural Gas fund
- ▶ Kelowna International Airport

Water utility

Revenue

\$13.9 M

Operating Cost

\$9.8 M

Capital Program

\$1.8 M

Planned Surplus

\$2.3 M



Wastewater utility

Revenue

\$23.8 M

Operating Cost

\$18.5 M

Capital Program

\$4.6 M

Planned Surplus

\$660 k



Natural Gas

Revenue

\$4.1 M

Operating Cost

\$4.0 M

Capital Program

\$0.0 M

Planned Surplus

\$88,801

Airport

Revenue

\$33.2 M

Operating Cost

\$33.2 M

Capital Program

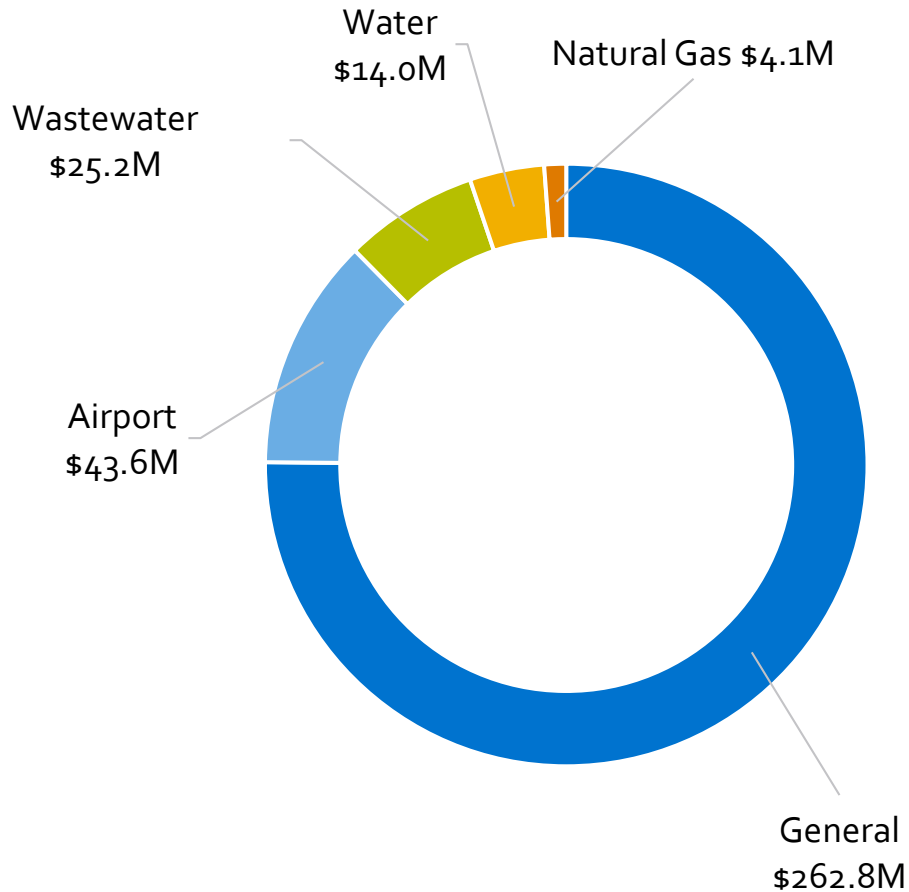
\$10.4 M

Planned Surplus

\$0

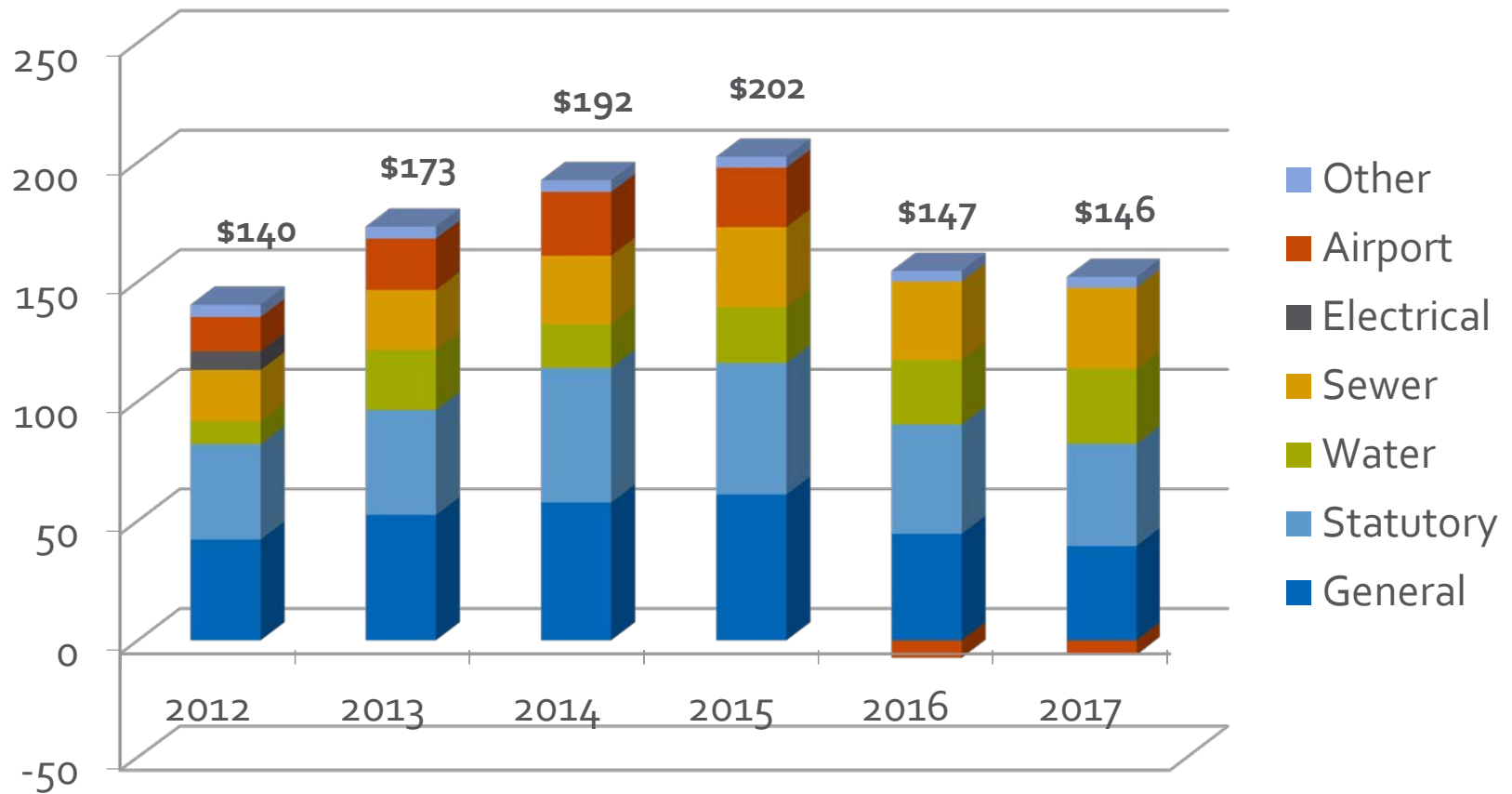


Expenditures (by fund) \$349.7M

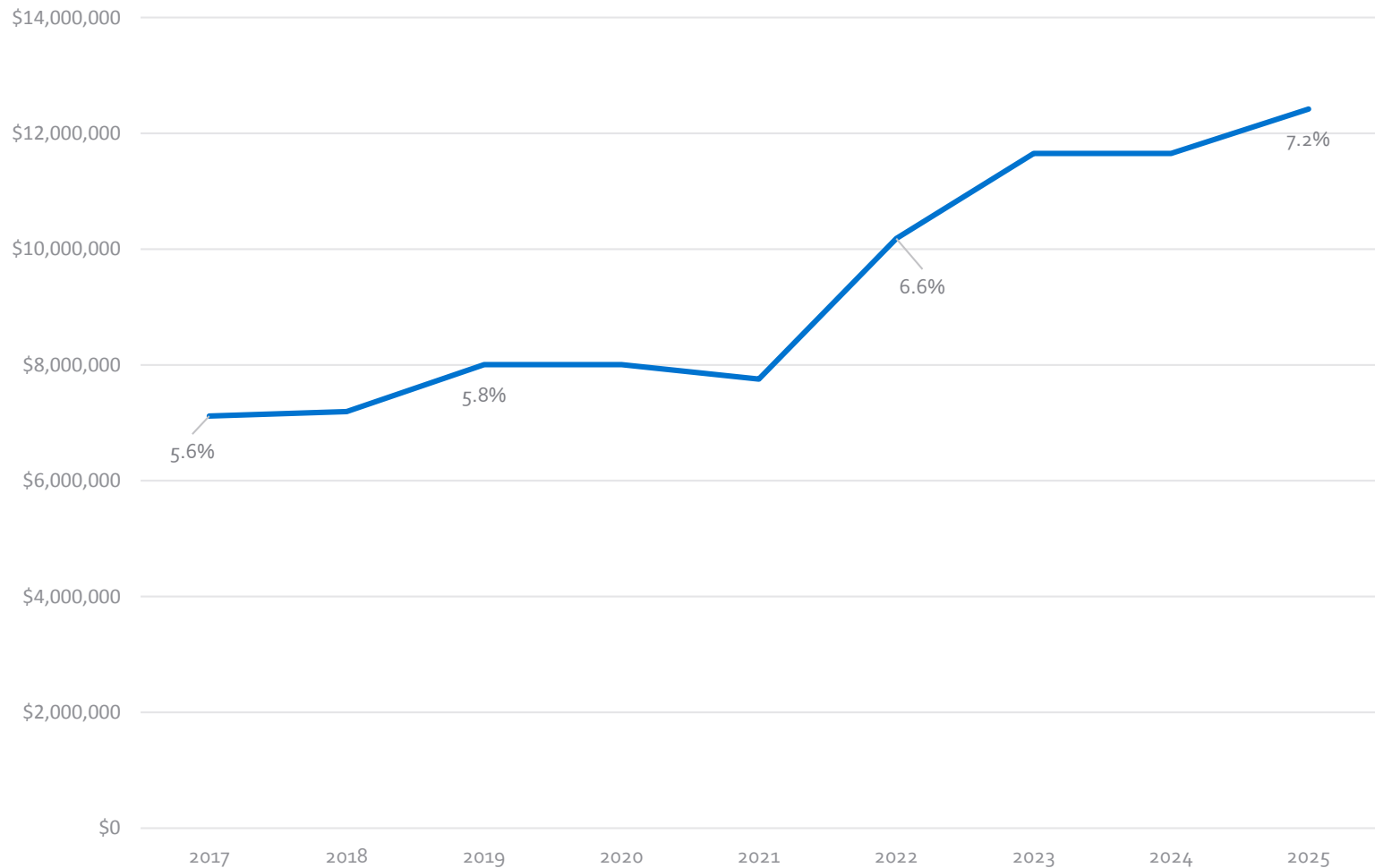


Reserves & debt

Reserve balances *(millions)*



General Fund

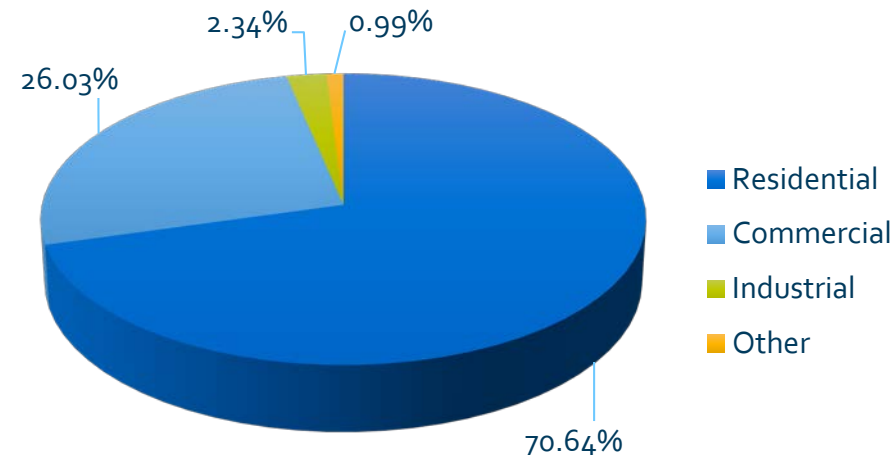
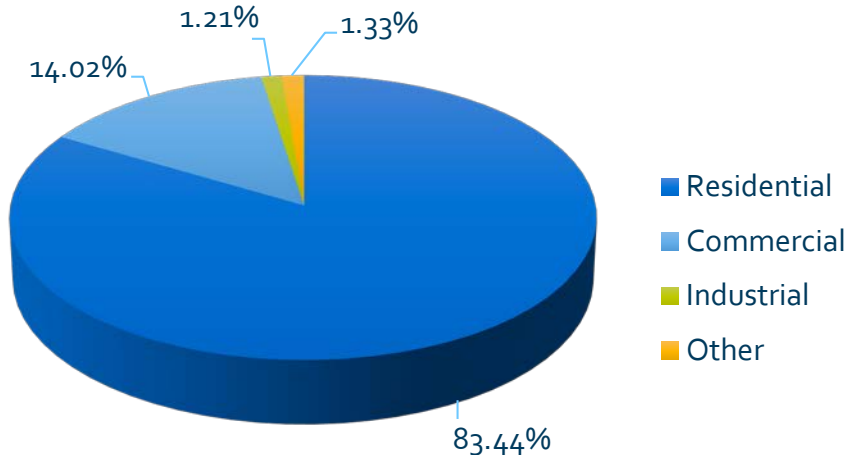


Assessment & tax

Assessment vs. taxation revenue

Assessment \$30.5B

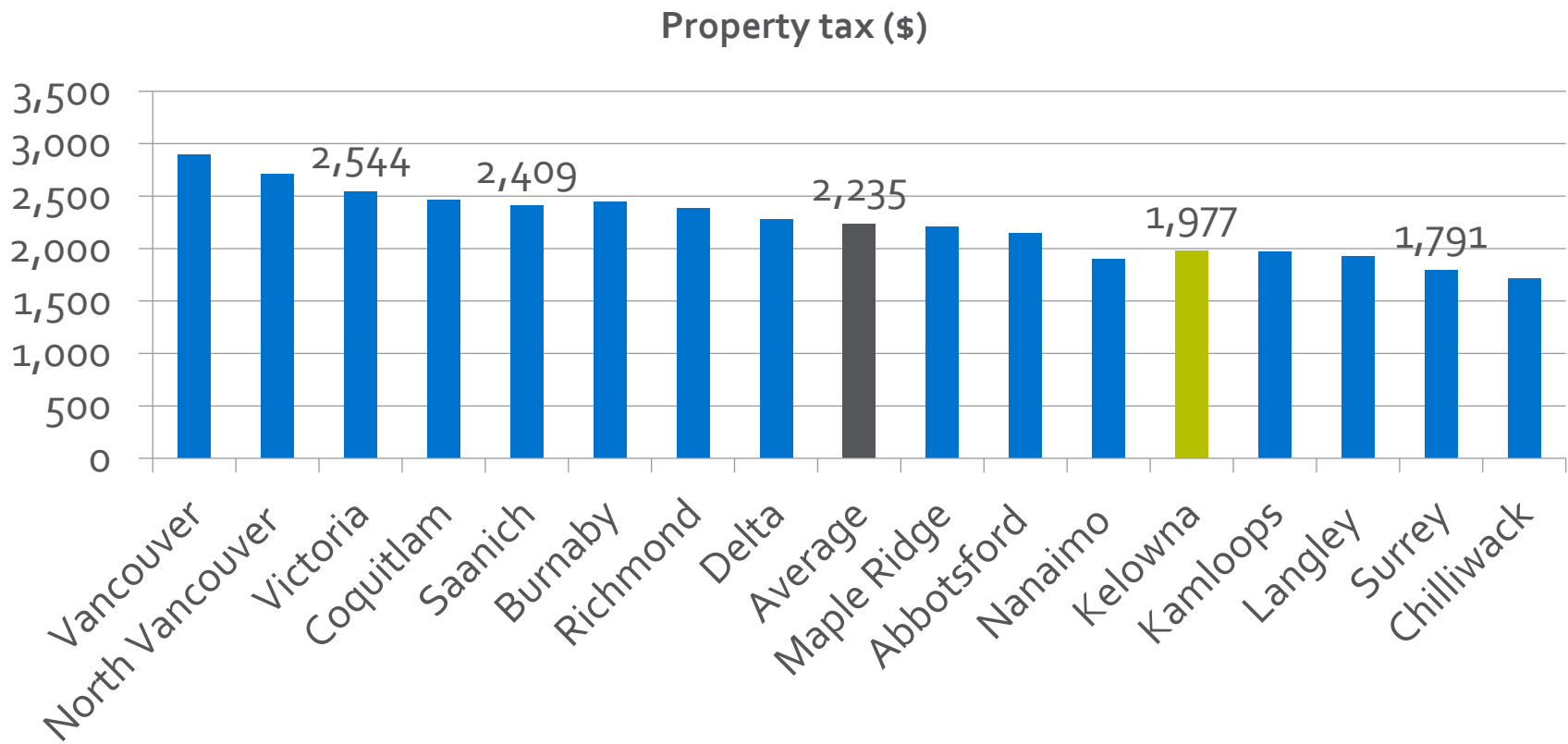
Revenue \$127.6M



Taxation impact

- ▶ Average Single Family Home assessed at \$558,370
- ▶ Municipal Tax estimated at \$1,942.81 for 2017
- ▶ Increase approximately \$82 year or \$7 month

2016 tax information (> 75k)





City of
Kelowna

2017 Financial Plan review

Dec. 15, 2016 @ 9 a.m.

Council Chambers



Questions?

For more information, visit kelowna.ca.

Report to Council



Date: December 12, 2016
File: 1405-01
To: City Manager
From: Jerry Dombowsky, Transit and Programs Manager
Subject: Transit Real-Time Information, SmartBus Memorandum of Understanding

Recommendation:

THAT Council approve the City of Kelowna's participation in the real-time AVL component of the BC Transit SmartBus program as outlined in the Memorandum of Understanding attached to the report from the Transit and Programs Manager, dated December 12, 2016;

AND THAT the Mayor and City Clerk be authorized to execute the Memorandum of Understanding in this regard.

Purpose:

To confirm the City of Kelowna's participation in the real-time information AVL component of the BC Transit SmartBus project via execution of a Memorandum of Understanding(MOU). The MOU outlines the estimated budget required and the re-purposing of current budget to be used to fund this AVL initiative. It is understood that the estimated budget will be confirmed once details of the contract with the selected vendor have been determined.

The BC Transit SmartBus program includes the potential for implementation of real-time technology within the Kelowna transit system. The scope of the real-time project involves the installation of automatic vehicle locator (AVL) technology on all existing buses operating on conventional routes; passenger information displays at seven locations (UBCO, Queensway exchange, Westbank exchange, Orchard Park, Okanagan College, Mission, and Rutland exchange); corporate software for operational oversight; data analysis and reporting; and the integration of real-time information in a web and/or mobile-enabled format for customer information purposes.

This program has been approved under the Government of Canada's Public Transit Infrastructure Fund (PTIF), which will decrease the Local Government share of lease fees to 17 per cent for the first five years. The Government of Canada will fund 50 per cent, and the Province of British Columbia will fund the remaining 33 per cent. In order to qualify for the full share of federal funding, the project must be complete by no later than March 31, 2019.

Lease fees associated with the replacement of this technology once it has reached the end of its useful life (not anticipated to be earlier than year 6), as well as technology required for expansion buses, will be per the traditional funding splits of 53.31% paid by Local Governments and 46.69% paid by the Province. Based on the estimated costs below, the City will require an increase in budget to support this program in year 6 or beyond of an estimated \$67,315 dollars.

Anticipated replacement timing and costs for this technology is subject to the RFP process and vendor selection. Ongoing annual operating costs associated with this project, including cellular and WIFI charges, licensing fees, and maintenance support, will also be shared per traditional funding splits.

The City's capital and operating cost components are:

	Operating Costs	Lease Fees	Total
2017/18	\$59,244	\$31,516	\$90,760
2018/19	\$59,501	\$31,516	\$91,017
2019/20	\$60,380	\$31,516	\$91,896

The current INIT PID system active on the Rapid Bus line is incurring annual system operating costs over twice the estimated new system cost. The new system will make the existing system redundant, freeing up this budget for re-allocation to the new system. BC Transit has confirmed that this existing budget should cover operational costs associated with the full roll out with any surplus adjusted down to accommodate the lift on the capital lease fee.

Given the above information, confirmation of the City of Kelowna's participation in the project via execution of the Memorandum of Understanding is respectfully requested.

Internal Circulation:

Divisional Director Infrastructure
Integrated Transportation Manager
Financial Services Director

Financial/Budgetary Considerations:

The current Information Systems budget is \$313,659 and is fully sufficient to cover the cost of the lease fees and operating costs associated with this AVL initiative.

When the replacement of this AVL technology is required (not anticipated to be earlier than year 6) the City's share of this cost will increase from the reduced 17% share to the normal Local Government partner share of 53.31%. Estimated increased cost to the City after year 6 is \$67,315. This cost would be included in the budget for Council to approve as per the regular budget process.

Considerations not applicable to this report:

Legal/Statutory Authority:
Legal/Statutory Procedural Requirements:
Existing Policy:
Personnel Implications:
External Agency/Public Comments:

Communications Comments:
Alternate Recommendation:

Submitted by:

J. Dombowsky
Transit and Programs Manager

Approved for inclusion:



A. Newcombe, Divisional Director Infrastructure

Attach: Transit AVL MOU document

cc: R. Williams, Senior Regional Transit Manager, BC Transit
G. Davidson, Financial Services Director

October 31, 2016

Attn: Kelowna Regional Transit Partners.

Re: Real-Time Technology Expansion Initiative

Dear local government partner,

I am writing you as you are among the local government partners who have expressed interest in participating in the first phase of BC Transit's SmartBus program. The SmartBus program includes, beyond automated passenger counters and Closed Circuit Television, the implementation of real-time technology within your transit system. The scope of the real-time project involves the installation of automatic vehicle locator (AVL) technology on all existing buses¹ operating on conventional routes, passenger information displays at seven locations (UBCO, Queensway exchange, Westbank exchange, Orchard Park, Okanagan College, Mission, and Rutland exchange), corporate software for operational oversight, data analysis and reporting, and the integration of real-time information in a web and/or mobile-enabled format for customer information purposes.

This program has been approved under the Government of Canada's Public Transit Infrastructure Fund (PTIF), which will decrease the Local Government share of lease fees to 17 per cent for the first five years. The Government of Canada will fund 50 per cent, and the Province of British Columbia will fund the remaining 33 per cent. In order to qualify for the full share of federal funding, the project must be complete by no later than March 31, 2019.

Lease fees associated with the replacement of this technology once it has reached the end of its useful life (not anticipated to be earlier than year 6), as well as technology required for expansion buses, will be per the traditional funding splits between Local Governments and the Province. Anticipated replacement timing and costs for this technology is subject to the RFP process and vendor selection. Ongoing annual operating costs associated with this project, including cellular and WIFI charges, licensing fees, and maintenance support, will also be shared per traditional funding splits.

This letter, combined with the attached memorandum of understanding, documents your commitment to the real-time technology project and your willingness to budget accordingly per the attached estimates. These estimates will be reflected in your Three Year Budget, based on anticipated in-service dates. Budget estimates will be updated, if necessary, following the award to the successful real-time technology proponent.

Please return the approved MOU by no later than December 16, 2016 so that your transit system can be confirmed for inclusion in the first phase of implementation.

¹ Based on your 2016/17 fleet composition.

Yours truly,



Senior Regional Transit Manager
BC Transit

Expansion Memorandum of Understanding

SmartBus Real-Time Technology

Date	October 31, 2016
Expiry	December 16, 2016
System	Kelowna Regional Transit

Expansion Initiatives Agreement

The following outlines the real-time expansion initiative identified for your transit system, based upon your 2016/17 fleet composition, along with a high level annual costing based on anticipated project costs and operating expenditures. Please confirm these initiatives are aligned with the expectations of your local government. Upon confirmation of your local government's intent to commit to the expansion and budget accordingly, we will include your transit community as part of the Phase 1 implementation plan.

Real-Time Costs	2017/18			2018/19			2019/20		
Local Partner	Local Share of Operating Costs	Local Share of Lease Fees	Net Local Share	Local Share of Operating Costs	Local Share of Lease Fees	Net Local Share	Local Share of Operating Costs	Local Share of Lease Fees	Net Local Share
City of Kelowna	59,244	31,516	90,760	59,501	31,516	91,017	60,380	31,516	91,896
City of West Kelowna	9,829	5,229	15,058	9,872	5,229	15,100	10,017	5,229	15,246
Westbank First Nation	3,378	1,797	5,175	3,393	1,797	5,190	3,443	1,797	5,240
District of Lake Country	3,975	2,115	6,089	3,992	2,115	6,107	4,051	2,115	6,166
Regional District of Central Okanagan	59	32	91	59	32	91	60	32	92
District of Peachland	624	332	956	627	332	959	636	332	968
Total	77,109	41,020	118,129	77,443	41,020	118,463	78,587	41,020	119,607
Operating Cost Description	Annual operating costs include cellular and WIFI charges, on-bus hardware maintenance and support, ongoing software licensing and hosting charges, and maintenance for on-street passenger information displays (if applicable)								
Lease Fee Description	Lease fees include project costs associated with the installation of real-time technology on buses in the existing fleet, software licensing, customer interface (web and/or mobile platform), WIFI upgrades at the facility, passenger information displays (if applicable), and project soft costs (ex. installation, project management, etc.). *Lease fees quoted are based on 17 per cent municipal share for the first five years only.								

Approval

On behalf of the City of Kelowna, I am confirming to BC Transit our commitment to the real-time technology project for the Kelowna Regional Transit System and that we will budget accordingly as per the advice provided and with the knowledge a more detailed budget will follow once details of the contract with the selected vendor have been determined.

On behalf of the Local Gov't Partner

City of Kelowna

Signature: _____ Date: _____

Name: _____ Position: _____

City of West Kelowna

Signature: _____ Date: _____

Name: _____ Position: _____

District of Lake Country

Signature: _____ Date: _____

Name: _____ Position: _____

Regional District of Central Okanagan

Signature: _____ Date: _____

Name: _____ Position: _____

Westbank First Nation

Signature: _____ Date: _____

Name: _____ Position: _____

District of Peachland

Signature: _____ Date: _____

Name: _____ Position: _____

On behalf of BC Transit, prepared by

Signature:  _____ Date: October 31, 2016

Name: Rob Williams Position: Senior Regional Transit Manager

Report to Council



Date: December 12, 2016
File: 1200-40
To: City Manager
From: Michelle Kam, Sustainability Coordinator
Subject: Community for All Action Plan

Recommendation:

That Council receives, for information, the report from the Sustainability Coordinator dated December 12, 2016, with respect to the Community for All Action Plan;

AND THAT Council approves the Community for All Action Plan as attached to the report of the Sustainability Coordinator, dated December 12, 2016.

Purpose:

To have Council endorse the Community for All Action Plan including the 31 actions identified within the Plan.

Background:

The Community for All Action Plan is the first project under the Healthy City Strategy, a long-term, integrative plan that the City is building in partnership with Interior Health. The Healthy City Strategy focuses on healthy places and spaces, community health and quality of life for all Kelowna residents. Under this umbrella, the vision for Community for All is "to create a city that is healthy, safe, active and inclusive for seniors, children and those with diverse abilities."

The City provided numerous opportunities throughout the project to engage the public and stakeholders to gather their feedback. The initial community consultation primarily involved in-person and on-line engagement which included a public survey, four community conversation events, and a stakeholder workshop to gather input regarding successes, gaps and barriers. More than 500 community members were engaged and several key findings emerged including the desire for respondents to remain in their neighbourhood as they grow older and the importance of walking routes and parks to increase their physical activity.

The Community for All Action Plan was then drafted using public engagement feedback as well as a variety of inputs including health-related research; best practices; building on current policies, programs and services; community successes; local knowledge; Council priorities and partnerships.

Final consultation ensured the recommended actions met the community's desires and identified the actions that will have the most positive impact. The final consultation consisted of three public engagement events including a community conversation with seniors, parents and those with diverse abilities, a stakeholder workshop and a public open house.

The Community for All Action Plan identifies areas to adapt policies, plans and programs to respond to the evolving needs of our community as actions for healthier seniors will provide co-benefits to children and residents with diverse abilities, enabling them to be active and engaged within our community.

The overarching goal of the Community for All Action Plan is to reduce chronic diseases and social isolation through increasing health, physical activity, social connections, accessibility and equity. To achieve this goal, each theme area within the plan has a specific goal that is linked to the 31 actions within the Plan.

<u>Theme Area</u>	<u>Goal</u>
Inclusive Community	Increase opportunities for social connections, physical activity and intergenerational opportunities
Healthy Neighbourhood Design & Healthy Natural Environments	Enhance City parks and buildings to ensure they are age and ability friendly
Healthy Housing	Enhance housing policies to increase the diversity and affordability of housing
Healthy Transportation Networks	Prioritize active transportation and encourage mobility for all residents
Healthy Food Systems	Promote healthy eating through education, providing social opportunities and through connecting local farmers and residents

The Community for All Action Plan recommends 31 actions to be either explored or implemented in the next two years. The City will lead 21 of these actions; some of the actions reinforce those identified in existing plans, some enhance services already underway and some are new actions. Key community stakeholders will lead the remaining 10 actions.

The next steps for the Community for All Action Plan includes implementing the plan, monitoring and reporting and fostering an all ages and abilities culture.

The next steps for the Healthy City Strategy includes tackling Healthy Housing as the next theme area (2017), developing indicators and reporting tools, and expanding the partnership to other key community organizations.

Internal Circulation:

Community Planning & Real Estate Divisional Director
Active Living & Culture Divisional Director
Integrated Transportation Department Manager
Infrastructure Delivery Department Manager
Communications Advisor
Community Policing Coordinator
Parks & Buildings Planning Manager
Parking Services Manager
Community & Neighbourhood Services Manager
Sport & Event Services Manager
Roadways Operations Supervisor
Community Planning Department Manager

Existing Policy:

Official Community Plan

- Objective 5.23 Address the needs of families with children through the provision of appropriate family oriented housing
- Policy 7.16.2 Park Accessibility. Design parks to meet the needs of a variety of user groups, including families, youth, and seniors. Where appropriate, parks will be designed to meet universal access standards for outdoor spaces.

Financial/Budgetary Considerations:

The City received a UBCM grant of \$20,000 from the Age-Friendly Community Planning and Project Grants. The grant was contingent on two components: direct engagement and work being completed in 2016, both of which have been met.

Some of the 31 actions are contingent on funding and/or budget, as referenced in Appendix D in the Community for All Action Plan. For the City led actions that require additional funding, budget requests have or will be submitted as part of the annual budget process.

External Agency/Public Comments:

Communications Comments:

A dedicated website has been developed kelowna.ca/planningprojects
The project was communicated through direct in-person engagement and online social media.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Personnel Implications:

Alternate Recommendation:

Submitted by:

M. Kam, Sustainability Coordinator

Approved for inclusion: Doug Gilchrist



cc:

Healthy City Strategy Steering Committee
Community Planning & Real Estate Divisional Director
Active Living & Culture Divisional Director
Integrated Transportation Department Manager
Infrastructure Delivery Department Manager
Policy & Planning Department Manager
Communications Advisor
Community Policing Coordinator
Parks & Buildings Planning Manager
Parking Services Manager
Community & Neighbourhood Services Manager
Sport & Event Services Manager
Roadways Operations Supervisor
Community Planning Department Manager
Social Development Manager
Parks & Landscape Planner
Neighbourhood Development Coordinators
Active Transportation Coordinator

Attachments:

- Community for All Action Plan
- Letters of Support:
 - Interior Health
 - Pathways Abilities Society
 - People in Motion
 - School District #23
 - Seniors Outreach Services Society



Community for All Action Plan

Kelowna's All Ages & Abilities Action Plan



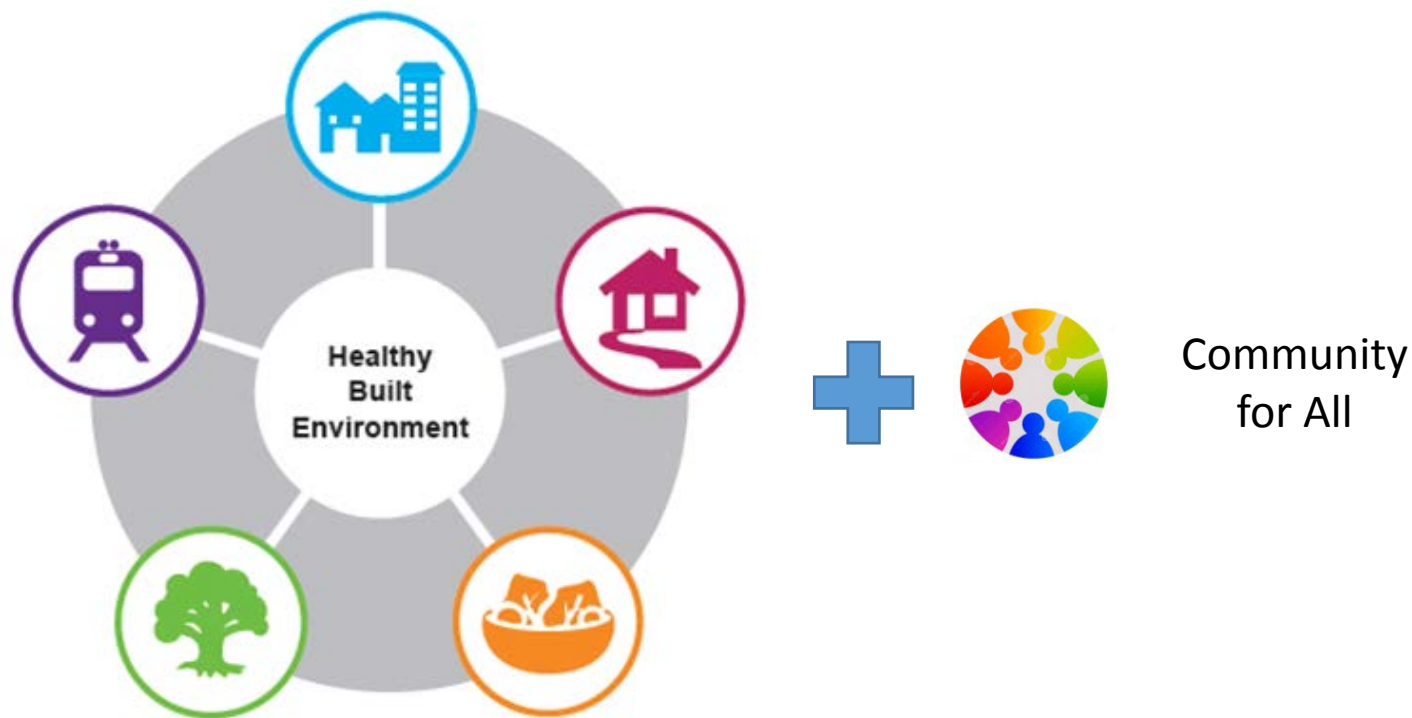
Current Situation

- Our population is aging
- Our communities are designed to use vehicles instead of our feet
- 1 in 3 people in BC are living with one or more chronic diseases
- Half of adults and almost all children do not get recommended levels of physical activity
- Obesity is on the rise

While the health care system is designed to treat people once they are sick, **it requires a collaborative effort to address the factors which keep us well** - Patricia Daly, Medical Health Officer, VCH

Healthy City Strategy

Theme areas



Community for All

Vision:

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



Project Timelines

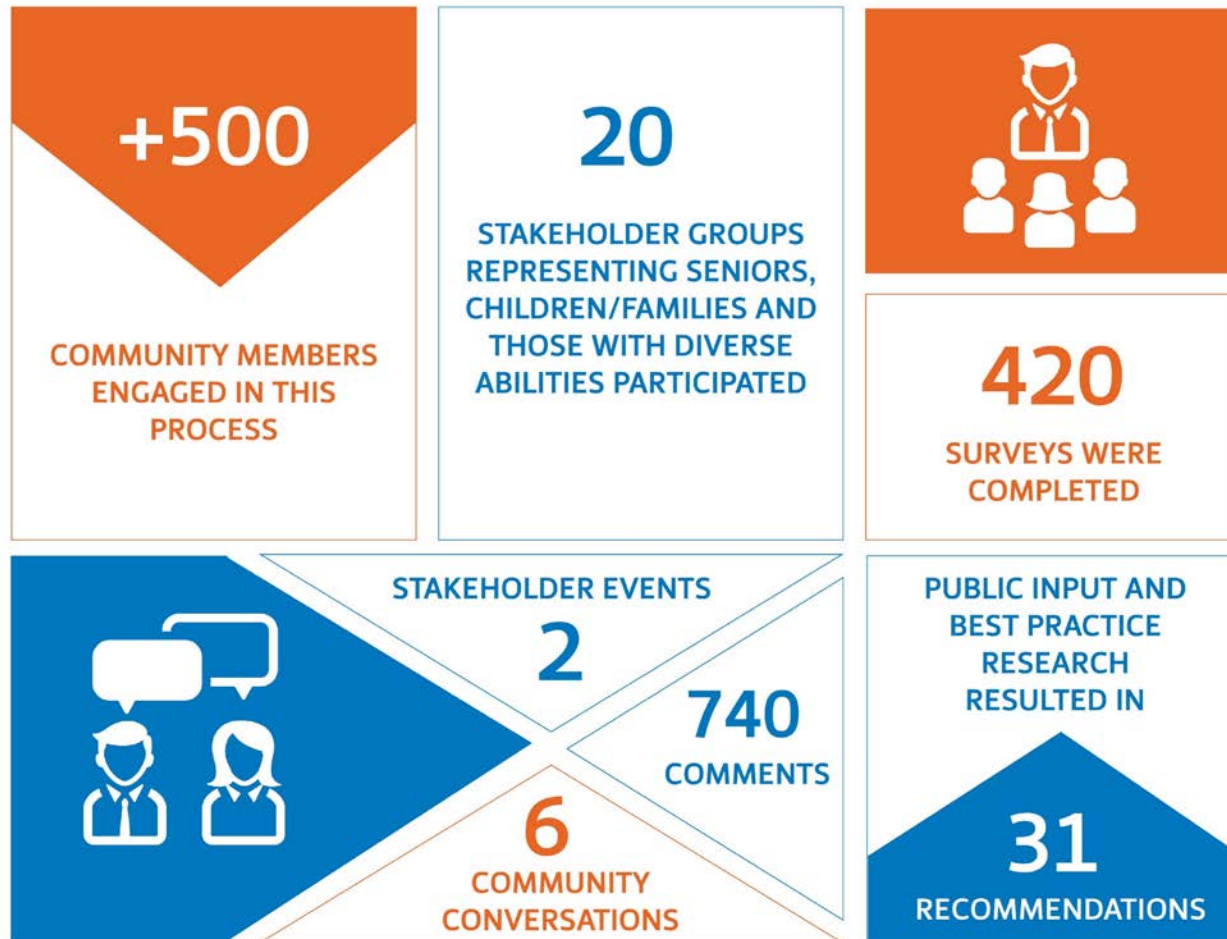


Plan Inputs

- Health-related research
- Best practices and local knowledge
- Community Inventory
- Community Engagement
- Council priorities
- Partnerships



Public Engagement



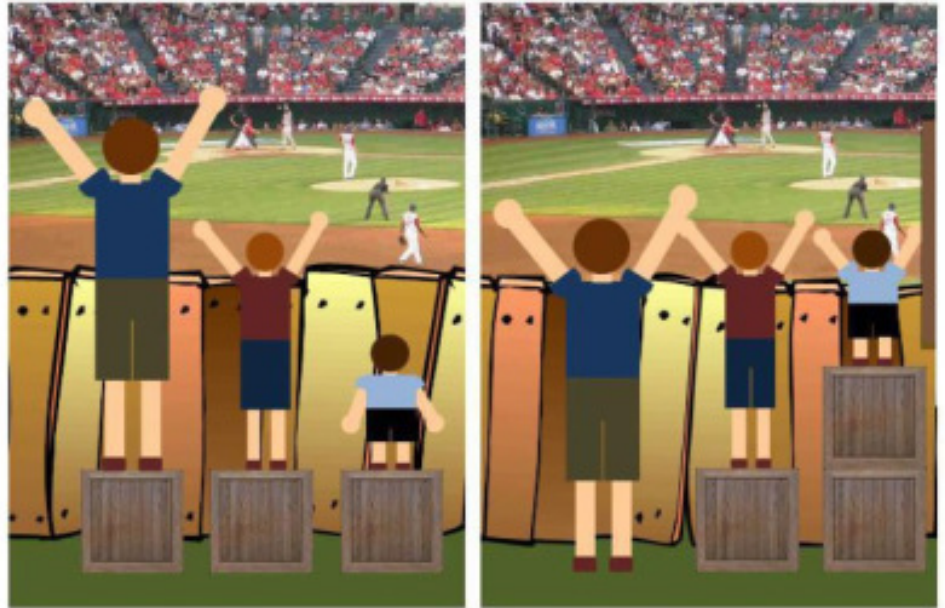
Engagement Highlights

- Over 80% plan to continue to live in their current neighbourhood
- Walking routes and nearby parks enable all ages and abilities to be physically active
- Transportation and cost are key challenges to participation in social activities



Goals of Plan

- ↓ chronic diseases
- ↓ social isolation
- ↑ health
- ↑ physical activity
- ↑ equity
- ↑ accessibility
- ↑ social connections



Actions

- 31 actions created;
 - 21 actions led by the City;
 - 10 actions led by community stakeholders;
- Actions either implemented or explored in 2017 – 2018;
- Some actions are contingent on funding.



Inclusive Community

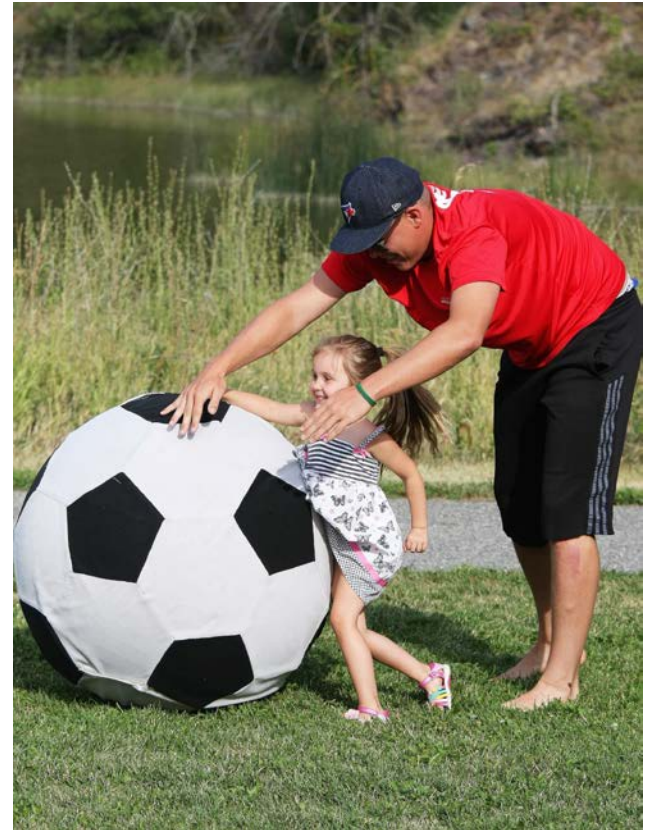


Goal:

To increase opportunities for social connections, physical activity and intergenerational activities

Inclusive Community Actions

- Enhance communications
- Expand the Senior's Contact program
- Integrate "Sport for Life"
- Showcase entrepreneurial skills
- Connect seniors and youth



Healthy Neighbourhood Design & Healthy Natural Environments

Goal:

To enhance City parks and buildings to ensure they are age and ability friendly



Healthy Neighbourhood & Environments Actions



- Conduct assessments in City parks
- Conduct assessments in City buildings
- Encourage assessments to key community organizations

Healthy Housing

Goal:

To enhance housing policies to increase the diversity and affordability of housing



Healthy Housing Actions

- To build on City policies that address housing needs
- Promote energy efficiency for lower income housing



Healthy Transportation Networks



Goal:

to prioritize active transportation and encourage mobility of all residents

Healthy Transportation Networks Actions

- Expand the Bike Recycle program
- Enhance cycling safety program
- Review and update infrastructure policies and bylaws



Healthy Food Systems

Goal:

Promote healthy eating through education, providing social opportunities and through connecting local farmers and residents



Healthy Food Systems Actions

- Develop a Community Kitchen
- Connect farmers with the community
- Include nutrition in City recreational programs



Next Steps ... Community for All



- Council endorsement
- Implement the Plan's 31 actions
- Monitor and report
- Foster an All Ages and Abilities Culture

Next Steps... Healthy City Strategy

- Healthy Housing as next theme area
- Develop indicators and reporting
- Expand partnership to include other community stakeholders



Community for All

Kelowna's All Ages & Abilities Action Plan



Acknowledgements

The development of the Community for All: Kelowna's All Ages & Abilities Action Plan was led by City of Kelowna's Policy & Planning Department and was supported by City staff, Interior Health and numerous other community organizations.

The City of Kelowna would like to acknowledge the following members of the Healthy City Strategy Steering Committee and the Community for All Stakeholder Advisory Committee for their contributions to this project:

The City of Kelowna would also like to acknowledge the contributions of the following:

- Community stakeholders that participated in the Stakeholder Workshops (Boys & Girls Clubs, BC Transit, Canadian Mental Health Association, CNIB, CATCH, Community Connections Support Services, Community Living Council, FortisBC, Karis Support Society, Kelowna Community Resources, Kelowna Family Centre, Pathways Abilities Society, People in Motion, Regional Library, School District #23, Seniors Outreach Services Society, Society of Hope, Starbright Children's Development Centre, UBC and YMCA);
- Public who participated in the community conversations online or in-person;
- City and Interior Health staff who participated on the Technical Teams;
- Evan Peterson, Barefoot Planning who provided knowledge and participated in the initial community conversations; and
- Drew Ferrari who captured ideas through graphic images in the initial community conversations (note some of these drawings are included within the report).

Special thanks to the Province of BC for co-funding the Plan through the 2016 UBCM Age-friendly Community Project and Planning grant.

Healthy City Strategy Steering Committee



City of Kelowna

- Doug Gilchrist
- Jim Gabriel
- Danielle Noble-Brandt
- Michelle Kam
- Rafael Villarreal
- Brian Beach

Interior Health

- Dr. Sue Pollock
- Bryan Redford
- Deborah Preston
- Pam Moore
- Julie Steffler
- Brent Harris
- Jason McCarty

Community for All Stakeholder Advisory Committee

- **Dr. Michael Koss**, *Central Okanagan Division of Family Practice*
- **Michelle Dickie**, *CATCH*
- **Pam Moore and Julie Steffler**, *Interior Health*
- **Charisse Daley**, *Pathways Abilities Society*
- **Louise Abbott**, *People in Motion*
- **Vianne Kintzinger and Tricia Penny**, *School District #23*
- **Vi Sorenson**, *Seniors Outreach Services Society*
- **Dr. Gordon Binsted**, *UBC*

Healthy City Strategy

Community for All Executive Summary

Executive Summary

Introduction

The City of Kelowna has partnered with Interior Health to develop a Healthy City Strategy, which is a long-term integrative plan that focuses on healthy places and spaces, community health, and quality of life for Kelowna residents. How communities are planned and built, and the services and resources provided within them, directly impact people's physical and social health.

Community for All is the first theme area to be developed in the Healthy City Strategy. The vision for Community for All is "a city that is healthy, safe, active and inclusive for seniors, children and those with diverse abilities". The purpose of the Plan is to identify areas to adapt policies, plans and programs to respond to the current and evolving needs of our community.

The goal of the Community for All Action Plan is to reduce chronic diseases and social isolation through increasing health, physical activity, social connections, accessibility and equity. To achieve this goal, the recommendations focus on the following:

- ▶ **Inclusive Community** – increase opportunities for social connections, physical activity and intergenerational activities;
- ▶ **Healthy Neighbourhood Design & Healthy Natural Environments** – enhance City parks and buildings to ensure they are age and ability friendly;
- ▶ **Healthy Housing** – enhance housing policies to increase the diversity and affordability of housing;
- ▶ **Healthy Transportation Networks** – prioritize active transportation and encourage mobility for all residents; and;
- ▶ **Healthy Food Systems** – promote healthy eating through education, providing social opportunities and through connecting local farmers and residents.

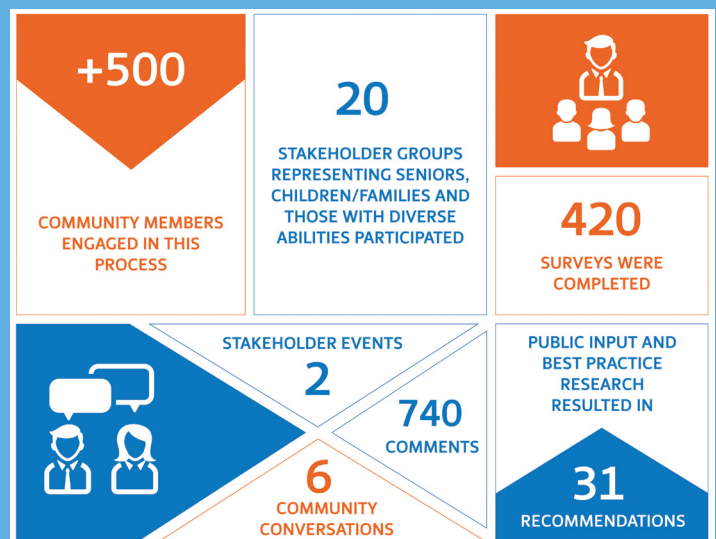
This plan's actions will benefit a combination of ages and abilities, enabling them to be active and engaged within our community. Designing for all ages and abilities and emphasizing enablement rather than disablement is a prime characteristic of an age and ability friendly community.

Public Engagement

The City offered a variety of opportunities throughout the project to engage the public and stakeholders to gather their feedback and ideas.

The initial community consultation primarily involved a public survey, four community conversation events, and a stakeholder workshop to gather input regarding successes, gaps and barriers. More than 500 community members were engaged and several key findings emerged including the desire for respondents to remain in their neighbourhood as they grow older and the importance of walking routes and parks to increase physical activity.

Final consultation ensured the recommended actions met the community's desires and identified the actions that will have the most positive impact. The final consultation consisted of three public engagement events including a community conversation with seniors, parents and those with diverse abilities, a stakeholder workshop and a public open house. The majority of participants were appreciative that a plan to address issues for seniors, children and people with diverse abilities will be implemented.



Community For All

Executive Summary

Recommendations

The objectives that are included in this plan were derived from community conversations or from best practices and helped inform the development of 31 actions.

Many of the actions are linked across several theme areas (*i.e. an action could create an inclusive community as well as a healthy neighbourhood*). Additionally, many of the actions are linked across the target groups (*i.e. an action may benefit seniors, children and those with diverse abilities*).

There are significant connections between health and where people live, what type of transportation they use, what kinds of food they eat, how much physical activity they get and the social connections they have.

The Community for All Action Plan recommends 31 actions (see below table) to be either explored or implemented in the next two years. The City of Kelowna will lead 21 of these actions and key community stakeholders will lead the remaining 10 actions. Additional details on each action are provided within the report and in Appendix D.

Inclusive Community

OBJECTIVE	ACTION
Enhance communication of health service and community support information	Explore opportunities to enhance the communication of health services and health messaging
Expand programs that identify and connect with isolated and vulnerable residents	Expand the Seniors Contact program
Promote physical literacy and activity to reduce chronic diseases such as obesity	Integrate "Sport for Life" principles into policies, procedures and programs and work towards becoming a "Canadian Sport for Life" Community
Foster intergenerational opportunities	Connect seniors and youth through after-school work programs
	Develop a network of parents and community members to lead extracurricular clubs in schools
Expand on programs and services to strengthen neighbourhoods	Create Neighbour Awards to foster neighbourliness and inspire connections between neighbours
	Continue to foster the social connection of neighbours and build capacity within neighbourhood based organizations
	Create a Neighbourhood Champion volunteer program
Provide accessibility opportunities	Review and enhance the accessibility requirements in the Outdoor Event Permit application to improve accessibility at community events
	Expand the online Accessibility Inventory to increase awareness of accessible opportunities
Showcase entrepreneurial skills for people with diverse abilities	Provide opportunities for people with diverse abilities to showcase products and skills at community markets or events
Enhance information and resources available to the public	Explore the opportunity to enhance the information provided to residents, including new residents
	Explore the opportunity to enhance the information and resources provided to new parents

Healthy Neighbourhood Design & Healthy Natural Environments

Focus on accessibility and safety in parks and public facilities	Conduct a Community for All Assessment in City parks with a focus on accessibility and safety
	Conduct a Community for All Assessment in City buildings with a focus on accessibility and safety
	Promote all ages and abilities assessments to other organizations and businesses

Community For All

Executive Summary

Healthy Housing

OBJECTIVE	ACTION
Build on City policies that address housing needs	Support the development of diverse housing types to meet the variety of housing needs in the community
Promote energy efficiencies for lower income housing	Promote and encourage residents to apply for the Energy Conservation Assistance Program to help save energy and money

Healthy Transportation Networks

Support pedestrian and cycling programs and policies	Expand the student-led walking school bus program
	Expand the Bike Recycle program in schools
	Enhance cycling safety program through infrastructure improvements
	Enhance communication and awareness for the pedestrian and bicycle network and roadway safety for all users
	Expand wayfinding signage network
Support accessibility and mobility	Review and update infrastructure policies, bylaws and guidelines to ensure accessibility features are incorporated
	Conduct an accessible parking program review
	Provide real-time GPS bus location and schedules
	Redevelop a travel training program to encourage people to use transit as an alternative to accessible transportation
	Implement a program specifically for accessibility infrastructure retrofits

Healthy Food Systems

Provide opportunities for healthy food, nutrition and healthy cooking	Connect local farmers with the community
	Develop a Community Kitchen that facilitates eating, cooking classes and shared meals
	Promote a nutritional focus in City recreational programs and concession and vending machines in City-owned facilities

Next Steps

The strength of the Community for All Action Plan includes the collaboration and partnerships with, and commitment from, key community stakeholders to explore or implement the 31 recommended actions over the next two years. The City of Kelowna will lead 21 of these actions. The implementation of the remaining 10 actions will require the combined efforts of our community. Interior Health, School District #23, Pathways Abilities Society, People in Motion and Seniors Outreach Services Society have agreed to lead one or more of the recommended action(s). Additionally, numerous other community stakeholders have expressed interest in supporting the recommended actions.

Local government, health authority, stakeholders and residents collectively need to develop a culture of all ages and abilities. In order to foster this culture, it will be important to include an all ages and abilities lens to community issues.

This Plan will be a living document that is revisited twice annually in 2017 and 2018 to establish priorities, monitor completed and ongoing actions, evaluate outcomes, access further opportunities and adapt to new information.

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Introduction

Evidence shows that health starts in our communities which include homes, neighbourhoods, schools, streets, workplaces and parks. When strategically designed, this built environment can reduce obesity and chronic diseases by affecting air quality, activity levels of residents and access to healthy food. The built environment can also improve the well-being and social connection of residents.

Kelowna, like much of the world, is preparing for a demographic shift towards an older population. This shift will have significant impacts on communities. The number of seniors in Kelowna is predicted to rise from the current level of 20 per cent to 24 per cent by 2040 (see Figure 1 below). As Kelowna's population aged 65 years or older continues to grow, new approaches to the physical environment (e.g. parks, streets), programs and services (e.g. recreation, transit) are required to ensure that community supports these residents.

As residents age, their health needs can become more complex. Chronic diseases including obesity are on the rise as people as spend more time sitting than moving. The current statistics regarding individual health confirm the seriousness of the situation:

- ▶ 1 in 3 people in B.C. are living with one or more diagnosed chronic diseases, which consume approximately 80 per cent of the provincial health care budget¹;
- ▶ 50 per cent of adults and 91 per cent of children and youth do not get the recommended levels of physical activity²; and
- ▶ At 26 per cent, Canada's childhood obesity rates are among the highest in the world – almost doubling in the last 25 years³.

¹ Province of B.C. *Promote, Protect, Prevent: Our health begins here*

² Heart and Stroke Foundation, *Shaping Active, Healthy Communities*

³ Government of Canada *Healthy Weights for Healthy Kids*.

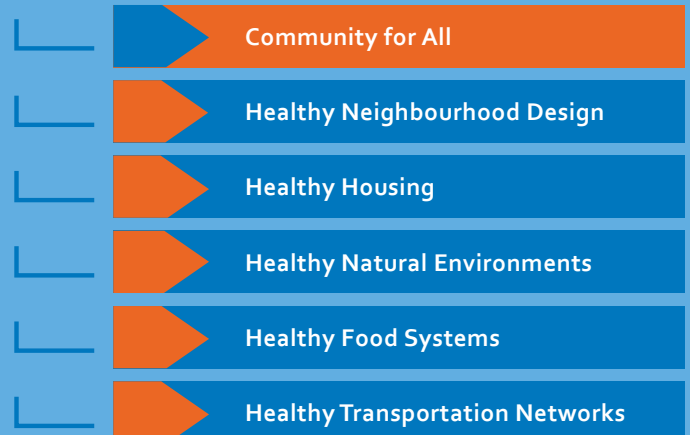
Like many cities around the world, Kelowna is grappling with how to build a vibrant, healthy and sustainable city in the face of challenges including climate change, a growing prevalence of chronic health conditions, and an aging population. These challenges are thrusting local governments to the forefront of leadership in creative, innovative, and integrated city building.

Over the last few decades, many cities have been planned, designed and managed in ways that have separated out the activities of daily life. Low density, use-segregated, vehicle-based development that is dependent on high levels of fossil fuel use has led to people spending more time in their vehicles than on their feet, and more time apart than together. Inactivity, separation and a lack of sustainability have been designed into the fabric of many cities, affecting not only individual health and well-being but also that of neighbourhoods and of the planet.

The City of Kelowna has partnered with Interior Health to develop a Healthy City Strategy, which is a long-term integrative plan that focuses on healthy places and spaces, community health, and quality of life for Kelowna residents. How communities are planned and built, and the services and resources provided within them, directly impact people's physical and social health.

The Healthy City Strategy is a multi-year initiative that will promote integrated decision-making and will be a companion document to the Official Community Plan with implementable actions in six theme areas.

Healthy City Strategy



The vision for Community for All is “a city that is healthy, safe, active and inclusive for seniors, children and those with diverse abilities.”

Community for All, a cross-cutting theme that will inform the other theme areas, is the first theme area tackled during the development of the Healthy City Strategy.

The vision for Community for All is “a city that is healthy, safe, active and inclusive for seniors, children and those with diverse abilities”. The purpose of the Plan is to identify areas to adapt policies, plans and programs to respond to the current and evolving needs of our community.

The goal of the Community for All Action Plan is to reduce chronic diseases and social isolation through increasing health, physical activity, social connections, accessibility and equity. To achieve this goal, the recommendations focus on the following:

- ▶ **Inclusive Community** – increase opportunities for social connections, physical activity and intergenerational activities;
- ▶ **Healthy Neighbourhood Design & Healthy Natural Environments** – enhance City parks and buildings to ensure they are age and ability friendly;
- ▶ **Healthy Housing** – enhance housing policies to increase the diversity and affordability of housing;
- ▶ **Healthy Transportation Networks** – prioritize active transportation and encourage mobility for all residents; and
- ▶ **Healthy Food Systems** – promote healthy eating through education, providing social opportunities and through connecting local farmers and residents.

Actions within the plan are often targeted towards a combination of ages and abilities, as many actions will often provide co-benefits for seniors, children or those with diverse abilities, enabling them to be active and engaged within our community. Designing for all ages and abilities and emphasizing enablement rather than disablement is a prime characteristic of an age and ability friendly community. By planning and designing a city that incorporates the needs of seniors, children and those with diverse abilities, will create a healthy and vibrant city for all ages and abilities.

Planning with a lens that incorporates the needs of seniors, children and those with diverse abilities increases the equity of planning so that residents can have access to the same opportunities.

Many of the objectives and recommendations in this Action Plan align with several City Plans and programs that also have the goal of creating a future with stronger, connected and compact neighbourhoods with active, healthy citizens, including:

- Official Community Plan
- Community Climate Action Plan
- Pedestrian and Bicycle Master Plan
- Urban Centres Roadmap
- Strong Neighbourhood Program

Planning Process

The Community for All Action Plan used numerous inputs to ensure the development of a comprehensive action plan including:

- Health-related research;
- Best practices (*refer to Appendix A*);
- Building on current policies, programs and services;
- Community successes (*refer to Appendix B*);
- Local knowledge;
- Public engagement;
- Council priorities; and
- Partnerships.



Major Milestones



Community Inventory

In Kelowna, numerous valuable programs and services are available for seniors, children and those with diverse abilities. To capture collectively the existing strengths and assets that contribute towards the vision, a series of workshops were held with the Healthy City Strategy Steering Committee, City and Interior Health Technical Teams, the Stakeholder Advisory Committee as well as other community stakeholders.

Throughout this process, an extensive number of existing strengths and assets were captured. To view the snapshot of strengths and assets identified in the Community Inventory, refer to *Appendix B*.

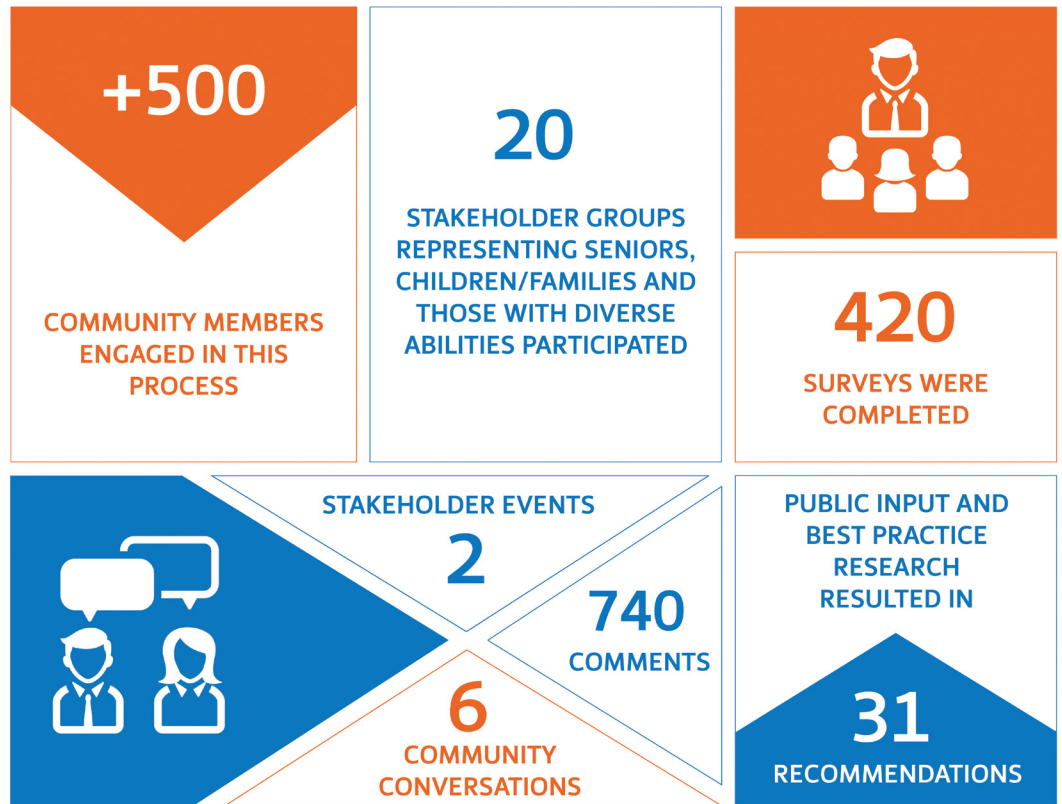


Public Engagement

The City offered a variety of opportunities throughout the project to engage the public and stakeholders to gather their feedback. This feedback was used in conjunction with best practices to inform and shape the Community for All Action Plan.

Initial consultation occurred in May 2016 to gather input regarding successes, gaps and barriers and final engagement occurred at the end of the project to ensure the recommendations met the community's desires.

The initial community consultation primarily involved a public survey, four community conversation events, and a stakeholder workshop. Through these events, the project team engaged more than 500 community members.



Five versions of the survey were developed with questions tailored to seniors, caregivers of seniors, parents of children under 12, those with diverse abilities, and caregivers of those with diverse abilities.

Participants of the community conversations were directed to give feedback through a survey. More than 420 surveys were completed by respondents. The respondents were as follows:

- 44% were seniors and caregivers of seniors;
- 22% were parents or caregivers of children;
- 10% were people with diverse abilities and caregivers; and
- 24% "other" respondents (e.g., residents 50-64, parents of teens, those that work with seniors).

The community consultation included key questions to:

- Provide a snapshot of the community from an all ages perspective;
- Identify issues for improvement; and
- Generate ideas to make Kelowna a more age and ability friendly community.

Some key findings that emerged from the survey included:

- More than 80% of seniors, families with children and people with diverse abilities plan to continue to live in their current neighbourhood as they grow older:
 - ▶ 85% of all respondents said that walking routes in their neighbourhood help them be active;
 - ▶ 83% of parents of children under 12 said that nearby parks and public spaces help their children be physically active; and
 - ▶ 67% of caregivers of those with diverse abilities said that nearby parks and public spaces help the person in their care be physically active.
- Transportation and cost are key challenges to participation in community/social activities:
 - ▶ 42% of caregivers of those with diverse abilities identified transportation as a challenge to participating in more activities that connect them with others; and
 - ▶ 62% of parents of children under 12 identified cost as a barrier to their children participating in more activities that connect them with others.

- The top factors identified that will help residents be physically active are linked to amenities and services located within their neighbourhood. These factors include: walking and cycling routes, nearby parks, public spaces, amenities and services as well as access to healthy food, social connections and extracurricular activities.

The consultation questions asked all target groups to share ideas, big and small, that would improve their daily lives. The top priorities that emerged included: improving walking routes and bike paths, enhancing public transit, improvements to downtown, affordable housing and enhancing affordable activities.

Feedback was gathered regarding an inclusive community as well as each of the theme areas. In order to link the community conversations with the recommendations, the specific information gathered as well as best practices have been incorporated into each section of the recommendations.

Big Ideas from Public Engagement



The below table is a snapshot of the survey topics and the responses from each of the target groups.

SURVEY TOPICS		AGE & ABILITY FOCUS			
	Seniors	Caregivers responding on behalf of seniors	Diverse abilities	Caregivers responding on behalf of people with diverse abilities	Parents of children
Physically active 6+ times per week	55%	0%	64%	44%	66%
Good to Excellent overall health	89%	57%	86%	78%	96%
Access to healthy food choices	96%	71%	89%	100%	92%
Reasons for access to healthy food	Live in close proximity to grocery stores, access to farmers' markets and/or a desire to buy local	N/A	Live in close proximity to a grocery store and/or have access to farmers' markets	Access to grocery store, gardens and/or provided by caregiver	Live in close proximity to a grocery store and/or have access to farmers' markets
Barriers to accessing healthy food	Cost	Low income	Cost barriers	Personal choice	Cost and lack of time
No barriers to being healthier	61%	43%	50%	44%	58%
Top barriers to being healthier	Health issues, limited mobility, cost, air pollution and/or living alone	Chronic disease and limited cognitive and/or physical ability	Mental, emotional and physical health issues and/or cost	Cost, physical ability and/or personal reasons	Cost, time and not enough access to safe activity corridors
Aspects of neighbourhood that help them be physically active	Walking routes, nearby parks and public spaces, nearby amenities/services/shops, access to healthy food and neighbours	Health care, extracurricular activities, access to healthy food, nearby amenities/services/shops and family	Walking routes, nearby parks and public spaces, cycling routes, nearby amenities/shops/services and access to healthy food	Nearby parks and public spaces, walking routes, family and friends	Walking routes, nearby parks and public spaces, cycling routes, access to healthy food and family

Table continued ►

SURVEY TOPICS		AGE & ABILITY FOCUS			
	Seniors	Caregivers responding on behalf of seniors	Diverse abilities	Caregivers responding on behalf of people with diverse abilities	Parents of children
Aspects of neighbourhood that could be improved to help them be more physically active	Better road and sidewalk maintenance, cycling routes, safe intersections, better transit service and health care	Nearby parks and public spaces, walking routes and family	Walking routes, cycling routes and nearby amenities/ services and shops	Sidewalks and walking routes, cycling routes, nearby parks and public spaces and nearby amenities, shops and services	Cycling routes, walking routes and nearby parks and public spaces
Plan to continue to live in current neighbourhood	88%	86%	82%	86%	82%
Plan to continue to live in current home	85%	86%	78%	83%	69%
Daily or more than once daily participation in an activity that connects them to others	67%	57%	31%	43%	46%
Programs or activities they would like to see offered (more)	Pickleball, community centres and cultural events and activities	N/A	Programs geared specifically for people with limited ability, including sports and events that bring people together	Social activities that are geared toward specific levels of diverse abilities	Free or low-cost activities geared toward children with special needs or physical limitations
Face challenges to participating in more activities	70%	86%	80%	100%	88%
Top barriers to participating in more activities	Cost and physical ability	Physical abilities, transportation and location of programs	Cost and not enough time	Cost, type of programs offered, not enough time and/or transportation	Cost and not enough time
Satisfied with current level of participation	78%	43%	65%	100%	71%

Final consultation occurred in October, 2016 to review the recommended actions and determine the actions that will have the most positive impact, and to discuss the final name of the Plan. The final consultation consisted of three public engagement events including a community conversation with seniors, parents and those with diverse abilities, a stakeholder



workshop and a public open house. Attendees included a number of residents specifically targeted to benefit from the plan including seniors, parents and people with diverse abilities. The majority of participants were interested and appreciative that a plan to address issues for seniors, children and people with diverse abilities will be implemented.

At each engagement event, participants indicated actions that will have the most positive impact on either themselves, their family or their organization's members. All of the actions were identified as being valuable. The top recommended actions that were identified throughout this process were:

1. Build on City policies that address housing needs (Healthy Housing);
2. Develop a Community Kitchen that facilitates eating, cooking classes and shared meals (Healthy Food Systems);
3. Enhance Communications and health service and community support information (Inclusive Community);
4. Expand the Seniors Contact program (Inclusive Community);
5. Integrate "Sport for Life" principles into policies, procedures and programs and work towards becoming a "Canadian Sport for Life" Community (Inclusive Community); and
6. Showcase entrepreneurial skills for people with diverse abilities (Inclusive Community).

The name of the Plan, Community for All Ages, was also discussed, as the name only addressed the ages of people, and did not include the abilities elements of the plan. The name most often highlighted in the community conversations was Community for All, as it is more accessible and inclusive of both age and ability. Therefore, the final plan name was decided to be *Community for All: Kelowna's All Ages & Abilities Action Plan*.

For a summary of the public engagement results, refer to Appendix C.



Community For All

Recommendations

The consultation and public engagement that occurred during the development of the Community for All Action Plan resulted in over 740 comments and/or ideas. Some of the ideas are already underway or identified in other City plans; some are slated to be reviewed during specific theme areas as the Healthy City Strategy is built out; and others are outside the scope of the actions in this plan as they are the responsibility of senior levels of government or are large vision ideas for future consideration. The remaining ideas were reviewed and grouped into themes.

The objectives that are included in this plan were derived from community conversations or from best practices and helped inform the development of 31 actions. These actions are categorized into themes inspired from the World Health Organization Age-friendly Guidelines (*Inclusive Community*) and from the Healthy Built Environment Provincial Toolkit (*Healthy Neighbourhoods/Natural Areas, Healthy Housing, Healthy Transportation Networks and Healthy Food Systems*).

Many of the actions are linked across several theme areas (*i.e. an action could create an inclusive community as well as a healthy neighbourhood*). Additionally, many of the actions are linked across the target groups (*i.e. an action may benefit seniors, children and those with diverse abilities*).

There are significant connections between health and where people live, what type of transportation they use, what kinds of food they eat, how much physical activity they get and the social connections they have. Therefore, each section includes health information which provides some examples of the links between planning principles and health outcomes.



Recommendations

► Inclusive Community

Feeling included in our community and having social connections is essential to people's well-being. An inclusive community promotes social connections and values and promotes respect and social participation.

Kelowna's Mayor and Council strongly believe that Kelowna should be a community that is welcoming to all people. Council champions inclusiveness as a priority for Kelowna, as shown through Council's focus area: "ensuring a healthy, safe, active & inclusive community".

A healthy inclusive community supports people to maintain or to establish supportive and caring relationships through providing activities that promote physical and social well-being. Additionally, encouraging strong neighbourhoods creates attachment and increases involvement in our community.

Loneliness and social isolation in older adults has been shown to increase the risk of poor health outcomes and mortality compared to people who don't identify as lonely. The lack of social relationships in older adults has been shown as strong a risk factor for mortality as smoking, obesity or a lack of physical activity.⁵

Children's social connections, including parents, peers, teachers and neighbours, play a central role in their development. These connections promote mental health and can increase their well-being. Research shows that even one caring adult, can make a powerful difference in a child's life.⁶

⁵ Perissinotto CM, Stijacic C, I, Covinsky KE. Loneliness in older persons: a predictor of functional decline and death. *Arch Intern Med* 2012 Jul 23;172(14):1078-83.

⁶ UBC Human Early Learning Partnership, Middle Development Instrument, 2016.

Already Underway

Kelowna has numerous community organizations that offer recreational, educational, health and support services for residents. For example, the Seniors Outreach Services Society hosts weekly Coffee Breaks to provide a social opportunity for seniors to meet other seniors in their own neighbourhoods, and make connections.

People in Motion has a comprehensive online accessibility guide which helps users find accessible resources in the community, such as restaurants and things to do.



Recommendations ► Inclusive Community

Recommendations:

The goal of the Inclusive Community recommendations is to increase opportunities for social connections, physical activity and intergenerational activities.

OBJECTIVE	ACTION	LEAD	DETAILS
Enhance communication of health service and community support information	Explore opportunities to enhance the communication of health services and health messaging	Interior Health	Find ways to promote health services across the community including linking Interior Health's information on the City's website.
Expand programs that identify and connect with isolated and vulnerable residents	Expand the Seniors Contact program	City of Kelowna (Community Policing)	Explore ways to expand on the Seniors Contact program, including on-going social connections and exploring ways to expand the program to include people with chronic illnesses and diverse abilities.
Promote physical literacy and activity to reduce chronic diseases such as obesity	Integrate "Sport for Life" principles into policies, procedures and programs and work towards becoming a "Canadian Sport for Life" Community	City of Kelowna (Active Living & Culture)	Physical literacy refers to the mastering of fundamental movement and sport skills. Sport for life increases motivation to be physical active from infancy through all phases of adulthood.
Foster intergenerational opportunities	Connect seniors and youth through after-school work programs	School District #23 and Seniors Outreach Services Society	Program to increase intergenerational opportunities.
	Develop a network of parents and community members to lead extracurricular clubs in schools	School District #23	Work with Central Okanagan Parent Advisory Council to connect parents and community members with schools.
Expand on programs and services to strengthen neighbourhoods	Create Neighbour Awards to foster neighbourliness and inspire connections between neighbours	City of Kelowna (Active Living & Culture)	Create through the Strong Neighbourhood Program.
	Continue to foster the social connection of neighbours and build capacity within neighbourhood based organizations	City of Kelowna (Active Living & Culture)	Create through the Strong Neighbourhood Program.
	Create a Neighbourhood Champion volunteer program	City of Kelowna (Active Living & Culture)	Create through the Strong Neighbourhood Program.

Table continued ►

Recommendations ► Inclusive Community

OBJECTIVE	ACTION	LEAD	DETAILS
Provide accessibility opportunities	Review and enhance the accessibility requirements in the Outdoor Event Permit application to improve accessibility at community events	City of Kelowna (Active Living & Culture)	Review parking and accessible features such as washrooms and parking.
	Expand the online Accessibility Inventory to increase awareness of accessible opportunities	People in Motion	Contingent on external funding.
Showcase entrepreneurial skills for people with diverse abilities	Provide opportunities for people with diverse abilities to showcase products and skills at community markets or events	People in Motion	People in Motion to survey their members to determine if there is interest.
Enhance information and resources available to the public	Explore the opportunity to enhance the information provided to residents, including new residents	Interior Health	Determine if additional health and community services information should be made available.
	Explore the opportunity to enhance the information and resources provided to new parents	Interior Health	Determine if additional health and community services information should be made available.



Recommendations

► Healthy Neighbourhood Design & Healthy Natural Environments

Neighbourhoods are places where people live, work, play and learn. How neighbourhoods are designed can influence transportation and food choices as well as social connections. Including safe and accessible parks and public spaces within neighbourhoods allows social connection with neighbours to develop and provides an opportunity to connect with the natural environment which is valuable to both physical and social well-being.

Seniors, children and those with diverse abilities benefit from age and ability friendly public spaces, including parks and City buildings. As the City moves towards creating an age and ability friendly community, it is important to assess the status of our existing City parks and buildings to create an inventory of prioritized changes to those spaces.

A healthy neighbourhood is compact and walkable, has a variety of land uses, enhances connectivity with transportation networks and prioritizes new developments within or beside existing developed areas.

A healthy natural environment includes connected open spaces and environmentally sensitive areas, opportunities to access and engage with the natural environment, reduced urban air pollution and mitigation of the urban heat island effect.

There is strong evidence that maximizing opportunities to access and engage with the natural environment can increase physical activity. Further, it has been demonstrated that parks and natural spaces can mitigate urban heat island effects, which can decrease heat related mortality and morbidity.

There is strong evidence that a neighbourhood that is walkable and has cycling infrastructure can increase physical activity levels, which can result in a reduction in obesity and an increase in social cohesion. New research also shows how walking and cycling friendly neighbourhoods are linked to a reduction in chronic diseases and lowered crime rates.



Already Underway

The City's Infill Challenge, the addition of new housing units to existing neighbourhoods, represents an important part of the City's overall strategy to combat the impacts of urban sprawl. By focussing growth in areas with existing infrastructure (e.g. roads, transit, parks), stronger neighbourhoods will be built, as these neighbourhoods will have access to daily services and a wider range of housing types.

The City of Kelowna has an inventory and maps of environmentally sensitive areas including 27 creeks, 278 wetlands, Okanagan Lake foreshore, grasslands and old growth forests.

The City of Kelowna recently implemented an accessible beach wheelchair program at two of Kelowna's beaches.

Recommendations ► Healthy Neighbourhood Design
& Healthy Natural Environments

Recommendations:

The goal of the Healthy Neighbourhood Design and Healthy Natural Environments recommendations is to enhance City parks and buildings to ensure they are age and ability friendly.

OBJECTIVE	ACTION	LEAD	DETAILS
Focus on accessibility and safety in parks and public facilities	Conduct a Community for All Assessment in City parks with a focus on accessibility and safety	City of Kelowna (Infrastructure)	Assessments to consider safety and accessible features such as surfacing, seating, shade, lighting, washrooms and amenities. Contingent on funding.
	Conduct a Community for All Assessment in City buildings with a focus on accessibility and safety	City of Kelowna (Infrastructure)	Assessments to consider safety and accessible features such as washrooms, ramps, Hearing Loops. Contingent on funding.
	Promote all ages and abilities assessments to other organizations and businesses	City of Kelowna (Policy & Planning)	To encourage assessments beyond City parks and buildings.



Recommendations

► Healthy Housing

Homes are critically important to resident's health. Differences in housing, including location, quality, accessibility and affordability, can impact people's health either positively or negatively.

Healthy housing includes having affordable housing through various housing types, appropriate housing quality, and housing options for populations that may be vulnerable including the homeless, elderly, low income groups and people with diverse abilities.

Increasing access to affordable housing through various housing types can be linked to an increase in general health, food security, mental health and even a reduction in obesity.

Healthy Housing will be the next theme area of the Healthy City Strategy and will include the development of a Healthy Housing Strategy. This strategy will identify and prioritize housing needs and determine the most effective strategies to address those needs. Affordability and supply of housing, rental housing options and supporting housing needs related to the changing demographics, such as aging in place, will be included.

Already Underway

The City of Kelowna partners with BC Housing on a range of housing and support options for seniors, families and those with diverse abilities.

The City's Rental Housing Grant program, available to developers, encourages the construction of rental housing units. In 2016, the grant program was refined to more accurately reflect the cost of developing larger units and support the creation of more three-bedroom, family-oriented rental units.

Recommendations:

The goal of the Healthy Housing recommendations is to enhance housing policies to increase the diversity and affordability of housing.

OBJECTIVE	ACTION	LEAD	DETAILS
Build on City policies that address housing needs	Support the development of diverse housing types to meet the variety of housing needs in the community	City of Kelowna (Policy & Planning)	Healthy Housing will be the next theme area of the Healthy City Strategy. This will include the development of a Healthy Housing Strategy.
Promote energy efficiencies for lower income housing	Promote and encourage residents to apply for the Energy Conservation Assistance Program to help save energy and money	City of Kelowna	City of Kelowna to partner with FortisBC to promote this energy and economic savings program to the community.

Recommendations

► Healthy Transportation Networks

Transportation options allow residents to move around Kelowna as residents go about their daily lives. Transportation that is accessible, safe and available is a key issue for seniors, children and those with diverse abilities. Being able to get around is linked to social participation and access to community and health services.

A healthy transportation network has mobility options for all ages and abilities, has convenient and safe active transportation, prioritizes safety and encourages the use of public transit.

Safe, accessible sidewalks activate streets socially and economically and can increase residents' health. People who live in neighbourhoods with sidewalks are 47% more likely than residents without sidewalks to be active at almost 40 minutes a day.⁷

⁷ Sallis J., et al. "Neighborhood Environments and Physical Activity among Adults in 11 countries." *American Journal of Preventive Medicine*, Vol. 36, No. 2



Transportation choices can have an important impact on our health. Prioritizing active transportation and encouraging the mobility of all ages and abilities can help increase physical activity, which can lead to better physical health and well-being.

Making active transportation convenient and safe can lead to positive health-related outcomes such as an increase in social connectivity and a decrease in unintentional injury and obesity.

Already Underway

Kelowna currently has a walking and cycling network that includes 400 km of sidewalks, 300 km of bike lanes and 40 km of shared-use pathways.

There are numerous other healthy transportation actions underway including the Pedestrian and Bicycle Master Plan, the annual sidewalk program, conducting a handyDART review to determine current and future demands and the Safe Routes 4 Schools.

Recommendations ► Healthy Transportation Networks

Recommendations:

The goal of the Healthy Transportation recommendations is to prioritize active transportation and encourage mobility for all residents.

OBJECTIVE	ACTION	LEAD	DETAILS
Support pedestrian and cycling programs and policies	Expand the student-led walking school bus program	School District #23	Work with individual schools to expand program to promote physical activity and reduce vehicle pollution.
	Expand the Bike Recycle program in schools	School District #23	Bikes are provided from the landfill and refurbished by students for students to use as transportation.
	Enhance cycling safety program through infrastructure improvements	City of Kelowna (Integrated Transportation)	As part of the Pedestrian and Bicycle Master Plan implementation.
	Enhance communication and awareness for the pedestrian and bicycle network and roadway safety for all users	City of Kelowna (Communications & Integrated Transportation)	As part of the Pedestrian and Bicycle Master Plan implementation.
	Expand wayfinding signage network	City of Kelowna (Integrated Transportation)	To increase users' knowledge and confidence of cycling routes. Contingent on funding.
Support accessibility and mobility	Review and update infrastructure policies, bylaws and guidelines to ensure accessibility features are incorporated	City of Kelowna (Infrastructure Delivery)	Review will include current practices related to lighting, traffic signals (countdown timers, crossing times, audible pedestrian crossings), sidewalks and crosswalk conditions, street furniture and amenities.
	Conduct an accessible parking program review	City of Kelowna (Parking)	Review the permit exemptions to improve availability of accessible parking stalls.
	Provide real-time GPS bus location and schedules	City of Kelowna (Integrated Transportation) and BC Transit	To increase transit users' knowledge and confidence of transit. Contingent on funding.
	Redevelop a travel training program to encourage people to use transit as an alternative to accessible transportation	City of Kelowna (Integrated Transportation)	Training for seniors and people with diverse abilities to encourage increased use of conventional transit.
	Implement a program specifically for accessibility infrastructure retrofits	City of Kelowna (Roadways)	Retrofit opportunities may include sidewalks enhancements and curb cuts. Contingent on funding.

Recommendations

► Healthy Food Systems

Food systems determine what food residents have access to and how people choose their food, both of which are critical to health. Planning can influence local food production which can impact the accessibility, quality and variety of food available.

A healthy food system includes enhanced agricultural capacity, increasing access to healthy foods in all neighbourhoods and improved community-scale food services.



Increasing access to healthy foods is aligned with an improved quality of diet and a reduction of obesity. Improving community-scale food infrastructure and services such as community kitchens is linked to an increase in social skills, social supports, community empowerment, healthy behaviours and coping skills. New research shows that school gardens increase food skills and the quality of children's diets.

Already Underway

The City is currently updating its Agricultural Plan to provide direction for protecting and promoting the over fifty-five per cent of land zoned agricultural in Kelowna.

Kelowna has an active Farmer's and Crafter's Market as well as numerous community gardens, both which promote healthy, local food.

The City, Interior Health and UBC have agreed to work together in 2017 to research 'food desert' areas in Kelowna to determine locations that have vulnerable food access.

Recommendations:

The goal of the Healthy Food Systems recommendations is to promote healthy eating through education, providing social opportunities and through connecting local farmers and residents.

OBJECTIVE	ACTION	LEAD	DETAILS
Provide opportunities for healthy food, nutrition and healthy cooking	Connect local farmers with the community	City of Kelowna (Community Planning)	Explore opportunities to connect farmers with community events.
	Develop a Community Kitchen that facilitates eating, cooking classes and shared meals	Pathways Abilities Society	To increase healthy food choices, nutrition and social connections. Contingent on funding.
	Promote a nutritional focus in City recreational programs and concession and vending machines in City-owned facilities	City of Kelowna (Active Living & Culture)	Incorporate into existing fitness programs and ensure guidelines for healthy food choices are followed within concession and vending machines in City-owned facilities.

Next Steps

The next steps for the Community for All Action Plan include:

- Implement the Plan
- Monitor and report
- Foster an All Ages and Abilities culture

Implement the Plan

The Community for All: Action Plan recommends 31 actions to be either explored or implemented in the next two years. Some of the recommendations within this Plan are contingent on additional funding through grants or budget submissions. Funding for projects can exist through a variety of opportunities and will be explored as the actions move forward.

The City of Kelowna will lead 21 these actions and service requests will be created to ensure implementation.

The strength of the Community for All Action Plan includes the collaboration and partnerships with, and commitment from, key community stakeholders. The implementation of the remaining 10 actions will require the combined efforts of our community. Interior Health, School District #23, Pathways Abilities Society, People in Motion and Seniors Outreach Services Society have agreed to lead one or more of the recommended action(s). Additionally, numerous other community stakeholders have expressed interest in supporting the recommended actions.

The City of Kelowna will support the implementation of all the actions with continued support and commitment from the Healthy City Strategy Steering Committee and the Community for All Stakeholder Advisory Committee. Cooperation and dedication will be required by all the partners and the community throughout the implementation phase.

Some of the action items identified in this Plan are short-term and will lead to new long-term commitments. For instance, the City parks and buildings assessments will be completed in the short-term. These assessments will create long-term actions that are required to ensure that the City parks and buildings are suitable to meet the needs of seniors, children and those with diverse abilities.



Monitor and report

This Plan will be a living document that is revisited twice a year to establish priorities, monitor completed and ongoing actions, evaluate outcomes, access further opportunities and adapt to new information.

In 2017 and 2018 there will be annual reporting to Council and the public on the progress and status of the recommendations.

Foster an All Ages and Abilities Culture

Local government, health authority, stakeholders and residents collectively need to develop a culture of all ages and abilities. In order to foster this culture, it will be important to include an all ages and abilities lens to community issues, outside of the Community for All Action Plan.

The City of Kelowna will continue to foster relationships with seniors, parents and those with diverse abilities to incorporate their needs into the recommended actions and future projects.

Appendix A:

Resources & Best Practice

This section identifies and provides a brief summary of key Community for All resources and best practices.

Healthy Built Environment Linkages Toolkit (2014)

- ▶ The Provincial Health Services Authority created the [Healthy Built Environment Linkages Toolkit](#) to link design, planning and health. Kelowna's Healthy City Strategy is being built in alignment with the theme areas, research and evidence in the Toolkit.

Global Age-Friendly Cities: A Guide (2007)

- ▶ [World Health Organization](#) (WHO) developed a Global Age-Friendly Cities Guide that identifies eight key features of an age-friendly society. This guide provides a high-level framework that has been adopted by the international age-friendly community to respond to the needs of an aging population.

Becoming an Age-Friendly Community (2011)

- ▶ The Province of British Columbia developed a [local government guide](#) to provide a step-by-step process to help communities carry out successful age-friendly initiatives, from carrying out assessments to developing actions plans. The recommendations within the guide are based on lessons from previous successful age-friendly projects in BC.

Planning for the Future: Age-Friendly and Disability-Friendly Official Community Plan (2010)

- ▶ Official Community Plans (OCPs) outline goals and policies that provide the framework for decisions and shape the way communities are built. Considering the experiences of people with disabilities and seniors when developing or updating OCP's is an important way to improve accessibility and inclusion in a community. [Planning for the Future: Age-Friendly and Disability-Friendly Official Community Plans](#) was developed by Smart Growth, Union of BC Municipalities, BC Ministry of Healthy Living and Sport, Measuring Up the North Initiative.

Measuring the Age-Friendliness of Cities: A Guide to Using Core Indicators (2015)

- ▶ Public Health Agency of Canada created the [Age-Friendly Communities Evaluation Guide](#) which provides communities with practical information on how to use indicators to measure progress and evaluate their age-friendly initiatives. The guide offers a list of specific, measurable indicators that are applicable to the eight pillars of age-friendly communities, as well as four other indicators that reflect longer-term health and social outcomes for seniors as a result of age-friendly programming.

Age-friendly Community Evaluation Guide: Using indicators to measure progress (2015)

- ▶ World Health Organization Centre for Health Development developed [Measuring the Age-Friendliness of Cities](#). This guide sets forth a framework and a set of core and supplementary indicators to inform the selection of indicators to monitor and evaluate progress in improving the age-friendliness of urban environments. The guide also includes references and additional resources, such as examples of local initiatives to develop indicators for measuring the age-friendliness of communities.

Appendix B:

Community Inventory

The Community Inventory is a snapshot of current City and community services that are strengths and assets for a Community for All. This inventory includes policies, programs and services that contribute towards the vision of “a city that is healthy, safe, active and inclusive for seniors, children and those with diverse abilities”.

This is a snapshot summary of program and services and is not meant to be an all-encompassing document.

Inclusive Community

- ▶ Navigator Service – The City of Kelowna and Interior Health have partnered together on the Move for Your Health Programs and Navigator Service. The intent of these initiatives are to encourage individuals to self-manage their health condition(s) and provide them with the support needed to bridge the gap between acute care and community services. Programs such as chronic pain, caregiver support, diabetes awareness, stroke, heart and kidney sessions are offered.
- ▶ Recreation programming - The City of Kelowna and community partners offer strong [recreational programming](#) for residents of all ages and abilities at multiple locations throughout the city, including recreation centres (e.g. [Parkinson Recreation Centre](#), [H2O Adventure + Fitness Centre](#), [Kelowna Family YMCA](#)) and partner locations. The City provides free access to caregivers of diverse abilities at Parkinson Recreation Centre.
- ▶ Physical literacy - The City's Active Living & Culture Division incorporates physical literacy into its program delivery. The City of Kelowna is also working towards integrating Sport for Life principles into procedures and plans and is working towards becoming a Sport for Life Community.

- ▶ [AGP for Me](#) – This program is a province-wide initiative, locally managed through the Central Okanagan Division of Family Practice, that aims to strengthen the primary care system, particularly for those 65+ (with a focus on the frail, complex, and marginalized). Their approach includes improving physician/patient relationships, expanding community services, developing a physician matching registry for unattached patients over 65, and establishing a Mobile Assessment Unit to direct them to local physicians or services.
- ▶ [Central Okanagan Family Hub](#) – The Family Hub is a one-stop-shop centered around meeting the needs of children and their families and caregivers through access and referrals to services, supports, information, and resources in the community or online. The intent of the Family Hub concept is to create a place for social connection for families and to meet their needs of integrated service delivery and access.



- ▶ Drop-in and day programs – programs for seniors and those with diverse abilities are offered through Interior Health, Seniors Centres, Salvation Army, Seniors Outreach Society and recreation centres.
- ▶ Mental Health programs - The [Canadian Mental Health Association](#) (CMHA) provides a wide range of innovative services and supports to people who are experiencing

Appendix B: Community Inventory

mental illness and their families. CMHA facilitates access to the resources people require to maintain and improve mental health and community integration, build resilience, and support recovery from mental illness.

- ▶ Childminding Services – [H2o](#), [Parkinson Recreation Centre](#), and [YMCA](#) recreation centres offer on-site childminding for parents to utilize while participating in programs. Time of childminding varies per centre.
- ▶ [United Way](#) – This non-profit works to advance the common good by focusing on vulnerable children, adults, and seniors. The United Way works on the premise of building blocks for a good life: quality support for children leads to confident adults; help for vulnerable adults and families makes your community stable; and healthy seniors are happy, more independent and enjoy a better quality of life.
- ▶ [Karis Support Society](#) – For people struggling with life altering addictions and mental health conditions, Karis provides a safe home, support throughout recovery, and life skills development.



- ▶ School District 23 “Financial Hardship Clause” – This policy states “that a student will not be excluded from any educational program due to financial hardship”. This clause in the School District Regulations provides for the private and confidential consideration of financial circumstances of individual students and families, while preserving the dignity of families who may be unable to pay.
- ▶ [StrongStart](#) – Children aged 0-5 years can participate in this free drop-in early learning program). Developed in partnership with the BC Ministry of Education and local school districts, the program’s goals include starting an education partnership between families and schools, providing developmentally appropriate activities that can transfer from StrongStart to home, educating parents and caregivers about children’s development milestones, and providing recognition that learning happens through play.
- ▶ [MEND \(Mind, Exercise, Nutrition, Do it!\)](#) – This non-profit organization’s mission is to inspire children, families, and adults to lead and sustain fitter, healthier, and happier lives. MEND is focused on changing the behaviors that cause overweight persons and obesity and empowering 7-13 year olds, with the support their families, to reach and maintain a healthy weight.
- ▶ [HealthyTogether© \(HT\)](#) – Hosted locally by The Bridge Youth & Family Services, this national initiative engages children and youth and their caregivers, to promote healthier weights and build relationships among the families. HT is a culturally sensitive, asset based family centered program that is offered through weekly group sessions. Each session provides hands-on learning opportunities for participants to gain information, skills and experiences, to support them in making healthy food choices and engaging in fun physical activities.
- ▶ [Meals on Wheels](#) – This non-profit organization provides hot meal delivery service up to 3 times each week in Kelowna, Rutland and the Westside to shut-ins due to physical or mental disabilities and seniors.
- ▶ [Hands in Service](#) – This non-profit organization provides simple food preparation at no cost for those in our community under the age of 65 who have health concerns or disabilities that limit basic activities and partners with local food banks to deliver regular food hampers.

Appendix B: Community Inventory

- ▶ [Kelowna Community Resources](#) (KCR) – This not for profit agency fosters diversity, collaboration and resourcefulness by tailoring services to meet community, family and individual needs. KCR provides an online tool to search, including the [Seniors' Health Online Search Tool](#), for community programs and services, volunteer opportunities, publications, and workshops that encourage participation, self-reliance, and independence. Also available is the [Seniors Health Guide](#), [Children and Youth with Special Needs Resource Guide](#), and information on community services, family services, adoption services, immigrant services, and employment services.
- ▶ [FETCH Central Okanagan](#) – The Central Okanagan Division of Family Practice and Kelowna Community Resource have on an online search tool called "For Everything That's Community Health". Information such as health services, mental health and community services are also available online.
- ▶ [Health Link BC](#) – this online resource provides information on healthy eating, mental health, wellness and connects residents to nurses, dieticians and pharmacists.
- ▶ [Interior Health Home & Community Care Services](#) – Interior Health's Home and Community Services offers a variety of at-home and community services to people with acute, chronic, palliative or rehabilitative health care needs.
- ▶ City of Kelowna Financial Assistance for Recreation – The City of Kelowna reduces financial barriers for families and individuals by providing three financial assistance options:
 - Recreation Opportunity Funding
 - Recreation Opportunity Coupons - distributed through wellness and social agencies
 - Access Passes for persons with a permanent cognitive or physical disability.
- ▶ The City of Kelowna [Recreation and Cultural Services – Philosophy/Fees & Charges Policy](#) and [Conditions of Use & Allocations Policy and Fees & Charges Bylaw](#) guide the overall system of fees, charges and facility allocations for recreation and cultural services.
- ▶ [Everybody Gets to Play](#) – This initiative was launched

through the Canadian Parks and Recreation Association to make recreation more accessible to low-income families. Everybody Gets to Play Okanagan is an extension of that initiative, with an expanded focus to include every member of the community. The website is a resource for individuals, families, and the organizations that support them, to search for information on free and low-cost activities available in the community.

- ▶ [Park & Play program](#) – During the summer months, this City



run program encourages families with children to be active with a focus on connecting neighbourhoods to each other and their surroundings.

- ▶ The City has an [Accessibility Measures for Hotels and Motels Policy](#) to provide guidelines for hotels and motels to better accommodate people with disabilities.
- ▶ Hearing loops – The City has installed a Hearing Loop in Council Chambers and plans to install another at Parkinson Activity Centre to improve the experience and participation for those with hearing aids.
- ▶ Social connectedness and participation – Opportunities exist through numerous organizations including, but not limited to, the City of Kelowna's recreational programming, Kelowna Families Clubhouse, School District #23 Wheels program, Hands in Service, Pathways Abilities Society, People in Motion, Seniors Outreach Centre and places of worship.
- ▶ [Parks Alive](#) – Festivals Kelowna presents live concerts and

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other arts-based activities throughout July and August. Entertainment is family-friendly and suitable for people of all ages and taste.

- ▶ [Pathways Kelowna](#) – This Society provides a range of social, recreational, residential, and career programs and opportunities for people with developmental disabilities.
- ▶ [Cool Arts Society](#) – This Society offers arts programs for adults with disabilities.
- ▶ [People in Motion](#) – provides access to adaptive sports programs and adaptive sports equipment to people with disabilities.
- ▶ [CRIS Adaptive Adventures](#) – The Community Recreational Initiatives Society (CRIS) is a non-profit and charitable organization that uses adaptive equipment, enabling people of all abilities to interact with the outdoors.
- ▶ [Accessible Okanagan](#) – This group of people with physical disabilities creates community for people with physical disabilities. They coordinate a variety of social gatherings and encourage the involvement with the programs already available within the Okanagan.
- ▶ [Seniors Outreach Society](#) – The Society hosts Senior Coffee Breaks to provide a social opportunity for seniors to meet other seniors in their own neighbourhoods, and make connections.
- ▶ Children's programming – the [Okanagan Boys and Girls Club](#) and [Big Brothers Big Sisters of the Okanagan](#) support children in the Okanagan through programming and events.
- ▶ Immigration support – [Kelowna Community Resources](#) has Settlement Workers who assist immigrants and refugees to identify and assess needs and barriers and provide information, options and referrals to relevant services and resources within the community.
- ▶ Website Accessibility – The City of Kelowna's website has been revised to make include Web Content Accessibility Guidelines to make it more accessible for users.
- ▶ [People in Motion's Accessibility Guide](#) – This comprehensive

online accessibility inventory for the Central Okanagan helps users find accessible resources in the community including hotels, restaurants and things to do.

- ▶ [Senior Contact Program](#) – Offered by Community Policing, this free 'check-in' service is for isolated and vulnerable seniors. The RCMP contacts each registrant briefly by telephone each day, in order to verify their safety status.
- ▶ Technology sessions – [Seniors Outreach Society](#) host weekly technology sessions where seniors can learn about technology.
- ▶ Seniors Safety Fair – [Seniors Outreach Society](#) hosts an annual Seniors Safety Fair during World Elder Abuse Awareness Week in June. This free event facilitates many different community organizations and businesses to come together in one space to inform, educate, and protect seniors.
- ▶ [Society for Learning in Retirement \(SLR\)](#) – SLR is a voluntary non-profit, equal opportunity organization meeting the educational interests and needs of retired persons in the Central Okanagan. SLR is open to all 50+ retired and semi-retired persons who share a love of the camaraderie of learning regardless of their formal education and offers peer teaching and learning.
- ▶ [CATCH](#) (Community Action Towards Children's Health) – CATCH is a Community Collaborative working together for the healthy development of children in their early years in the Central Okanagan. CATCH is involved in community education, awareness and advocacy.
- ▶ [Directory of Community Services](#) – Kelowna Community Resources has an online [Calendar of Community Events](#) that is color coded for educational, free/low cost, kid friendly, and fundraising.
- ▶ [BC Seniors Guide](#) – The Province of BC produces a BC Seniors' Guide which is a compilation of information and resources to help seniors plan for and live a healthy lifestyle. It includes information on provincial and federal programs, with sections on benefits, health, lifestyle, housing, transportation, finances, safety and security, and other services. This guide is available in English, French, Punjabi and Chinese.
- ▶ [Engage Policy](#) – The City's *Public Engagement Guiding*

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Principles includes inclusiveness where public dialogue and decision-making processes, reach out to, and encourage participation of the community. There is an effort to accommodate diverse needs, background, values and challenges within the engagement process.

- ▶ Strong Neighbourhood [Youth Development & Engagement Grant](#) – The City offers a matching grant of up to \$1,000.00 designed to empower youth (aged 13-19) to participate in civic engagement, receive mentorship, and shape their neighbourhoods by leading neighbourhood enhancement projects.
- ▶ Volunteer Opportunities – Citizens can volunteer at a variety of community organizations such as [KCR](#), [Seniors Outreach Society](#), [Pathways Abilities Society](#), and the City of Kelowna. An annual Okanagan Volunteer Opportunities Fair is held every September.
- ▶ [Snow Busters](#) and Snow Buddies – The City's Snow Busters program and Seniors Outreach Society Snow Buddies program encourage and recognize residents that help others, including seniors, to clear snow in their area.
- ▶ [Pathways Abilities Society](#) and [Neil Squire Society](#) – These organizations provide opportunities for persons with disabilities to deliver services with a focus on assisting individuals to secure employment as well as entrepreneurial skill development.
- ▶ [Kelowna Community Resources \(KCR\) Employment Services](#) – KCR has two no-cost-to-participant programs dedicated to helping those who are unemployed explore and move forward with their career options. This department helps connect people to other community services including, but not limited to, [Community Living British Columbia \(CLBC\)](#), [Ki-Low-Na Friendship Society](#), [TIER Support Services Ltd.](#), [Skilled Trades Employment Program](#) and [Community Futures Development Corporation of Central Okanagan](#)
- ▶ [REnEW Employment Training Program](#) – The John Howard Society partners with Fortis BC to offer Residential Energy and Efficiency Works. REnEW is an innovative employment training program that specializes in energy efficiency and prepares individuals with barriers to employment for entry-level construction, building maintenance, or use as a basis

for further education.

- ▶ [Project Literacy Kelowna Society](#) – this Society provides free of charge one-to-one tutoring for adults seeking to improve their language and math skills.

Healthy Neighbourhood Design & Healthy Natural Environments

- ▶ [Strong Neighbourhood Program](#) – The City is focused on increasing citizen level of attachment to the community by being a catalyst in inspiring neighbourhoods and fostering a culture of connection and engagement.
- ▶ Senior's Societies – The City has three service delivery agreements with senior's societies (Parkinson, Rutland, and Mission) who deliver [programs](#), social engagements, and events for seniors in their respective activity centres throughout Kelowna.
- ▶ Neighbourhood programming – City and School District 23 partner together to utilize schools for community and recreational programming through four joint-use agreements (Watson Road Elementary, Bankhead Elementary, OKM, and South Kelowna Elementary) as well as programming in over 12 other schools. For example, Family Active Nights encourages parents and students to participate in an evening of games in the school gymnasium through the Fall and Winter.
- ▶ Family Events – The City's Active Living & Culture Division has numerous programs and events that engage the entire family in physical activity and social connection, including Active by Nature, Family Active Nights, Dancing in the Park, Park & Play, BC Family Day events, and other parent/child participation programs.
- ▶ [Active by Nature](#) – This City program highlights and provides resources to explore its extensive network of pathways, shared trails, roadways, parks, and beaches.
- ▶ Neighbourhood parks – The City has a strong network of neighbourhood parks, protected green spaces, and trails and has a [Linear Parks Master Plan](#) to guide development of linear parks. Kelowna parks provide a wide variety of activities for participants of all ages including pickleball, tennis, sports fields, hiking, trails and a seasonal ice rink at [Stuart Park](#) to name a few.
- ▶ Nature walks and hikes – [Regional District of the Central](#)

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[Okanagan Parks](#) and [Central Okanagan Naturalists Club](#) offer free guided nature walks and hikes.

- ▶ [Parks and Public Spaces Bylaw](#) – Effective since 2011, this bylaw prohibits smoking and vapour products including electronic cigarettes in all Kelowna parks, including beaches, trails, playgrounds, sports fields and stadiums.
- ▶ Outdoor Fitness Circuits – Kelowna has two community outdoor fitness circuits, one at Parkinson Recreation Centre (City of Kelowna) and one at Dr. Knox Middle School (School District #23).
- ▶ Universal Playgrounds – Kelowna has three universal playgrounds which are accessible and inclusive. The playgrounds are located at Parkinson Recreation Centre, Rutland Centennial, and Ben Lee Park.
- ▶ Accessible beach wheelchair program – City Parks has implemented an accessible beach wheelchair program at Rotary and Gyro Beaches for people to be able to go down to the water. A beach wheelchair ramps is also available at Strathcona Park.
- ▶ [NeighbourWood Program](#) – The City's NeighbourWoods Program encourages residents to enhance Kelowna's tree canopy to enhance the natural environment and community health.
- ▶ [Block Watch Program](#) – This program is a partnership between police and citizens that draws on members of the community for help in preventing and reducing neighbourhood crime.

Healthy Housing

- ▶ [Rental Housing Grant](#) – The City's Rental Housing Grant program is available to developers to encourage the construction of rental housing units. In 2016, the grant program was refined to more accurately reflect the cost of developing larger units and support the creation of more three-bedroom, family-oriented rental units.
- ▶ [Housing Strategy](#) – Kelowna's Housing Strategy identifies twenty-five policies, zoning and procedural recommendations regarding the City's approach to housing supply.

- ▶ Housing support – A range of housing and support options for seniors, families and those with disabilities is offered through [BC Housing](#). The City of Kelowna has an [Affordable Housing Resources Bulletin](#) that connects residents with the appropriate resources and local organizations that specialize in housing.



- ▶ [Energy Conservation Assistance Program](#) – This FortisBC program provides lower income residential customers with a free home energy evaluation, energy-saving products and advice.

Healthy Transportation Networks

- ▶ [Pedestrian and Bicycle Master Plan](#) – This plan's goal is to create a balanced transportation network where walking and cycling are established as alternative to driving. This plan builds on the City's network of bike lanes, sidewalks, cycle tracks, multi-use paths and off road trails.
- ▶ [Accessible Parking Stalls](#) – Accessible parking stalls are located in a variety of locations in the urban core. A map showing these locations is available at [kelowna.ca](#).
- ▶ [smartTRIPS](#) – The City and its regional partners offer a number of smartTRIPS programs to promote and facilitate use of active transportation, transit and carpooling. Examples include subscribing to [Carpool.ca](#) ride matching service, the Transit [Class Rides Free Program](#), Companion

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Pass Program, Pro Pass and U-Pass, a [Cost Shared Bicycle Rack Program](#), public [Bicycle Locker Program](#) to name a few. Additionally, [community based programming](#) is delivered annually to support citizens who choose to, or are interested in travelling by active modes – eg. Bike to Work and School Week.

[Kelowna Regional Transit](#) – This partnership between BC Transit and municipal governments operates a fully accessible fleet and provides conventional transit service throughout the Central Okanagan. There are 27 routes, 100 buses and over 190,000 hours of service annually. The [Transit Riders Guide](#) provides a summary of the fees and routes.

- ▶ [handyDART](#) – The Kelowna Regional Transit System also operates handyDART, a specialized transit service, that has accessible, door-to-door shared transit service for people with permanent or temporary disabilities that prevent them from using fixed-route transit without assistance from another person. The service is provided throughout the Central Okanagan, approximately 36,000 hours of handyDART service are provided annually.
- ▶ [Sustainable Transportation Partnership of the Central Okanagan](#) (STPCO) - A formal partnership of the City of Kelowna, City of West Kelowna, Districts of Lake Country and Peachland, Westbank First Nation and the Regional District of Central Okanagan. The partnership coordinates the regional delivery of sustainable transportation programs, planning and projects in support of common regional policy, plans and interests.

Healthy Food Systems

- ▶ Community Gardens - The [Central Okanagan Community Gardens Society](#) partners with the City and other organizations to provide numerous community gardens within Kelowna including some that have accessible garden plots
- ▶ [Healthy Food and Beverage Program](#) – This program was developed and followed provincial guidelines to support healthy food and beverage choices in food concessions and vending machines in City facilities.

Since first implementing the program in 2005, numerous improvements have been made.

- ▶ [Central Okanagan Community Food Bank](#) – The Food Bank is dedicated to providing much needed food and support to those living in Kelowna and West Kelowna.
- ▶ [Kelowna Farmers' and Crafters' Market](#) – The market provides residents with access to local food and crafts year round through their outside location for spring, summer & early fall and inside at Parkinson Recreation Centre over the winter months.
- ▶ [Central Okanagan Food Policy Council](#) – This group of citizens are working towards a food secure Central Okanagan by implementing programs such as the Food Forest.
- ▶ [Okanagan Fruit Tree Project](#) – The project is aimed at building community through harvesting local food, whereby volunteers work with community members and landowners to harvest fruit and distribute to receiving organizations.
- ▶ [Health Promoting Schools Policy](#) – This School District #23 policy emphasizes students becoming health literate and schools to be healthy and safe places for students. Through a partnership between the School District and Interior Health, there are two Health Promoting School Coordinators that actively promote this policy through programming.
- ▶ [Guidelines for Food and Beverage Sales](#) – School District #23 has implemented Guidelines for Food and Beverage Sales in all local schools to create a culture of healthy eating throughout the school community.
- ▶ [BC School Fruit and Vegetable Nutritional Program](#) – This program provides fresh fruit and vegetable snacks to public and First Nations schools throughout BC.

Community For All

Appendix C: Public Engagement Summary

The City offered a variety of opportunities throughout the project to engage the public and stakeholders to gather their feedback. This feedback was used in conjunction with best practices to inform and shape the Community for All Action Plan.



Initial consultation occurred near the onset of the project to gather input regarding successes, gaps and barriers and final engagement occurred at the end of the project to ensure the recommendations met the community's desires.

The initial community consultation primarily involved a public survey, four community conversation events, and a stakeholder workshop. Through these events, the project team engaged more than 500 community members.

Five versions of the survey were developed with questions tailored to seniors, caregivers of seniors, parents of children under 12, those with diverse abilities, and caregivers of those with diverse abilities.

Participants of the community conversations were directed to give feedback through a survey. More than 420 surveys were completed by respondents. The respondents were as follows:

- 44% were seniors and caregivers of seniors
- 22% were parents or caregivers of children
- 10% were people with diverse abilities and caregivers
- 24% "other" respondents (e.g., residents 50-64, parents of teens, those that work with seniors)

The community consultation included key questions to:

- provide a snapshot of the community from an all ages perspective,
- identify issues for improvement, and
- generate ideas to make Kelowna a more age and ability friendly community.

Appendix C: Public Engagement Summary

Identifying opportunities to ensure healthier seniors provides co-benefits to children and residents with diverse abilities enabling them to be active and engaged within our community.

The results of the survey gathered online and in-person were based on self-selected participants and are not considered statistically valid.

In addition to the responses shown in the chart on page 14 of the report, all target groups were asked to share ideas – big and small – that would improve their daily lives.

Residents were asked which small changes could be made in Kelowna today and 199 responses were received. The top five small ideas included: improving walking routes, enhancing activities for seniors, increasing affordable programs for seniors and children, adding more bike paths and augmenting bus service.

What small changes could be made in Kelowna today to improve your daily life tomorrow?

SMALL IDEA RESPONSES	
Off leash dog parks in my neighbourhood	Being outside in nature
Clean up City Park, maintain better. Homelessness issue: visual and social issue, for entrance to City	Better & more cycle routes
Free parking for the downtown library	Better acoustics in restaurants and at SLR.
Improve connection between disabled people, groups, Directory of accessible business: , award system for businesses with accessibility, part of business license	Better cycling paths!
Improved access to produce at food bank, Transportation options	Better public transit. Ride sharing co-ops in every neighborhood. Bike sharing. Immediate action to establish community food forests in every neighborhood.
Irregular sidewalks, sidewalk maintenance, Potholes at corners a hazard for walkers, Longer crossing times, More community policing - particularly in downtown	Better traffic flow, noise barriers, safe locations for activities
Left turn advanced light at Union and Snowsall for NGE school safety, Improved safety for public transportation	Bicycle safety - car awareness
No cycling on the sidewalk! Better cycling infrastructure	Bike rider education
Painted lines for Pedestrian & Cycling lanes created on waterfront path, Wait times too long in emergency	Can not really think of anything... seems pretty good at this point!
Sidewalk cut-aways - great where they are but need more, Parking for side - same (wide)	Cheaper utilities. Cheaper rent. More activities/sports nearby and lower prices. Cheaper transportation.
Take care of homeless and panhandlers, create fear and anxiety, Step up Community Policing of drug-related activity	Clean, safe parks and beaches
More extracurricular teams for not fully disabled	Closer library
A public playground / park in residential downtown. Play structures added to Martin Street Park or Knowles Park.	Community gardens, more on-leash parks, enhance public spaces
Accessible parking for driver to access ramp, esp Bernard where I have to get out into traffic as a wheelchair user and driver, got sprayed with snow in winter	Complete a fully functional Eye Care Centre at the Hospital - specialists; testing; surgeries. Growing population of over 50s who need all types of eye care options instead of always traveling to Kamloops or Vancouver. Long waits to see specialists. Some eye procedures prevent travel for a day or so & sometimes a week - so why not have it available here in the Valley
Affordable activities	Doctors needed.
Affordable housing	Drop-in centres for elders to go for connection with others.
BUS ROUTE	Electric small, double length "tram"
	Enforce traffic laws on Abbott Street south of the hospital. People drive dangerously and endanger those using this popular "activity corridor."

Table continued ►

Appendix C: Public Engagement Summary

SMALL IDEA RESPONSES	
Ensuring ALR is protected to keep farming close to residential areas. The connection for kids between the food they eat and where it comes from is very important for healthy living.	Maintain and/or reduce my taxes so that I had more money left over at the end of the day to spend on my loved one to whom I provide care.
Establish a permanent farms market.	Make bike helmets optional. Those who grew up biking everyday around town, did so in a "respect cars" kind of environment, at slow speeds and people were not harmed. The new culture of riding your bike at fast speeds, especially downhill, around corners is the reason helmets have been implemented. A careful bike rider doesn't need a helmet, and it takes away from the enjoyment familiar from many past years use.
Extremely happy with everything!	Make tomorrow a holiday lol
Farmers market in the South Pandosy, Lower Mission area. Inexpensive access to fitness centre	More activities in the summertime for disabilities
Fenced in parks	More activities, particularly downtown
Group activities for learning to ride bikes	More affordable kids activities.
Have a place to call home	More after school activities
Healthier food at free events; ie: fruit and water not juice and hot dogs	More closer parks-less traffic-quiet
I suppose if a bus were to come up and down Poplar Point Drive it would be great, but I don't think there is enough "bus space".....	More connection for newcomers - Welcome Wagon
Improve Mission bus system.	More events like Family Fun Day
Allow more distribution of shops and pubs so we don't always need to drive.	More green space and cleaning up downtown area full of transients
Improve bus service, more childcare options and preschool	More handy dart buses.
Improve road access so that we don't have to have cars constantly drive by our home	More recreation in Glenmore
Improve the quality of sidewalks in the core area of the city. Too often the sidewalks are broken down and the area between the sidewalk and the paved street is just a mess of dirt and gravel and weeds. You just don't see this in other serious big cities - the population wouldn't stand for it. What is happening on Ethel (and previously on Cawston) is an excellent example of the kind of improvements that can be made. Please continue this kind of good work.	More separated bike routes and clear indicators to drivers at street crossings to watch for bikes.
Improve transit	More shops closer to home (coffee shops, etc)
Improving walk-ability. Further expanding on the great multi-use corridors would be fantastic. Our family uses these almost every weekend and often during the week for recreation and commuting.	More small scale commercial zoning encouragement within "pocket" single family communities. This push on zoning (OCP) will allow for a reductions in traffic congestion. I don't live in McKinley nor Kettle Valley but people will drive less if boutique groceries, liquor store, pizza place, ATM/small bank are at their community cores. If I lived in McKinley and forgot to pick up a jug of milk....There goes 45 min, kids are drinking water today...oh hold on... I live in GEID (I don't thank goodness)...
Inspect all buildings for handicapped doors and ramps etc and parking. Even City buildings -try the Community theatre!!	More space for community gardens and available garden plots.
Legal safe bike access to UBC!	More support from the City of the Rutland Centres. This could possibly be street beautification, sidewalks or paved shoulders along Rutland Road. Support to developers to create interesting and appealing residential development. Example/ recent developments resemble low cost row housing (corner of Hartman). Support to small business to open in more accessible locations other than primarily Midtown, downtown and the Mission.
Less construction and more parking spaces.	
Less smoking and more enforcement of bylaws on beaches and parks	
Less traffic	
Let anyone play music publicly	

Table continued ►

Appendix C: Public Engagement Summary

SMALL IDEA RESPONSES

More waterfront park
Move off-street cycle paths or physically-separated lanes
Need advice and help to dispose of the large house, large lot, and collectibles.
One day a week, free access to pools, exercise rooms.....etc. For those with disabilities
Opening of the south Boundary Road to diminish traffic on Gordon Drive and Lakeshore. Cyclists riding on the correct side of the road.
Priority parking for vehicles that typically transport 2 or more people to work (assignment of parking stalls), shopping, hospital, etc. Public awareness about driving practices to respect cyclists and emergency vehicles.
Put a sidewalk down one side of our street.
Reduce the car traffic...noisy; polluting and vehicles are dangerous.
Regular police presence along Abbott St - from downtown to Giro.
Road & sidewalk safety. ie: isolate bikes from vehicle roads - continue this direction
Safe and active transportation around Raymer, Richter and Tutt
Safer crosswalks at Birch & Lawrence - not safe.
Saturday play group at park (drop-in)
Sidewalk cut-aways, Automatic doors, Accessibility
Sidewalk maintenance
This is a pretty awesome city
To have more free activities. Or even free/cheap classes, sports, etc. Or to have some sort of little "bursary" or something like that, that can be used anywhere to help with the cost of an activity of your choice for your child.
Traffic
We motorists are losing more & more road space making driving much more challenging.
Wide paved paths. Support to find health care providers.
Would like to see more community league solidarity. Have council members on city council to have a better understanding of their duties to general governance under the municipal charter.
Add more bicycle lanes - put tennis court in Quail Ridge
Attitude I suppose
Better sidewalks and pathways

Better transit / non car options, better destination facilities for cyclist, expanded bike routes, additional small scale neighborhood commercial - encourage/incentivize local shops over chains
Don't know
Free parking in downtown
More Handy dart buses for traveling to and from appointments and shopping
More bicycling lanes
More sidewalks downtown
Motivation to do it - it's all there
Parking available close to shopping and services
Pleased with my daily life right now
Quieter street...very very noisy on Clement Ave and high speed.
Stop this insane population explosion
Things which promote people getting together and connecting as a community
Upgrade PRC
Better bus customer service #11 (shuts door and leaves)
Better bus routes and frequency
Better bus routes in Rutland
Better bus service
Better bus service crack down on bicycles on sidewalks and riding across intersections
Better parking downtown. Or maybe it's not parking but making downtown more accessible (maybe that's parking elsewhere with dedicated bus or shuttle service). I would also love to see us close down Bernard to traffic in the summer months and make it pedestrian only.
Better bus routes
Better sidewalks & bike paths, or trails away from roads.
More 4 lane roads. More separated paths for biking. Sufficient parking mandated for new condo buildings or dense neighborhoods so residents and visitors of those buildings don't have need for street parking. 1 or 1/2 a parking stall per unit doesn't cut it. 2 stalls per unit total (includes a lot more visitor parking) would be more reasonable.
More bike paths, Early Spring cleaning for roads
More bike paths. I like to bike for exercise.
More bike paths, linear paths along the entire Lakeshore

Appendix C: Public Engagement Summary

SMALL IDEA RESPONSES

More and wider sidewalks. More off street cycling paths. Better bike parking at businesses throughout Kelowna. More public art. More affordable housing for those in need, and more rental housing availability for those who cannot afford current housing market.

More bike paths. Love the Strong Neighbourhoods program! Love the new interactive physical health map? Can't remember what it is called, but you can pick a distance and mode of transport and the map pops up with a route for you in the City. Fabulous, just a few bugs still, we will use that tool. Love the Superstore click and collect program, really helpful for families with young children who are the largest user (I talked to the staff) still need a car for it but so much better than dragging the kids through the store at nap time.

Use the power of white paint to repaint the bike lines on roads. Drivers generally obey the painted lines if they can see them. All too often however, the paint is worn off. When doing road upgrades, rather than trying for the Taj Mahal of Sidewalks (e.g. Anne McClaymot School), just do simple but effective upgrades. Widen the paved portion and put in bike lanes, add a simple walking path and move on. Spending funds which are limited on short sections of opulent upgrades and nothing for the rest is maybe award winning, but useless in the big picture.

None really, I am able to walk and cycle in my neighborhood. Maybe more bike paths

Allow more public use of PB courts in Kelowna

Fix Leon avenue. Kelowna does not have like a Hastings ave like Vancouver. Let's nip it in the bud and do whatever it takes. Maybe even build a floor on a building. Just let's not have a grubby street downtown. That kind of thing when it expands will become impossible to do anything about. It will be too late

Increase availability of transit to suburban areas of Kelowna. Creation of park and ride opportunities to downtown.

Kelowna is too clicky

Make transit more family friendly. Busing in Kelowna you are treated poorly by drivers and service is defiantly not designed to be convenient a frequent to be viable alternative to driving. Mindset needs to change.

More Public transport times from Ellison to Kelowna. Currently buses only come 2x per day (sometimes) and they are awkward times.

More parking in downtown Kelowna.

Pay more attention into the drug use in Kelowna which contributes to crime. This has become more prevalent in the last little while.

Safer cycling routes from East Kelowna to town.

Make areas feeding into downtown Kelowna more pedestrian friendly. Closing certain retail blocks to vehicle traffic seems to have worked in some other cities, I'm not sure if practical but perhaps a pedestrian network along mill creek and some of the other creeks could be used for pedestrian egress. I have walked portions of Brant's creek in Glenmore and have found it to be very pleasant, quiet and well used by pedestrians of all ages.

Bus route through neighbourhood

Clean up the debris in our neighbourhood.

Install sidewalks on Valley Road N and Sexsmith Roads to give better separation from traffic which is traveling at excessive speed. We need traffic calming. We need bylaw enforcement to target trucks off truck route which is a cancer in our neighbourhood.

More child-friendly parks, neighbourhoods, and culture

More free activities, minimizing drug use, more safe and child-friendly neighbourhoods, educational activities - spelling contests

Ongoing traffic calming in our neighbourhood is simple, low cost, and effective, is one consideration. I would like our neighbourhood to be emulate the plan like Mt. Pleasant or parts of Kitsilano, in Vancouver. One way car exits, bikes only entrances, traffic circle slow downs or bumps. More tree planting in our neighbourhood to fill existing gaps in coverage. Greater non-local traffic bylaw enforcement. We pay for a neighbourhood parking pass, but rarely see by-law officers. The two hour time limit is frequently busted, and very few cars display either a neighbourhood pass or guest pass. We struggle to find parking in near our house, which is a challenge when off-loading groceries, and 2 kids aged 3 and 4.

More cultural and art programs/festivals

Dog parks in area. Programs to start younger than 5 years old

Eliminate bikes on sidewalks
(make it a Community Policing program)

More ideas for preschooler programs

More programs

Suitable concerts in the parks programs

Table continued ►

Appendix C: Public Engagement Summary

SMALL IDEA RESPONSES

Programs that don't cost so much and have more help. More programs for care-givers so we don't burn out so fast. More handicap parking at the hospital and other places. More electric buggies in shopping centre's (Orchard Park has 4 for the entire centre), grocery stores (Super Store has 2), Walmart has the most at 8 of them (when they all work) and you often cannot get one so much go home without doing your shopping. Lower prices for house-cleaning, food services such as MayBennett cost 7.50/person/meal, which is too much. I am no longer able to wash our floors, clean bathrooms, etc. for my husband and myself, yet Interior Health nor the community provide help. We have no family in BC., and they do not assist us with finances. We are completely on our own. It would be nice to be able to attend free events downtown, but there is never any available parking or shuttles, or seating around the venues where there are free concerts, etc. Parking is always too far away, no golf cart shuttles available. That would help us to be able to get out in the fresh air and socialize, enjoy our city, etc. I realize all of these are not provided by the City, however, they do impact living in Kelowna.

Closer senior programs

Increased self-motivation. Local senior's drop-in downtown

Activities, etc. for seniors over 75. Parkinson's more geared to younger generation.

Cross time for street crossing needs to be increased for seniors

Help for struggling seniors with no families & no money! Senior care seems all about MONEY.

Offer senior fitness deals, 55 - 60 years old, to get them into activities before they turn 65.

Raised housing taxes are hard on seniors

We need transit buses to drive into the senior centres to drop off and pick up

Improved transportation; educating seniors about what's out there

Less gas stations, more clean air. Less sirens. More activities organized by young seniors .

More food market options downtown - grocery stores, farmer markets, deli, etc. I like to walk to as many places as I can. More seniors activities downtown. A movie theatre downtown. I really miss the Paramount.

Ethel Street corridor will be a big bonus - walking the dog

If the City developed offered free parking passes for commuters to Park & Ride this might cut down on the number of vehicles on Lakeshore & Gordon. I do not walk on Gordon in the mornings as I am breathing exhaust fumes. The transit has been improved in the Mission area but more could be done to encourage commuters to not drive to work.

More walking paths by water & lakes.

Walking clubs (later morning)

Better walking and cycling routes - separate cycling routes from vehicles

More trees to provide shade. side walks

More walking and or cycling paths away from city streets

Better bus service, sidewalks on busy streets better street lights I think we really need a lot more shade trees planted along the streets. I do mean shade trees not trees that just grow straight up and provide no shade.

More designated bike routes from our neighbourhood to the water front that aren't along busy roads like Clifton. Traffic calming along Clifton could also help as some drivers and motor bikes use it as a raceway. The stretch of Clifton that is below the Traditions subdivision is very stark. It would be nice to have more trees and vegetation planted so it's not so hot in the summer to walk.

Appendix C: Public Engagement Summary

When asked what big change could be made in Kelowna to improve daily life, 212 respondents shared their ideas. Big changes that were top of mind for respondents included:

improvements to downtown, affordable housing throughout the city, more bike lanes and pathways, better public transportation and support and programs for families and seniors.

What big changes could be made in Kelowna today to improve your daily life tomorrow?

BIG IDEA RESPONSES	
Another outdoor rink, outdoor hockey in winter, subsidized college transit passes	Frequency of buses
Less money on tourism, more on lower income areas, more on homeless issues	Get police involved in real awareness promotion of our covenant on Economic Social and Cultural Rights - so they actually have a role on stopping fraudulent business practices.
PRC upgrade	Glenmore Pool
Pedestrian overpass over highway - more of them near Capri, Gordon & Harvey crossing	Grow the economy
Reduce lanes and put in electric "trams" (trackless) ie, large length golf carts, Stop development of malls - too many (change mall to park) retrofit, Build vertical malls like in Montreal and in Cabo San Lucas, Mexico	Healthy food stands to offer local produce
Walkable shops / village in my neighbourhood, nice Art Theatre/space in my area	I love nature . Where are the places where a handicapped person can drive and park and look at the lake or take out their walker for a short walk . Go down to Peachland or Penticton and see how it could have been
A Recreation Centre that was near to me (YMCA / PRC)	Improve bus service
Access to affordable fitness centres	Improve our beaches. Raking over them does not clean sand. Sand is very filthy.
Addressing transients issue, Safer / cleaner public spaces	Improved public transit / less traffic
Again over crowded roads	Keep the Willow Park Walk-in Medical Clinic open.
Allow Uber.	LESS RED TAPE & MORE AVAILABLE ASSISTANCE WHEN SOMETHING GOES WRONG.
Allow cars drive only every other day.	Legal safe bike access to UBC!
Build Glenmore Rec Park!	Less cars. Emphasis on telecommuting to work, 4 day work week for everyone. Minimum basic income (you did ask for a big change)
Bypass for highway traffic	Library in Glenmore, Library - computer lab - Maker space
Closer grocery store	Lower costs
Create village centre in Ponds area with more access to services.	Lower the cost of living!!!!
Crosswalk lights at Birch & Lawrence Ave.	Medical Access - GP especially - keep drop-in clinics even if subsidy support needs to be enhanced.
Cycling lanes	More accessible transit (Handy Dart) more buses so they can be reliable and consistent
Develop a community centre, library, pool, & other active sports & park areas in North Glenmore sooner, rather than later.	More community gardens and garden plots in neighbourhood's.
Drop-in centres for elders to go for connection with others.	More doctors and specialists and less wait time
Enforce the Truck Bylaw to get illegal truck traffic off Valley Road.	More farmers market days.
Enforcement of dogs and smoking bylaws	
Eye care centre developed, staffed, and funded here at our Hospital	
Finishing the rails with trails route out to UBCO	

Table continued ►

Appendix C: Public Engagement Summary

BIG IDEA RESPONSES	
More inclusivity	Curb the loud car/truck/motorcycle noises in the late evenings throughout the night.
More lanes on existing roads and more roads. Extending the 4 lanes of Benvoulin, a second bridge across the lake, extending HWY 33 to meet up with Clement, making Glenmore Rd 4 lanes further north, changing traffic control plans to enable traffic flow instead of inhibit it.	Get cracking on the new recreation centre for the Glenmore area
More separated bike routes and clear indicators to drivers at street crossings to watch for bikes.	Less traffic
More street lights - safety and play	More bike routes
No Tourism offices on lakefront. Kiosks only...offices elsewhere	More w/c accessible parking
Open up new road to Kettle Valley	Stop this insane population explosion
Parking	Traffic is horrible in the summer so the commute from lake country is not ideal during this time
Protect green space	Upgrade PRC
RATIONAL Traffic management	More options for affordable housing! Paved road to Myra Canyon Trestles
Recreation centre in Glenmore	Affordable housing
Reduce the vehicular traffic.	Affordable housing
Removal of electronic parking meter stations: For someone who cannot read, they are unable to access parking (pay for it), because they cannot read the instructions on the electronic parking meter stations in order to purchase a ticket.	More affordable housing for young people
Swimming pool within walking distance	Sound management. More roundabouts. Affordable housing
Take some of the traffic light and make overpass or underpass than will be much easy to walk	Less homeless and transient individuals downtown. Affordable housing spread throughout the city.
The improvements of traffic along Rutland Rd to the Sexsmith corner and hwy97. Priority of completion. Plus a general commercial (provincial/federal) overpass to reroute non-sustainable traffic flows. Second crossing or bypass across the mountains toward the N.Okanagan through the Westside.	More affordable housing for families and seniors.
Traffic	Better bus service- Taxi saver not enough- Cannot get to morning classes because of infrequent service / less routes
Traffic - more cars with population growth, Parking - care aides designated parking out front (safety), Lights on Street - Hwy 33 and Gertsmar, Bus stop lighting safety	Tree preservation and improved tree bylaw; Ethel south of Sutherland; set precedent bypreserving beautiful old trees (eg, Magnolia)- Stop inappropriate development (highrises)- No Tourism building on Lakeshore- No wider roads- Better transit
Traffic calming in our neighbourhood	Better bus service, especially Sundays / weekends
Traffic routes improved	Better public transit
Traffic volume, especially in summer	Better transit
Transit	Better transit
Urban sprawl	Less traffic - better transit
Volunteer - arts/recreation hubs - less expensive, easier to get to built one-level townhouses with attached garages closer in (something other than apartments)	Traffic! Better public transit
	Better bus service
	Better transit - put \$ towards making it less expensive and more wide ranging. Invest less in car travel.
	Real time bus location app. Change attitude of drivers. If you had better accessibility to transit tickets people would use it more. Promote actively cycling and transit so that the improvements actually can get maximum use and justify further improvements. City and bc transit not doing enough to do this and really get people out of their cars. Target incomplete neighborhoods with new amenities and targeted economic development to enable more active lifestyle.

Table continued ►

Appendix C: Public Engagement Summary

BIG IDEA RESPONSES	
Better public transportation 7 days a week	Clean up City Park (water park)
Bike lane on highway. Lower taxes. Need dental care - too costly	Homeless - safety, cleanliness. Big fountain in lake. Gondola up Knox Mountain. It's a beautiful place and The City does a great job! More tourist attractions. Boat trips to Penticton, Vernon
More bike lanes with safer access	More bus routes & not to have to walk a few city blocks after getting off bus.
Separate bike lanes from traffic	Nice dog swimming beach at north end of bridge in city park
I would like to see increased density versus urban sprawl. I would love better transit. I rode my bike during Bike to work week (which I normally don't do) but I probably would do it more if we had dedicated bike lanes.	Stop the growth of our city.....
Deal with the ongoing expansion and resulting traffic from Upper Mission. The city happily accepts the property taxes from these residences, but does nothing to plan for and deal with the traffic on Lakeshore and Gordon. These are both single lane roads which are always congested. The much heralded ring road will be, in my opinion, of limited utility. Also, repaint the bike lane lines so motorists can actually see them.	While outside the authority of City Council, I would say the prohibitive cost of virtually everything
By far, even more bicycle lanes and to fix/change the bridge on KLO. It is super dangerous with it not being wide enough for cyclists and cars at the same time. Also, there is only one walkway on the one side for pedestrians. They should have one on both sides (especially since it connects to the greenway. There is a crossing light, but only on one side of the road so if you are on the other side of the bridge, you still have to cross to get to the other side for the walkway, it's terrible. But it definitely should be wider and have walkways on both sides. More bike lanes: Gordon for example... you have a bike lane most of the way and then it stops! It should definitely continue. There needs to be bike lanes in East Kelowna as cyclists train the hills a lot in those areas and the roads are so narrow. There's also a lot of areas with no street lights up around there. There should have been bike lanes put in downtown, there's a little symbol for bikers but it's really not that wide and it's scary to bike down Bernard, etc. A bike lane was added on Guisachan Rd beside Cottonwoods and that was excellent, but just past the 4-way stop towards the hospital, there's none! And no sidewalk! So many people bike/walk to the hospital that it should be finished.	Improve traffic flow. A small gesture would improve city morale exponentially
Enforce the bike regulations and do a Safe Bike Riding education campaign. The biggest complaint pedestrians have is that cyclists don't always use the bike lanes; the bikes speed; and the bicyclists don't obey the Walk signals and sometimes even the traffic signals. On the Lakeshore shared path very few warn pedestrians they are approaching and some ride way too fast for a Shared Path	The City needs to be more accessible
	Continue with the investment in cycling and pedestrian infrastructure! It can't come soon enough - though we love the current efforts. Move the Tolko sawmill so that the waters at Sutherland beach can be cleaned up and improve air quality downtown and in the North End. Make Sutherland park and beach useful and accessible to all. Stop allowing use of the park as a boat launch.
	Fruit trees downtown - food forest
	Greater walk-ability downtown
	Make downtown more kid friendly
	Pedestrian overpasses across the highway downtown
	More free services, closer parking for handicap people at the hospital and downtown, closer to venues, more seating. To even go to a park, you have to drive only to park at least a block away, then try and get to the park, only to find you have to sit on the lawn! Not possible for someone who is 79, or someone who has limited mobility.
	Better traffic "roads" routes downtown
	More families downtown
	More parking in downtown Kelowna.
	Intensify your focus on addressing the vagrancy and homeless in downtown through to a successful conclusion. Its really disgraceful what we have to put up with. Take a walk down Leon and see what I mean. Disgraceful. I understand that many cities are trying to come to grips with this kind of problem. But the city of Kelowna is notably passive and really seems out of its depth or perhaps is just putting its head in the sand. The police chief is part of the problem in trying to persuade us that the problem has been solved. It hasn't been, and it is plainly so. I think we are one or two steps away from a tent city in City Park. If that happens, then we have a real mess on our hands a la Victoria.

Table continued ►

Appendix C: Public Engagement Summary

BIG IDEA RESPONSES	
Infrastructure and transit hubs in satellite communities, large scale mini urban cores. The downtown revite is amazing, but it will only draw increased congestion and pull people away from living a healthy life in their own communities	Better city planning with people at the centre. Cars and developers seem to win every time, with the result that we've gradually been losing what is good about Kelowna. This includes personal safety
Appropriate elder care and family support	Kelowna not aware of those with disabilities- Accessibility committee- Handy Dart insufficient- Infrastructure not accessible; eg, no curb cuts with accessible stalls and in front of City Hall (lack of curb cuts)
Attract more good paying jobs for younger families, so that they can afford to live here.	No - Kelowna is growing and keeps adding programs so lots for children and adults
More family friendly bathrooms. My son is 11 but I still have to go in to the bathroom with him. I'm starting to get looks when there is no family/handicap bathroom and I go in to the women's washroom with him.	Traffic is insane and makes life stressful.
More movie nights, family events	We have a good life.
Improved transit for wheelchairs- House calls from doctors are wonderful!	As mentioned previously, more separated bike paths.
Creating "co-housing" - called intentional housing	Extend Mill Creek path to lake
Increase in WelfareIncrease in Low Income housing	Making sure all new build, bike paths etc are accessible such as Paramount conversion with roof garden hope they have to install elevator
Having a park closer to my house	Linear path along the whole of the Lakeshore
Make housing more affordable- it's getting out of control	The Abbott Street activity corridor has WAY too much traffic. Vehicles use Abbott as an alternative to Pandosy and tend to drive over the speed limit and distracted (looking for their street, using electronic devices). Abbott Street should be cut off to through traffic by turning it into one way (northbound) from Morrison up to the hospital and one way (southbound) from Morrison to Wardlaw. The city should consider a barrier to through traffic located at Kinsmen park. This would have the added benefit of allowing more parking for this busy park. Also, the proper bike path which ends abruptly (and rather dangerously) at Abbott and Rose Ave should be extended to connect with Gyro beach park. The cycle route should at this point connect with the current separated multipurpose pathway that extends south to Rotary/Manteo.
Improve cost of housing (too expensive)Over-populated schools - needs improvement	More designated bike paths. Connectivity for cycling routes. Hearing loops installed in senior buildings in City facilities. Noise pollution
Bike/Walking access from Ellison area to inner Kelowna. Currently no safe route.	More cost-effective programs
More doctors in Kelowna	Park at Casorso - Parking (apartments, church, school)
Prefer to stay in Lake Country but if I go to Kelowna I think that the traffic congestion especially in the summer could be cleared up somehow (maybe it is impossible). I dislike the road rages due to the excessive heat in the summer and large number of tourists visiting.	School district busing has increased 250% over a 2 year period, a decrease would help greatly and a gradual increase each year would be easier on the budget.
Traffic between West Kelowna and Kelowna	Breakfast program at all schools
Making Kelowna accessible for all.	Nutritionist in elementary school to teach program about nutrition and healthy food. Advertising about healthy bodies in elementary school
Our job opportunities are very skewed. Our tech companies have all been bought out. To an extent. And we just have healthcare and old people. We might as well invest in our tech sector and really change an idea. We are "the silicon valley of the north". Silicon valley should be the Kelowna of the south! A few viral moves and publicity events will really help us all out. And I'm not a university student... But UBC Okanagan is way far away. We should really find out how to better connect UBCO. Which is way out there by the airport. With the rest of Kelowna. Not like necessarily a light rail line or something. But we could all benefit from even more students at the university and colleges. We should make that a major focus of our public relations and view in the world. Build on what is already pretty strong and get a viral thing or two and we are all set to benefit.	

Table continued ►

Appendix C: Public Engagement Summary

BIG IDEA RESPONSES

Transportation between school and after school activities
Activities, etc. for seniors over 75. Parkinson's more geared to younger generation.
Bring seniors together for socialization, to break isolation
Care about what seniors think. What would make them happy as they get older. What motivations help them with everyday needs
Decrease traffic speed and volume; makes it unsafe for seniors and children to cross
Improved bus system - safer, More smaller transit service (Handy Dart) Connect with seniors/rec centres
Help that doesn't cost as I can't afford over \$20 & appreciate the Food Bank! A shame to treat a senior worked all her life this way!
More senior programs
Signs warning cars of scooter crossings- Open discussion about use of mobility devices on sidewalks
In the winter, it would be nice if the sidewalks were cleaned so I could walk without risk of falling. The sidewalks are bad in winter.
Sidewalks that are even
Clean up down town needles and more safer parks or water park
More affordable housing- town homes with yards
More shops, variety of amenities in town and my neighbourhood

TRAFFIC HWY 97 TO GO AROUND TOWN

Bus system. The bus doesn't announce what the next stop is. I don't know how a blind person will figure this out. Also when you are new to this town, it is hard navigate; ie roads are not in grid and road name changes half way through. I found so many "not in service" buses on the road. it is hard to tell which line drive where. Better feedback system with BC transit would be great. Instead of just reporting, I'd like to see more riders community site on the web.

Implement best practices for urban planning and lifestyle quality that have proven successful in various cities throughout the world. Some of these best practices have been known at least since the publication of "A Pattern Language" from 1979? and from Jane Jacobs work. We don't need more: strip malls, gated communities with stratified demographics, or big box stores. We do need more: farmers' markets, green spaces, safe places for kids to frolic and public spaces that people of all ages and incomes can socialize in. Is it too late to set aside an area for a European-style town square.

Having some of the events in the city held in different parts of the city not all down town

Better cycling paths throughout town; paved, off-road paths

Improved, child-friendly public transportation

More choices for transportation of various kinds.

Transportation for the mentally challenged

Transportation improvements



Appendix D:

Recommendations Summary

THEME AREA	OBJECTIVE	ACTION	LEAD	AGE & ABILITY FOCUS	DETAILS	PROPOSED YEAR
Inclusive Community	Expand programs that identify and connect with isolated and vulnerable residents	Explore opportunities to enhance the communication of health services and health messaging	Interior Health	All	Find ways to promote health services across the community including linking Interior Health's information on the City's website.	2017
	Expand programs that identify and connect with isolated and vulnerable residents	Expand the Seniors Contact program	City of Kelowna (Community Policing)	Seniors and people with diverse abilities	Explore ways to expand on the Seniors Contact program, including on-going social connections and exploring ways to expand the program to include people with chronic illnesses and diverse abilities.	2017
	Promote physical literacy and activity to reduce chronic diseases such as obesity	Integrate "Sport for Life" principles into policies, procedures and programs and work towards becoming a "Canadian Sport for Life" Community	City of Kelowna (Active Living & Culture)	All	Physical literacy refers to the mastering of fundamental movement and sport skills. Sport for life increases motivation to be physical active from infancy through all phases of adulthood.	2017
	Foster intergenerational opportunities	Connect seniors and youth through after-school work programs	School District #23 and Seniors Outreach Society	Seniors and children	Program to increase intergenerational opportunities.	2017
		Develop a network of parents and community members to lead extracurricular clubs in schools	School District #23	Seniors and children	Work with Central Okanagan Parent Advisory Council to connect parents and community members with schools.	2017

Table continued ►

Appendix D: Recommendations Summary

THEME AREA	OBJECTIVE	ACTION	LEAD	AGE & ABILITY FOCUS	DETAILS	PROPOSED YEAR
Inclusive Community	Expand on programs and services to strengthen neighbourhoods	Create Neighbour Awards to foster neighbourliness and inspire connections between neighbours	City of Kelowna (Active Living & Culture)	All	Create through the Strong Neighbourhood Program.	2017
		Continue to foster the social connection of neighbours and build capacity within neighbourhood based organizations	City of Kelowna (Active Living & Culture)	All	Create through the Strong Neighbourhood Program.	2017
		Create a Neighbourhood Champion volunteer program	City of Kelowna (Active Living & Culture)	All	Create through the Strong Neighbourhood Program.	2018
	Provide accessibility opportunities	Review and enhance the accessibility requirements in the Outdoor Event Permit application to improve accessibility at community events	City of Kelowna (Active Living & Culture)	People with diverse abilities and seniors	Review parking and accessible features such as washrooms and parking.	2017
		Expand the online Accessibility Inventory to increase awareness of accessible opportunities	People in Motion	People with diverse abilities and seniors	Contingent on external funding.	2017
	Showcase entrepreneurial skills for people with diverse abilities	Provide opportunities for people with diverse abilities to showcase products and skills at community markets or events	People in Motion	People with diverse abilities	People in Motion to survey their members to determine if there is interest.	2017

Table continued ►

Appendix D: Recommendations Summary

THEME AREA	OBJECTIVE	ACTION	LEAD	AGE & ABILITY FOCUS	DETAILS	PROPOSED YEAR
Inclusive Community	Enhance information and resources available to the public	Explore the opportunity to enhance the information provided to residents, including new residents	Interior Health	All	Determine if additional health and community services information should be made available.	2017
		Explore the opportunity to enhance the information and resources provided to new parents	Interior Health	Children	Determine if additional information or resources should be made available.	2017
Healthy Neighbourhood Design & Healthy Natural Environments	Focus on accessibility and safety in parks and public facilities	Conduct a Community for All Assessment in City parks with a focus on accessibility and safety	City of Kelowna (Infrastructure)	All	Assessments to consider safety and accessible features such as surfacing, seating, shade, lighting, washrooms and amenities. Contingent on funding.	2017
		Conduct a Community for All Assessment in City buildings with a focus on accessibility and safety	City of Kelowna (Infrastructure)	All	Assessments to consider safety and accessible features such as washrooms, ramps, Hearing Loops. Contingent on funding.	2017
		Promote all ages and abilities assessments to other organizations and businesses	City of Kelowna (Policy & Planning)	All	To encourage assessments beyond City parks and buildings.	2018
Healthy Housing	Build on City policies that address housing needs	Support the development of diverse housing types to meet the variety of housing needs in the community	City of Kelowna (Policy & Planning)	All	Healthy Housing will be the next theme area of the Healthy City Strategy. This will include the development of a Healthy Housing Strategy.	2017
	Promote energy efficiencies for lower income housing	Promote and encourage residents to apply for the Energy Conservation Assistance Program to help save energy and money	City of Kelowna (Policy & Planning)	All	City of Kelowna to partner with FortisBC to promote this energy and economic savings program to the community.	2017

Table continued ►

Appendix D: Recommendations Summary

THEME AREA	OBJECTIVE	ACTION	LEAD	AGE & ABILITY FOCUS	DETAILS	PROPOSED YEAR
Healthy Transportation Networks	Support pedestrian and cycling programs and policies	Expand the student-led walking school bus program	School District #23	Children	Work with individual schools to expand program to promote physical activity and reduce vehicle pollution.	2017
		Expand the Bike Recycle program in schools	School District #23	Children	Bikes are provided from the landfill and refurbished by students for students to use as transportation.	2017
		Enhance cycling safety program through infrastructure improvements	City of Kelowna (Integrated Transportation)	Children and seniors	As part of the Pedestrian and Bicycle Master Plan implementation.	2018
		Enhance communication and awareness for the pedestrian and bicycle network and roadway safety for all users	City of Kelowna (Communications & Integrated Transportation)	All	As part of the Pedestrian and Bicycle Master Plan implementation.	2018
		Expand wayfinding signage network	City of Kelowna (Integrated Transportation)	All	To increase users' knowledge and confidence of cycling routes. Contingent on funding.	2018
	Support accessibility and mobility	Review and update infrastructure policies, bylaws and guidelines to ensure accessibility features are incorporated	City of Kelowna (Infrastructure Delivery)	All	Review will include current practices related to lighting, traffic signals (countdown timers, crossing times, audible pedestrian crossings), sidewalks and crosswalk conditions, street furniture and amenities.	2017
		Conduct an accessible parking program review	City of Kelowna (Parking Services)	People with diverse abilities and seniors	Review the permit exemptions to improve availability of accessible parking stalls.	2017
		Provide real-time GPS bus location and schedules	City of Kelowna (Integrated Transportation) and BC Transit	All	To increase transit users' knowledge and confidence of transit. Contingent on funding.	2018

Table continued ►

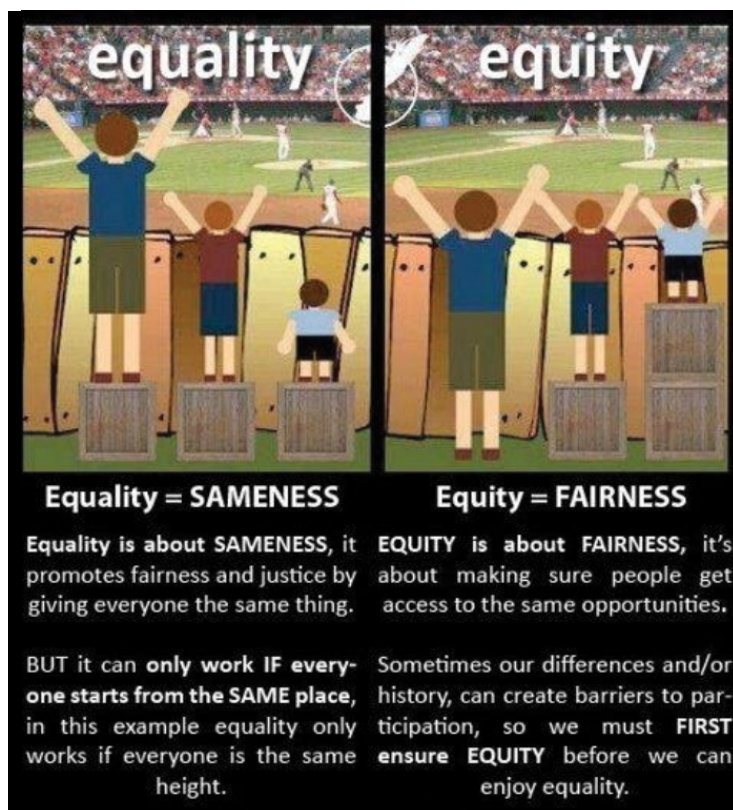
Appendix D: Recommendations Summary

THEME AREA	OBJECTIVE	ACTION	LEAD	AGE & ABILITY FOCUS	DETAILS	PROPOSED YEAR
Healthy Transportation Networks	Support accessibility and mobility	Redevelop a travel training program to encourage people to use transit as an alternative to accessible transportation	City of Kelowna (Integrated Transportation)	Seniors and people with diverse abilities	Training for seniors and people with diverse abilities to encourage increased use of conventional transit.	2017
		Implement a program specifically for accessibility infrastructure retrofits	City of Kelowna (Roadways)	People with diverse abilities	Retrofit opportunities may include sidewalks enhancements and curb cuts. Contingent on funding.	2017
Healthy Food Systems	Provide opportunities for healthy food, nutrition and healthy cooking	Connect local farmers with the community	City of Kelowna (Community Planning)	All	Explore opportunities to connect farmers with community events.	2017
		Develop a Community Kitchen that facilitates eating, cooking classes and shared meals	Pathways Abilities Society	All	To increase healthy food choices, nutrition and social connections. Contingent on funding.	2017
		Promote a nutritional focus in City recreational programs and concession and vending machines in City-owned facilities	City of Kelowna (Active Living & Culture)	All	Incorporate into existing fitness programs and ensure guidelines for healthy food choices are followed within concession and vending machines in City-owned facilities.	2017

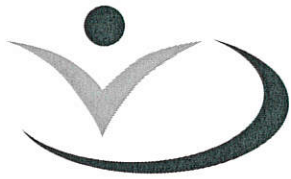
Appendix E:

Definitions

- ▶ **Children:** 12 years and younger.
- ▶ **Chronic disease:** diseases that are of long duration and generally slow progression. Chronic diseases include: cardiovascular diseases (e.g. heart attacks and stroke), cancers, chronic respiratory diseases (e.g. chronic obstructed pulmonary disease and asthma), diabetes and obesity.
- ▶ **Diverse abilities:** people with diverse abilities and includes, but is not limited to, persons with disabilities, persons with mobility challenges, and persons with cognitive and/or developmental challenges. This term was chosen through a recommendation from key community stakeholders and because it emphasizes enablement, rather than disablement, which is a key characteristic of an age and ability friendly plan.
- ▶ **Equity:** is making sure that all ages and abilities have access to the same opportunities. Equity (fairness) should be addressed so that residents can enjoy equality (The Becoming Radical Scholarship: Radical Scholarship Word Press, Standards May Achieve Equality, But Not Equality, April 12, 2014.).
- ▶ **Morbidity:** the incidence of illness in a population.
- ▶ **Mortality:** the incidence of death in a population.
- ▶ **Physical literacy:** is the mastering of fundamental movement sport skills. These skills teach people to read their environment and make appropriate decisions, allowing them to move confidently and with control in a wide range of physical activity situations.
- ▶ **Obesity:** the condition of being grossly overweight.
- ▶ **Seniors:** 65 years and older.
- ▶ **Sport for Life:** includes teaching physical literacy to increase motivation, confidence, and physical competence to be active from infancy throughout all phases of adulthood.



The Radical Scholarship Wordpress, Standards May Achieve Equality, but Not Equity, April 23, 2014.



Interior Health

Every person matters

November 23, 2016

Mayor & Council
City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Dear Mayor & Council,

Interior Health is proud to be an active participant on the Healthy City Strategy Steering Committee and the Community for All Stakeholder Advisory Committee and involved in the development of the actions within the Community for All Action Plan. Interior Health sees the significant benefits our entire community will receive as a direct result of implementing the Community for All Action Plan.

One of the strengths of this Plan includes the collaboration and partnerships with, and commitment from, key community stakeholders. The implementation of the actions and fostering an all ages and abilities culture will require the combined efforts of our community.

Interior Health has committed to leading the following action:

- Explore opportunities to enhance the communication of health services and health messaging (Inclusive Community)
- Explore the opportunity to enhance the information provided to residents, including new residents (Inclusive Community)
- Explore the opportunity to enhance the information and resources provided to new parents (Inclusive Community)

Please note that these actions may be contingent on receiving additional funding.

Interior Health believes that a strong, safe, active and vibrant community is a community where all ages and abilities are welcomed and will flourish.

Sincerely,

Dr. Sue Pollock, FRCPC
Medical Health Officer

Lex Baas
Manager, Health Promotion

SP:LB/ls

Community Health and Services Centre
505 Doyle Avenue
Kelowna BC V1Y 0C5
Web: interiorhealth.ca

Sue Pollock, MD FRCPC
Medical Health Officer
Telephone: (250) 469-7070 ext. 12796 Fax: (250) 868-7826
E-Mail: sue.pollock@interiorhealth.ca



123 Franklyn Road, Kelowna, BC V1X 6A9 • Phone: **250-763-4837** • www.PathwaysKelowna.ca

November 22, 2016

Michelle Kam
City Of Kelowna - Sustainability Coordinator
1435 Water Street
Kelowna, BC
V1Y 1J4

Dear Michelle,

Pathways Abilities Society is proud to be an active participant on the Community for All Stakeholder Advisory Committee and involved in the development of the actions within the Community for All Action Plan. Pathways sees the significant benefits our entire community will receive as a direct result of implementing the Community for All Action Plan.

One of the strengths of this plan includes the collaboration and partnerships with, and commitment from, key community stakeholders. The implementation of the actions and fostering an all ages and abilities culture will require the combined efforts of our community.

Pathways has committed to leading the following action, "Develop a Community Kitchen that facilitates eating, cooking classes and shared meals (Healthy Food Systems)". Please note this action is contingent on receiving additional funding.

Pathways believes that a strong, safe, active and vibrant community is a community where all ages and abilities are welcomed and will flourish.

If you have any questions or require further information please feel free to contact me at 250-763-4837 or via email at ed@pathwayskelowna.ca.

Sincerely,


Charisse Daley
Executive Director

November 23, 2016

Mayor and Council
1435 Water Street
Kelowna, BC V1Y 1J4

People in Motion is proud to be an active participant on the Community for All Stakeholder Advisory Committee and involved in the development of the actions within the Community for All Action Plan. People in Motion sees the significant benefits our entire community will receive as a direct result of implementing the Community for All Action Plan.

One of the strengths of this Plan includes the collaboration and partnerships with, and commitment from, key community stakeholders. The implementation of the actions and fostering an all ages and abilities culture will require the combined efforts of our community.

People in Motion has committed to leading the following action:

- Expand the online Accessibility Inventory to increase awareness of accessible opportunities (Inclusive Community)
- Provide opportunities for people with diverse abilities to showcase products and skills at community markets or events (Inclusive Community)

Please note that these actions are contingent on receiving additional funding.

People in Motion believes that a strong, safe, active and vibrant community is a community where all ages and abilities are welcomed and will flourish.

Sincerely,



Louise Abbott, Executive Director
People in Motion

Thank you!



ASSISTANT SUPERINTENDENT
Central Okanagan School District
1940 Underhill Street
Kelowna, B. C. V1X 5X7

Phone: (250) 860-8888
Direct: (250) 470-3271
Fax: (250) 870-5053

November 24, 2016

To Whom It May Concern:

The Central Okanagan School District is pleased to be an active participant on the Community for All Stakeholder Advisory Committee. As a participant on this committee we have valued the opportunity to be involved in the development of the "actions" described within the Community for All - Action Plan. Our school district understands the significant benefits our entire community will receive as a direct result of implementing the Community for All Action Plan.

One of the strengths of this Plan includes the collaboration and partnerships with, and commitment from, key community stakeholders. The implementation of the "actions", as well as the fostering of an all ages and abilities culture will require the combined efforts of our community.

The Central Okanagan School District has committed to leading the following actions:

- Partner with Seniors Outreach Society to connect seniors and youth through after-school work programs (Inclusive Community)
- Develop a network of parents and community members to lead extracurricular clubs in schools (Inclusive Community)
- Expand the student-led walking school bus program (Healthy Transportation Networks)
- Expand the Bike Recycle program in schools (Healthy Transportation Networks)

The Central Okanagan School District believes that a strong, safe, active and vibrant community is a community where all ages and abilities are welcomed and will flourish.

Sincerely,

Vianne Kintzinger
Assistant Superintendent
Central Okanagan Public Schools

VK/yh

November 22, 2016

Seniors Outreach Services Society is proud to be an active participant on the Community for All Stakeholder Advisory Committee and involved in the development of the actions within the Community for All Action Plan. Seniors Outreach Services Society sees the significant benefits our entire community will receive as a direct result of implementing the Community for All Action Plan.

One of the strengths of this Plan includes the collaboration and partnerships with, and commitment from, key community stakeholders. The implementation of the actions and fostering an all ages and abilities culture will require the combined efforts of our community.

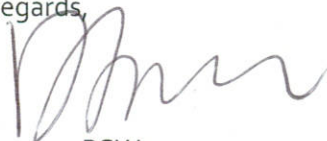
Seniors Outreach Services Society has committed to leading the following actions:

- Partner with School District #23 to connect seniors and youth through after-school work programs (Inclusive Community)

Seniors Outreach Services Society believes that a strong, safe, active and vibrant community is a community where all ages and abilities are welcomed and will flourish. We value the invitation to be part of this collaborative process and have made several connections within the community that will enhance our future work.

Thankyou.

Best Regards,



Vi Sorenson, BSW

Report to Council



Date: December 7, 2016
File: 1840-10
To: City Manager
From: Andrew Gibbs, Senior Project Manager
Subject: Kerry Park - Project Status Report

Recommendation:

THAT Council receives, for information, the report from the Senior Project Manager dated December 7, 2016, with respect to the Kerry Park Improvement project;

AND THAT Council endorse the preliminary design for Kerry Park as proposed in the report from the Senior Project Manager, dated December 7, 2016;

AND FURTHER THAT Council support the Kerry Park project phasing as proposed in the report from the Senior Project Manager, dated December 7, 2016.

Purpose:

The purpose of this report is to update Council on the design and phasing for development of Kerry Park.

Background:

The *Downtown Plan* (2011) and the *Downtown Waterfront Plan* (2009) identified a number of key priorities for the downtown waterfront (e.g. northward expansion of Stuart Park and redevelopment of Kelowna Yacht Club, provision of a public pier and associated public moorage, redevelopment of the waterfront walkway in Kerry Park and the public plaza at the Sails sculpture). Of these improvements, only the improvements to Kerry Park remain to be done.

A concept design process for Kerry Park began in 2011 with input from stakeholders and resulted in a preferred concept design for Kerry Park. This concept design was presented to the public in conjunction with the City Park concept plan in 2012, and presented to Council in Spring 2013.

Design on adjacent projects also proceeded during this time, notably the marina expansion and commercial boat moorage, the proposed Westcorp hotel and the Mill Street closure; all initiatives that necessitated and influenced the design for a re-developed Kerry Park.

The key objectives of this plan included:

- Continuity along the waterfront with respect to pedestrian and bicyclist mobility.
- Place-making, in particular, opportunities to incorporate references to the history of the waterfront at the foot of Bernard Avenue and along the foreshore.
- Opportunities for social interaction including programmed events and activities.
- Ability to capitalize on views of and access to the water.
- Public safety and incorporation of CPTED (Crime Prevention Through Environmental Design) principals.
- Asset replacement and improvements to the Sails Plaza.
- Integration with the proposed public day moorage and passenger ship marina.
- Consideration for public amenities and improvements to the event stage.

DESIGN

In accordance with the 2016 capital budget, staff retained a consulting team (WSP/MMM Group) to undertake the detail design of Kerry Park. That work, based on the 2013 concept plan, is underway.

Kerry Park, situated at the terminus of Bernard Avenue and as the community's primary connection between the lake and downtown, is perhaps the hub of the city. It is a community landmark and focal point, a gathering place for both active and passive activities, and is used by every demographic in the city. For these reasons the designers of the park consider Kerry Park as the "Living Room" of the community.

From a design point of view, being located at the historical heart of the community and at the epicentre of an urbanizing and revitalizing downtown, the approach is to re-develop the park as a modern city park that will accommodate the community's future needs and aspirations. As such it is designed to respond to the existing and future built form around it (i.e. Bernard Ave, Downtown Pier/Marina and the proposed hotel and visitor centre).

The design has a wide variety of opportunities for events, group gatherings, social connections and individual reflection. It draws inspiration from the site's rich nautical and cultural heritage, as well as the natural setting of the surrounding hills, mountains and lake. Design solutions have been incorporated to reflect and resonate with these characteristics of the site.

Highlights of the design for the park include:

- History
The foot of Bernard Avenue, and the site of Kerry Park, has been a place of gathering, events and commerce since the early days of the community. The linear lines and rectilinear shapes in the design of the park reflect the pattern of early buildings and docks where the community's main street has always met the lake. The use of materials such as stone and wood evokes some of the history of the site. Additionally, there are design details (e.g. historical boat names in the paving; a railing of silhouette figures on the waterfront cued up for arriving vessels) that provide cues of the site's past. Finally, there is the *Ogopogo* sculpture: it will be relocated to a more

photogenic waterfront location at the north end of the site, at the end of Queensway Ave and in proximity to the proposed Tourism Kelowna facility.

- Okanagan Lake
People enjoy views of the lake and are naturally drawn to be closer to the water. The existing park has limited opportunities for quality viewpoints and only one point of access to the water's edge. The new design for the park provides several quality seating areas with views of the lake, as well as leaning rails, ramps, steps and seating blocks that enable people to get to the small beaches that line the shoreline. One of these access points, just south and west of the *Sails* sculpture, will provide access to the water for dogs.
- Sails Plaza
The iconic *Sails* sculpture is retained, but the aging, leaking and high maintenance fountain and pool surrounding it will be replaced with a new water feature and seating wall. In proposing these changes, the design team has consulted with the *Sails* sculptor, Robert Dow Reid.
- Event Green Space
The main central green space of the park has been re-configured to better meet the needs of regular events and on-going demands for pedestrian circulation. The green space is comprised of multiple lawn platforms that support event audiences, and that also support the need for a high volume of pedestrian traffic to move through the space without creating paths and worn areas in the turf.
- Performance Platform and Pavilion
The existing performance platform, located close to the centre of the park, will be removed. Its location is not optimal for events or the proposed development next door. A new performance platform, or stage, is to be located and oriented to provide better viewing for more people, and to take advantage of the lake and mountain views. The platform will contain upgraded electrical services sufficient to support events. A modest pavilion structure is proposed as part-backdrop and part-shelter for the stage.
- Pedestrian Circulation
Over the decades the site will continue to have increasing pedestrian demands placed on it. The design accommodates the dominant pedestrian desire lines that there will be through and around the edge of the site. Wider circulation routes are provided for high volume traffic areas (and maintenance/event vehicles) and narrower ones are provided for quieter routes and seating areas.
- Seating
As Kelowna's living room, seating is an important activity to be supported in the park. As such, a variety of seating opportunities have been proposed to meet a range of social and mobility needs (e.g. benches, seat walls, custom seats, steps).
- Trees
The greenery, shade and seasonal colour that trees provide continues to be an important aspect of the park. An assessment of the existing trees, many of them aged and in declining health, was undertaken to identify valuable trees that should be

retained and other trees that can be removed for park amenities and a new generation of trees.

- Planting
In order to improve on the landscaping of the existing park and mitigate the perception of too much hard space in the design of the park, many opportunities have been provided for the planting of shrubs and ornamental grasses.
- Adjacent Development
There are two proposed developments in the immediate area, one by Tourism Kelowna and one by Westcorp, that play a role in the design of the park. The pedestrian circulation and landscaping for the park has been designed support the functions of those proposed developments and meet the needs of park users.

PHASING

The *2030 Infrastructure Plan* currently identifies an initial phase of funding for construction of the park, beginning in 2017.

Coincidentally, construction is proposed to begin on three other sites in the immediate area of Kerry Park in 2017:

- Tourism Kelowna
Pending development permit approval, a tourism facility, located at the west end of Queensway Ave, scheduled to start construction in spring 2017 and be complete in autumn 2017.
- Westcorp
Pending development permit approval, a mixed-use development, located at Mill Street and Queensway Ave, is anticipated to start construction in fall 2017 and be complete in fall 2019.
- Queensway Boat Launch
Please note that, as a result of these developments and the supporting improvements proposed for Kerry Park, the existing deep keel boat launch at the end of Queensway will be permanently de-commissioned. This work will be done under an existing environmental permit and during low water, in spring 2017.

The area around Kerry Park and these two proposed developments is relatively small and access for construction equipment and materials is limited. Additionally, the park is a popular public space and pedestrian travel route for residents and visitors. These factors pose significant logistical challenges to the construction of two or more projects at the same time at this location.

Accordingly, staff is proposing to phase construction of the park to enable these projects to proceed in advance of the park development. The intent is to enable efficient construction of all three projects with a minimum of conflict and minimize impacts on downtown, both vehicular and pedestrian. As a result, the initial phase of park construction is proposed begin in spring 2019, and focus on the areas around the proposed hotel and the proposed visitor centre.

Financial/Budgetary Considerations:

The *2030 Infrastructure Plan* currently identifies \$3.8 million taxation in capital funding for the re-development of Kerry Park, as follows:

- \$1.1 million in 2017 (Priority 1)
- \$2.7 million in 2018 (Priority 2)

Per the project timing described in the Phasing section of this report funding for these projects will not be initiated in 2017, but will instead be put forward in the 2019 Capital Planning Process.

Communications Comments:

Pending Council budget approval, a pre-construction information session is anticipated prior to construction for stakeholders and the public to see the final park design and learn more about the timing and impacts of park construction.

Considerations not applicable to this report:

Internal Circulation:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

External Agency/Public Comments:

Alternate Recommendation:

Submitted by:

A. Gibbs, Senior Project Manager

Approved for inclusion:



cc: Parks & Buildings Planning Manager
Divisional Director, Communications & Information Services
Department Manager, Infrastructure Delivery
Director, Real Estate
Manager, Parks Services
Manager, Infrastructure Engineering

Key Messages

This is a status report on the design for future re-development of Kerry Park.

That the design for the park is intended to accommodate the future needs and aspirations of the city for this lynch pin in the public open space system downtown, as well as the relationship of the park to proposed development (i.e. tourism centre and hotel) next to the park.

The schedule for re-development of Kerry Park is being deferred in order to better coordinate construction of the park with construction of the proposed visitor centre and hotel next door.

Kerry Park Project Status Report

December 12, 2016

Purpose

- ▶ Update Council on the design and phasing for development of Kerry Park.

Background

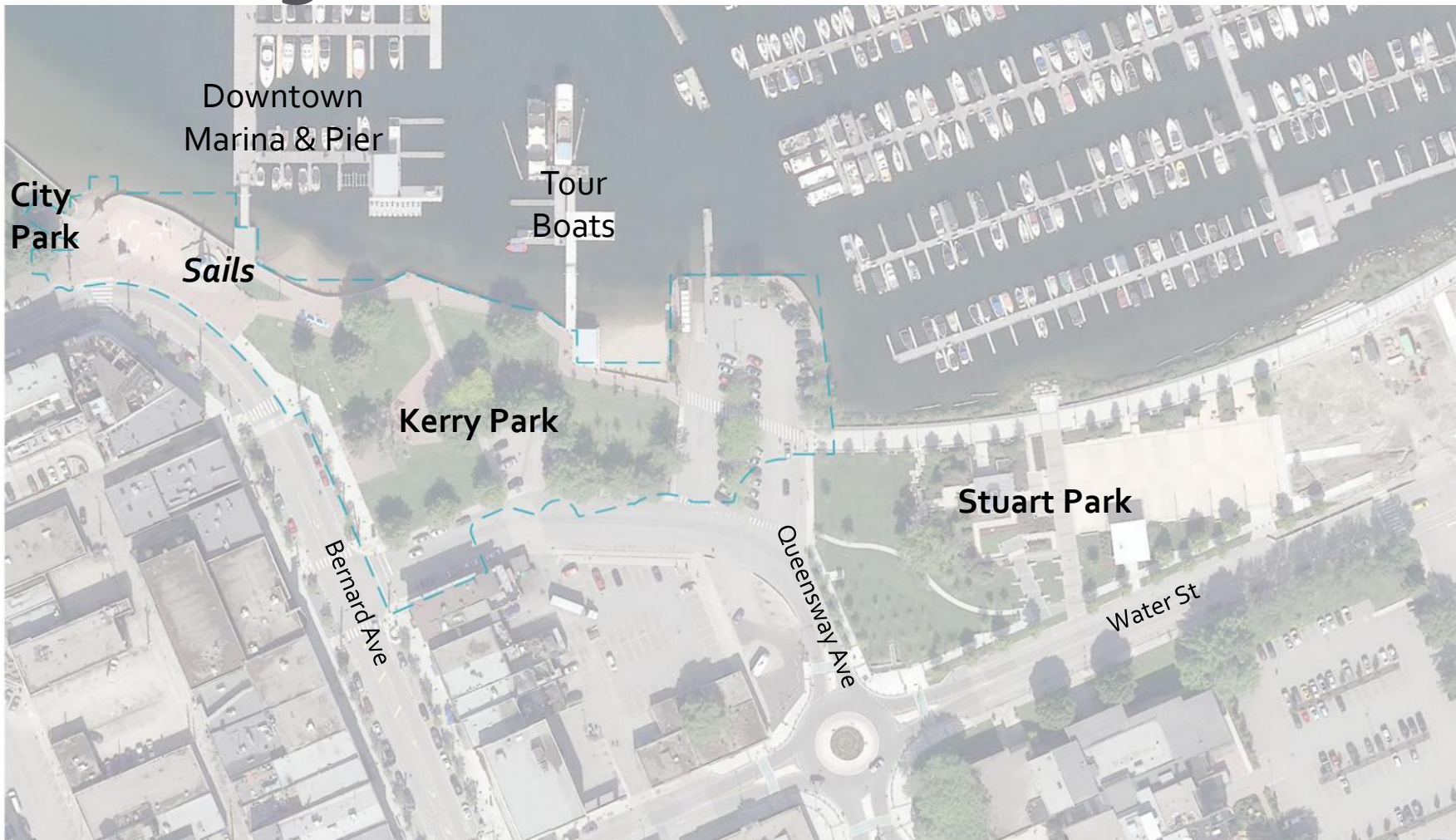
- ▶ 2009 Downtown Waterfront Plan
- ▶ 2011 Downtown Plan
- ▶ 2013 Concept Design & Open House
- ▶ 2016 Preliminary Design

Background

► Objectives

- Pedestrian and cyclist continuity along the waterfront
- Place making & history
- Events, activities, social interaction
- Water views & access
- Sails plaza replacement & enhancement
- Improvements to public amenities & stage
- Integration with public moorage & tour boats, as well as public pier, Kelowna Tourism & Westcorp

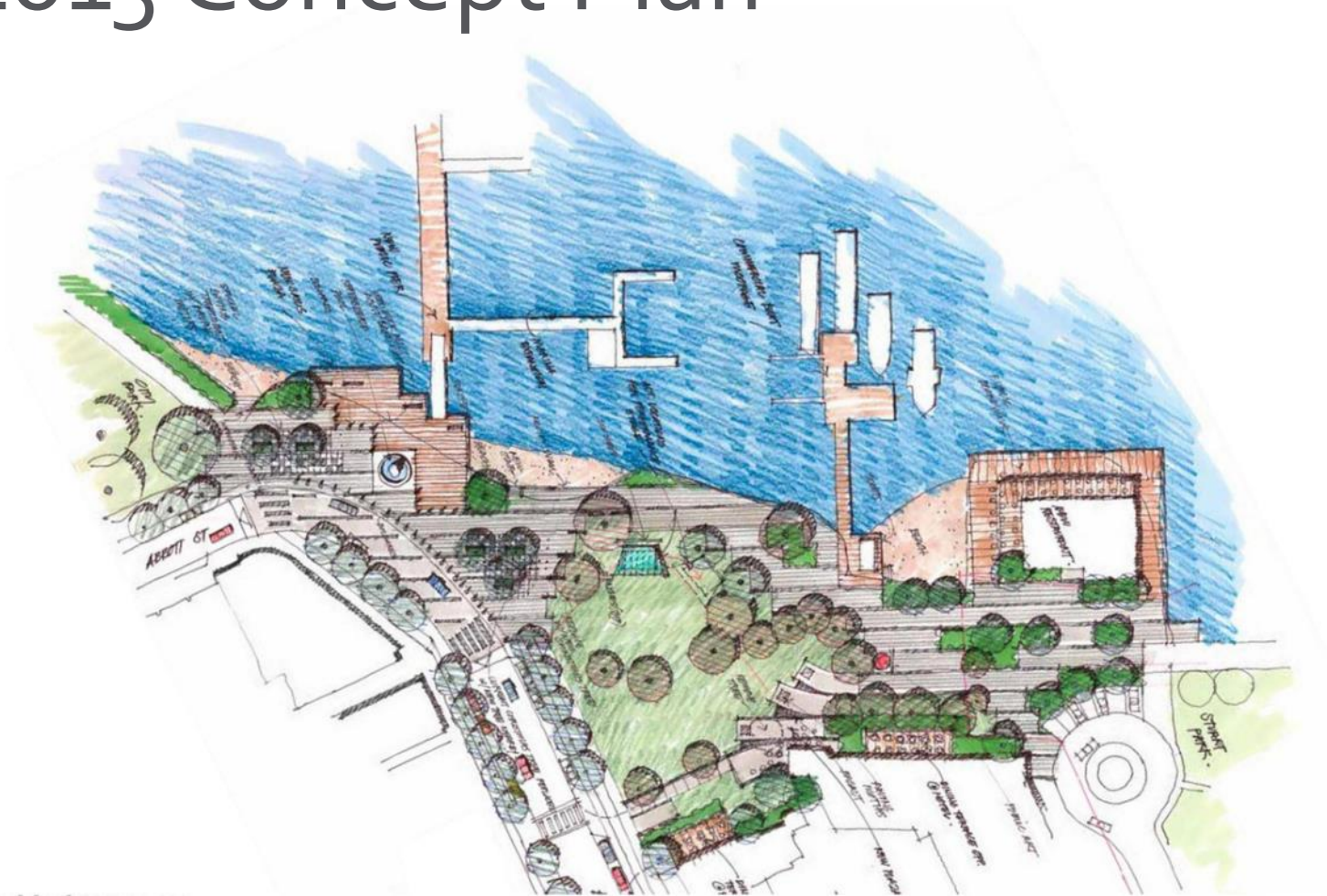
Existing Conditions



Design

- ▶ Based on 2013 Concept Plan

2013 Concept Plan



Design

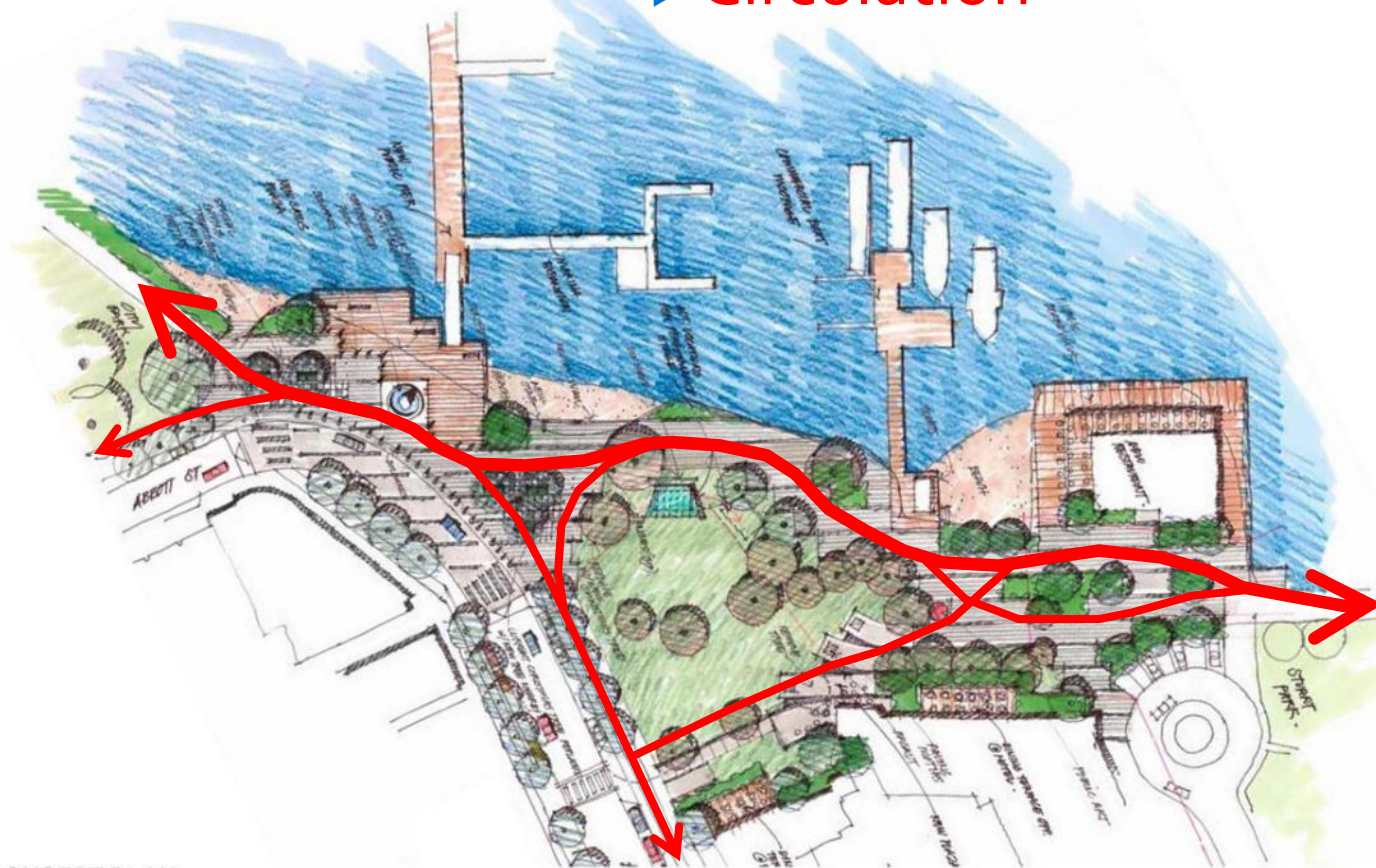
- ▶ Based on 2013 Concept Plan
- ▶ Preliminary Design underway
 - ▶ Consultants: MMM / WSP

Design

- ▶ Based on 2013 Concept Plan
- ▶ Preliminary Design underway
- ▶ Design drivers
 - ▶ Historic front door to the community
 - ▶ At junction of Bernard, promenade and the lake
 - ▶ Landmark, gathering place, activity node (*Living Room*)
 - ▶ Accommodate future needs and aspirations
 - ▶ Respond to urban development downtown
 - ▶ Reflect local character
 - ▶ Urban, modern, cultural history, natural setting

Design Drivers

► Circulation



2013 CONCEPT PLAN

KERRY PARK

NOVEMBER 2016

Design Drivers

► Event Green



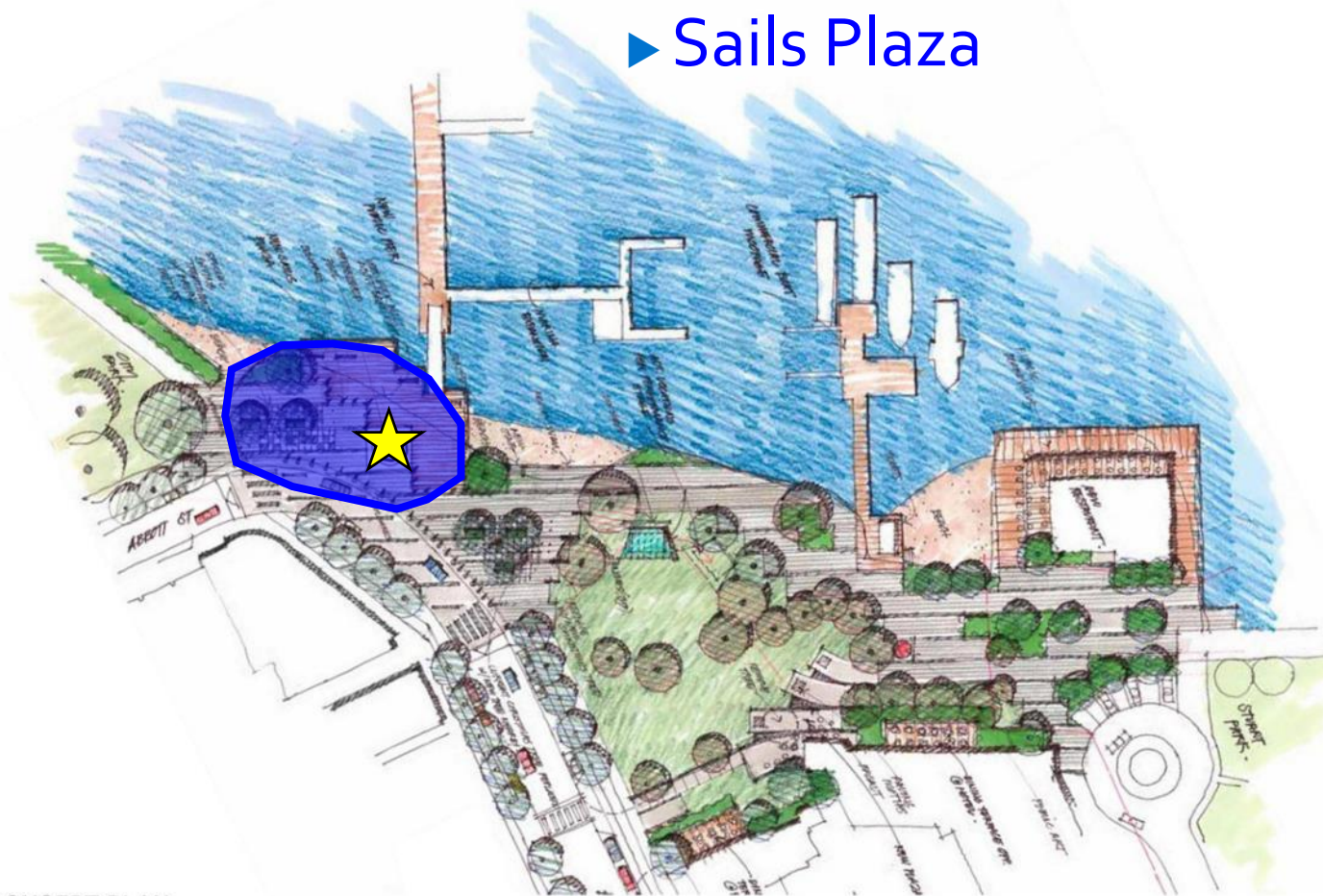
2013 CONCEPT PLAN

KERRY PARK

NOVEMBER 2016

Design Drivers

► Sails Plaza



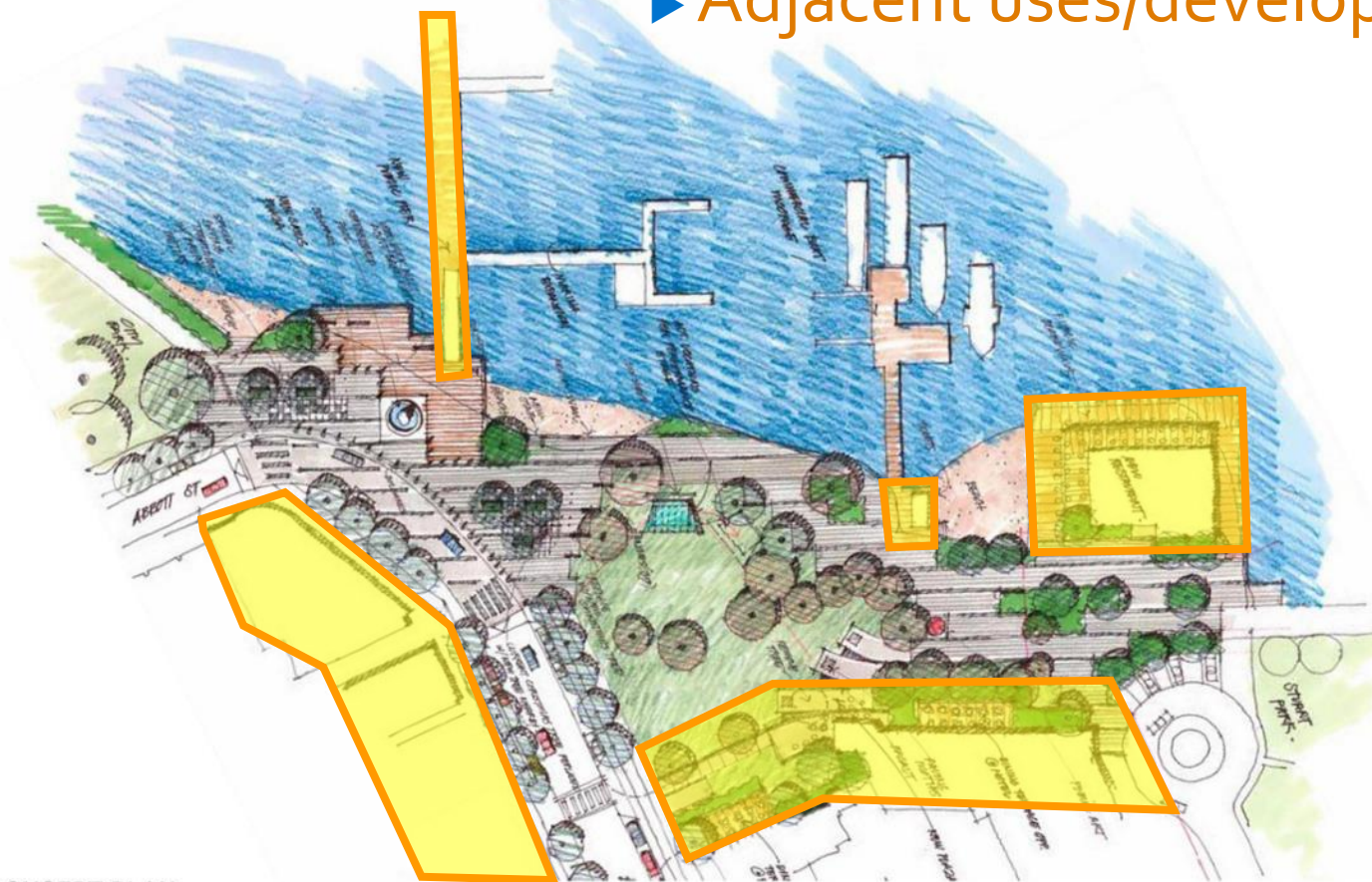
2013 CONCEPT PLAN

KERRY PARK

NOVEMBER 2016

Design Drivers

► Adjacent uses/development



2013 CONCEPT PLAN

KERRY PARK

NOVEMBER 2016

Design



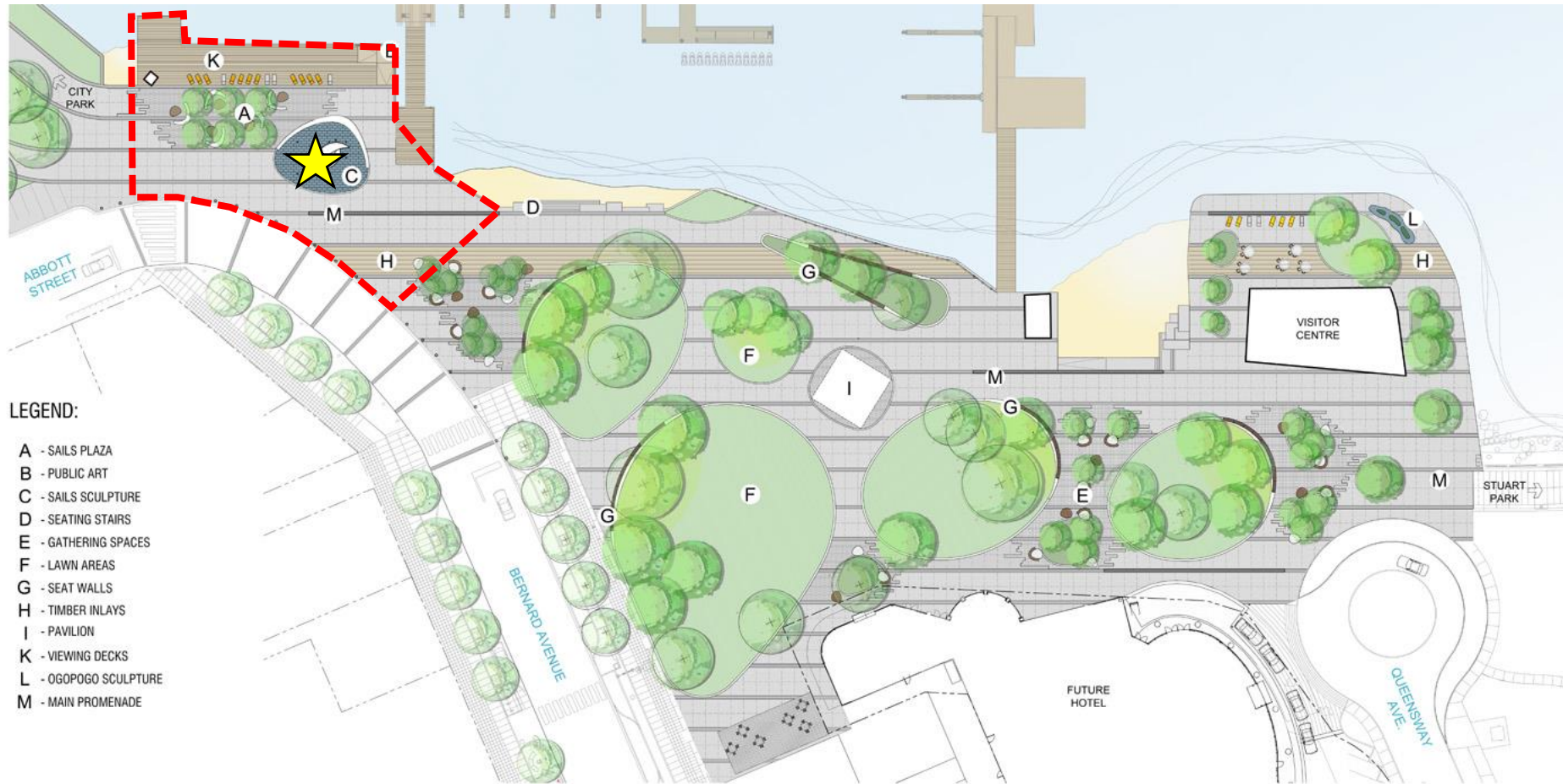
Circulation



Event Green



Sails Plaza



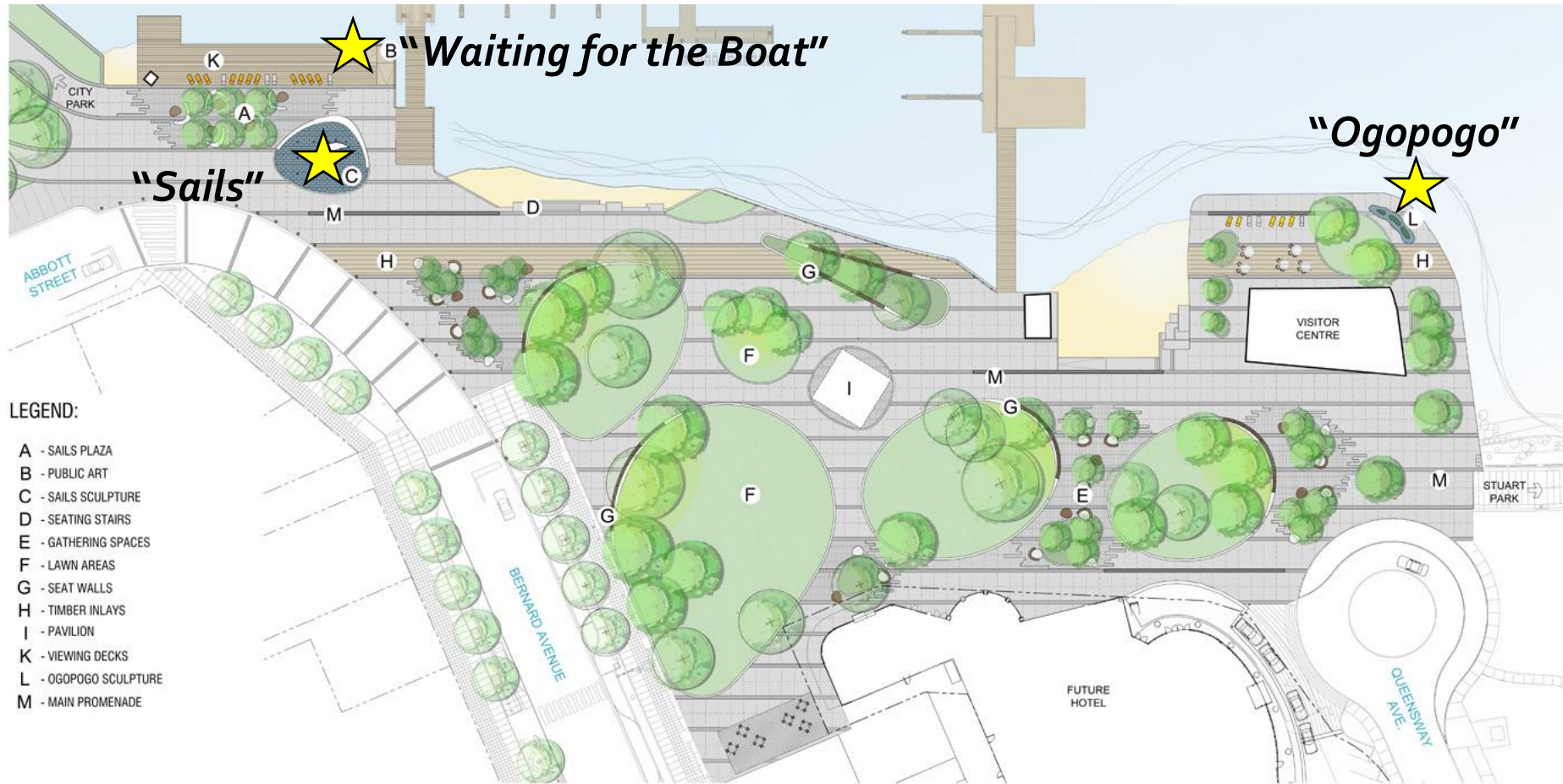
Seating



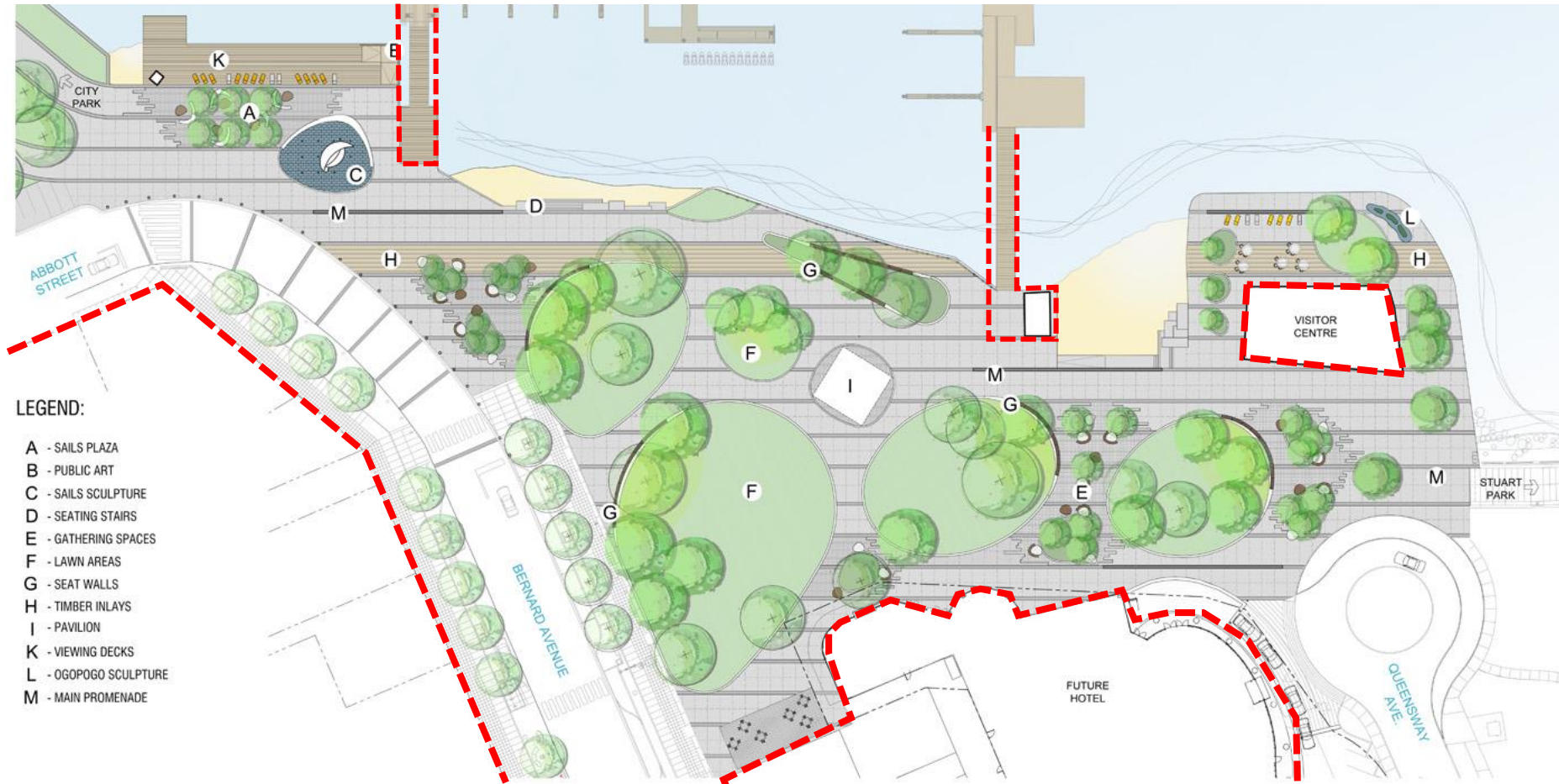
Beach Access



Public Art



Adjacent Uses / Development



Master Plan



Illustration

► *Looking west up Bernard Avenue, at the Sails*



Illustration

► *Looking at Sails Plaza from the water*



Illustration

- *Shaded seating area on the south side of the Sails Plaza*



Illustration

► *Social space south of Sails Plaza*



Illustration

- *Access to the little beach just south of the public pier*



Illustration

► *Looking down Bernard toward the Sails and the event green.*



Illustration

- *The event green, looking toward the stage and the lake*



Illustration

► *Walking south along the promenade*



Illustration

► *Looking south along promenade - hotel on the left, visitor centre on the right*



Illustration

► *Visitor centre from the lake*



Illustration

- *Walking south along the promenade; visitor centre on the right*



Illustration

► *Panoramic aerial view of the park*



Phasing

Phasing Challenges

- ▶ Small site
- ▶ Limited access
- ▶ Constant use
 - ▶ Pedestrians
 - ▶ Events
 - ▶ Pier, marina, tour boats
- ▶ Peak use during construction season
- ▶ Adjacent property development
 - ▶ Kelowna Tourism 2017-2017
 - ▶ Westcorp Hotel 2017-2019

Phasing Plan

- ▶ Current funding/phasing plan (*2030 Infrastructure Plan*)
 - ▶ 2017 \$1.1 million (priority 1)
 - ▶ 2018 \$2.7 million (priority 2)

- ▶ Proposed funding plan
 - ▶ 2019 \$1.1 million (priority 1)
 - ▶ 2019 \$2.7 million (priority 2)

- ▶ Focus on north end of site, adjacent to development

Summary of Recommendations

▶ THAT Council . . .

- ▶ Receives this report.
- ▶ Endorses the preliminary design.
- ▶ Supports the phasing plan.
- ▶ Authorizes staff to update the *2030 Infrastructure Plan* to reflect funding a construction start in 2019.

Design





Report to Council



Date: December 12, 2016

File: 0610-50

To: City Manager

From: Rafael Villarreal, Manager, Integrated Transportation (Project Manager for Strategic Visioning Project)

Subject: Imagine Kelowna Phase One Wrap up and Next Steps

Recommendation:

THAT Council receives, for information, the update on the Imagine Kelowna Phase One Wrap up and Next Steps as outlined the report of the Manager, Integrated Transportation, dated December 12, 2016.

Purpose:

As part of the Imagine Kelowna initiative this update will inform Council of the outcomes of the first phase (Share phase) and outline next steps (Shape phase) leading towards the development of the principles and resiliency framework.

Background:

Over the next 25 years, the world will change in ways we can't entirely anticipate and our community needs to be ready. These changes will be driven by shifts in technology, resources, demographics, governance, urban patterns, economic factors, among other global, local and behavioural influences. The Strategic Community Vision will focus municipal, regional and community efforts to build resiliency and position the city and the region to succeed in a constantly shifting world.

The community engagement process for the long-term strategic community vision kicked-off officially during Rutland May Days on May 21, 2016. Since that time, the outreach and level of citizen involvement across the city has been through face-to-face conversations, community events and a robust online presence translating into thousands of interactions over the past six months.

We are
here!



ImagineKelowna



Share Phase Highlights:

- Online engagement portal for the project: imagine.kelowna.ca
 - Over 14,000 page views from July 13 to November 30, 2016
- 269 tweets in one hour during the City of Kelowna's first Twitter Town Hall
- Over 30 in-depth interviews with thought leaders in the community from a variety of disciplines
- Over 200 online submissions (values, principles, challenges and opportunities) through imagine.kelowna.ca
- 500 Imagine Kelowna postcards completed
- 400 sounding board comments & online topic wall comments
- 3 guest speakers for the Imagine Kelowna Speaker Series:
 - Facing Uncertainty by Professor Keith Culver
 - The Future of Health, Challenges and Opportunities by Interior Health's Board Chair Erwin Malzer and CEO Chris Mazurkewich
 - Affordable Housing by Michael Geller
- 14 Imagine Kelowna Special Blog Series contributors on various topics that will shape the future of the community at imagine.kelowna.ca/news:
 - The future of Kelowna's tech sector
 - Tech industry ripe for growth
 - Future skills and workforce needs in Kelowna
 - Mayor Basran's perspective on the future role of citizens
 - A youth perspective on the citizen's role
 - Renewed optimism in agriculture
 - The future of energy
 - Indigenous knowledge and cultural diversity
 - Shaping the future through conversation
 - A mentally healthy community
 - The evolution of self-driving cars
 - City lead infrastructure driving the local economy
 - Deliberating densification
 - The state of culture
- 533 completed submissions through the Youth leadership program (School District No. 23) and community conversations (self-guided)
- 25 presentations to organizations, agencies, institutions, classrooms, and City staff (presented to a total audience of over 300)
- 1 community workshop with WFN Elders
- 1 community workshop with WFN Youth Council
- 4 co-sponsored On-point Town Hall Events in partnership with Urban Systems
 - On Point # 1- Housing & Affordability (253 registered, 167 participants)
 - On-Point #2 - Economic Development (213 registered, 161 participants)
 - On-Point # 3- Climate Change (171 registered, 136 participants)
 - On-Point #4 - Transportation (TBA, TBA)

- 1 co-sponsored Okanagan Resiliency Forum event in partnership with UBCO (103 participants)
- Imagine Kelowna has participated in over 36 community events
- Market research study in partnership with COEDC to identify variables that would attract young professionals to the region. Study is in process across 4 major metro areas in Canada (Toronto, Vancouver, Calgary & Edmonton).

Key Partnerships/Resources

Throughout the past six months staff met with individuals, organizations, agencies and community groups to learn what they value and hear firsthand what they think will influence the future of Kelowna. These discussions generated referrals of other individuals and groups creating one of the most comprehensive community engagement initiatives undertaken in recent years.

Private sector

During the Share phase, key partnership opportunities were explored to create additional reach and citizen involvement. A partnership with Urban Systems Ltd. resulted in the planning and delivery of four unique community town hall events centering on affordable housing, the economy, climate change and transportation.

These events were delivered in a fresh and engaging format which included a diverse group of community panel speakers, local performers and an exchange of meaningful dialogue. Significant effort went into the organization and execution of the events without impacting City resources. The total added value received from these partnerships is being evaluated. However, initial community investment from Urban Systems Ltd and other partners has translated into approximately \$30,000, half of which was contributed by Imagine Kelowna.

Public sector

The Imagine Kelowna team has partnered with School District 23, the Central Okanagan Economic Development Commission (COEDC) and built on existing partnerships such as Healthy City Strategies with the Interior Health Authority (IHA).

The City of Kelowna partnered with COEDC on a project designed to help inform the Imagine Kelowna project with data from external stakeholders and help bolster two key planks of the COEDC's operations plan for 2016.

In addition to engaging and surveying local residents, engagement was expanded to take into account perspectives of potential future residents. Specifically, market research is being conducted to identify how to attract young professionals to relocate to Kelowna in the future. The study will seek to measure awareness of Kelowna in key urban centres in Canada (Toronto, Calgary, Edmonton and Vancouver) and understand motivating factors that lead to the decision to move to a city like Kelowna.

This data will help COEDC continue to build their boomerang campaign and gain further insights into how to retain and attract young professionals to the region. In addition, the data will be used to enhance some of the targeting activity of the "Make it Here Campaign." The total cost of this project is approximately \$15,000 and the Imagine Kelowna contribution is approximately half.

Subject Matter Experts

Starting in September 2016, the City became a member of the Alliance for Innovation., a non-profit organization helping local governments transform and inspire innovation to advance

communities through research, real-world experience and key partners. Leveraging their scenario framework playbook, they will guide us through a Foresight Workshop as we enter into Phase 2 of our project and provide strategic guidance as we build out scenarios.

Academic

The City is working closely with the University of British Columbia to develop the Imagine Kelowna initiative. In addition to one-to-one conversations with senior administration, Professors from the Faculties of Management, Engineering, Community, Culture and Global Studies are key advisors to the process.

Through the Imagine Kelowna initiative, the City recently partnered and participated in the Okanagan Research Forum: Building a Resilient Okanagan Landscape, hosted by the UBC Institute for Biodiversity, Resilience, and Ecosystem Services (BRAES) and the UBC Institute for Community Engaged Research (ICER). The Forum allowed for sharing knowledge and dialogue between UBC Okanagan Researchers and the broader community, including government and local organizations. This year's theme for the forum was developed with Imagine Kelowna in mind and discussed influences such as climate change, population growth and changes in land use.

The City is also taking advice and discussing ideas with Professors and students from Okanagan School of Business at Okanagan College and Enactus.

Youth Leadership Initiative

An important goal of Imagine Kelowna is to ensure the voice of Kelowna's youth are included in the process. The City partnered with School District No. 23 to deliver for the first time a youth leadership engagement inspired by Imagine Kelowna. This engagement initiative was led by the Director of Instruction and conducted by Teachers of the School District No. 23 from October through to early December reaching students from grade 9 through to grade 12. In a classroom setting, students were encouraged to discuss and reflect on the future of Kelowna. Over 500 individual youth submissions have been received. The success of this initiative was due to the commitment and enthusiasm by School District representatives.

In addition, Okanagan College students coordinated their input supported by a self-guided Community Conversation toolkit. Exact numbers are not known at this time.

Next steps

Phase 2 - Shape (January 2017 to April 2017)

Analyze Data

Through the Imagine Kelowna Initiative, the City collected a variety of qualitative and quantitative data and best practice research from different sources. Staff supported by a market research firm will synthesize and analyze data collected in the first phase. This data and research will serve as the quantitative foundations of a resiliency framework and guide staff in developing scenarios.

Structured engagement

A targeted and structured engagement approach will occur from January to April 2017 and will include Council and stakeholder workshops to test scenarios and present the draft guiding principles and the resiliency framework.

Deliberative Forum

For the first time, the City will be using a deliberative forum technique to shape the vision and test principles and scenarios. A deliberative forum is scheduled for mid-April 2017. The

deliberative forum will consist of a facilitated mini-conference in which randomly selected citizens identify community priorities through an iterative process of education and debate. This process of education and debate will be informed by Council recommendations, guiding principles and the resiliency framework, subject matter experts and citizens input.

Phase 3 - Affirm (May 2017 to September 2017)

Guiding principles and the preliminary vision will be presented to the community through the City's existing communications channels as well as an open house.

Phase 4 - Integrate (October 2017 to November 2017)

Traditionally, long-term strategic planning process involves two main components: Strategic Visioning, which is done every 20 or 25 years; and comprehensive master plans (e.g., OCP - land Use-, Corporate Plans, Transportation Plan, etc.) which have more regular updates. This phase will aim to finalize the project and deliver a long-term strategic framework (below) that will help clarify, organize and align the City's short and long-term planning priorities (e.g.: Corporate Plan, OCP, Transportation Plan, Economic Development Plan) and define relationships between plans, strategies and partnerships.

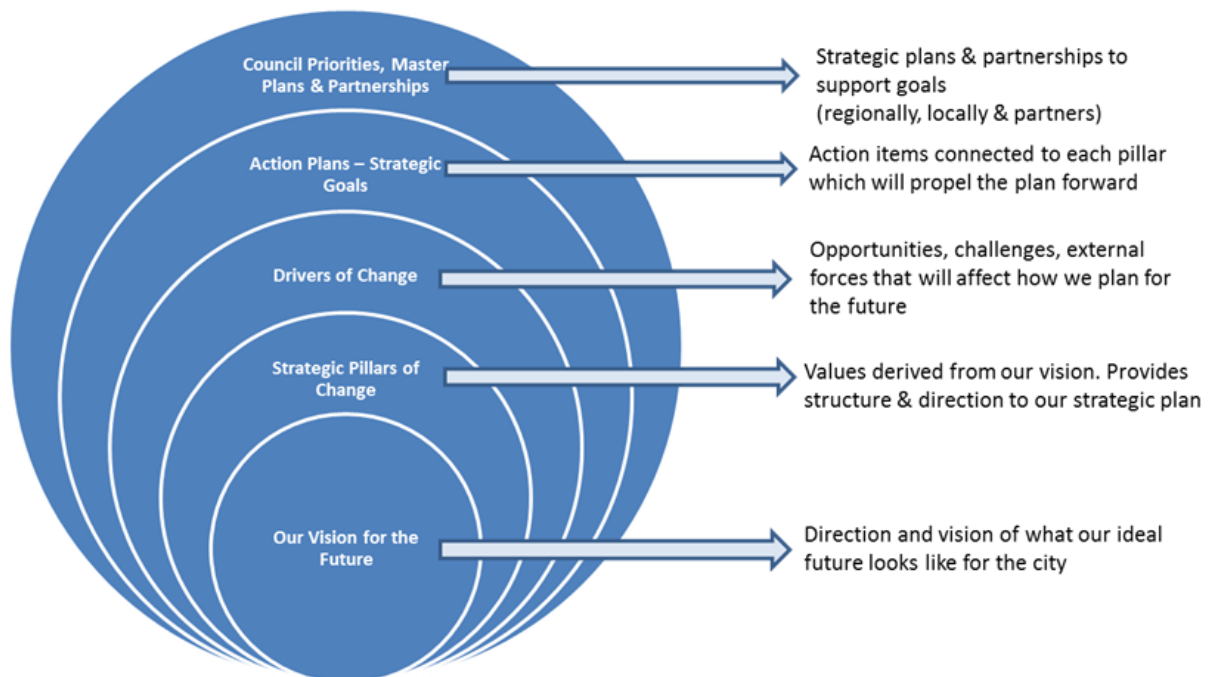


Figure 1 Strategic community vision - Conceptual strategic framework (in process)

Internal Circulation:

Divisional Director, Infrastructure
 Divisional Director, Community Planning & Real Estate
 Divisional Director, Communications & Information Services

Considerations not applicable to this report:

Legal/Statutory Authority:
 Legal/Statutory Procedural Requirements:
 Existing Policy:
 Financial/Budgetary Considerations:
 Personnel Implications:

External Agency/Public Comments:
Communications Comments:
Alternate Recommendation:

Submitted by:

R. Villarreal, Manager, Integrated Transportation (Project Manager for Strategic Visioning Project)

Approved for inclusion:



A. Newcombe, Divisional Director Infrastructure

Attachment 1 - Community Strategic Visioning council update Presentation

cc: Divisional Director, Community Planning & Real Estate
 Divisional Director, Communications & Information Services
 Divisional Director, Human Resources & Corporate Performance
 Divisional Director, Civic Operations
 Divisional Director, Active Living & Culture
 Divisional Director, Corporate & Protective Services
 Director, Business and Entrepreneurial Development

IMAGINE KELOWNA



*Imagine*Kelowna





OUTLINE

- ▶ Project Update
 - ▶ Phase 1 (Share)
- ▶ Highlights
 - ▶ Engagements
 - ▶ Partnerships
- ▶ Overview Phase 2 (Shape)
- ▶ Next Steps



SHARE YOUR VISION, SHAPE THE FUTURE





THE PROCESS

May 2016 to December 2016

We are
here!



SHARE YOUR VISION, SHAPE THE FUTURE





SHARE (PHASE 1)

May 2016 to December 2016



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

Affirm

Integrate





Imagine Kelowna Engagement Portal

imagine.kelowna.ca



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Share

Shape

Affirm

Integrate



341
imagine.kelowna.ca



SHARE PHASE - HIGHLIGHTS



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

Affirm

Integrate





SHARE PHASE - HIGHLIGHTS (CONT.)

► Market Research Study

- Partnership with COEDC
- What makes an attractive city
- Goal is to understand intangible elements young professionals desire, e.g. vibe, sense of community
- Study underway in four major metro areas across Canada (Toronto, Vancouver, Calgary and Edmonton)



SHARE YOUR VISION, SHAPE THE FUTURE





PARTNERSHIP/RESOURCES

University of British Columbia – Okanagan Campus

- ▶ Faculty of Management
- ▶ Faculty of Engineering
- ▶ Community, Culture, and Global Studies
- ▶ Resiliency Forum
 - ▶ Institute for Biodiversity, Resilience, and Ecosystem Services
 - ▶ Institute for Community Engaged Research



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

Affirm

Integrate





OKANAGAN RESILIENCY FORUM



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

Affirm

Integrate





PARTNERSHIP/RESOURCES (SHARE)

- ▶ School District No. 23
 - ▶ Youth leadership program
- ▶ Okanagan College
 - ▶ Business
- ▶ Urban Systems Ltd.
 - ▶ Town Halls



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

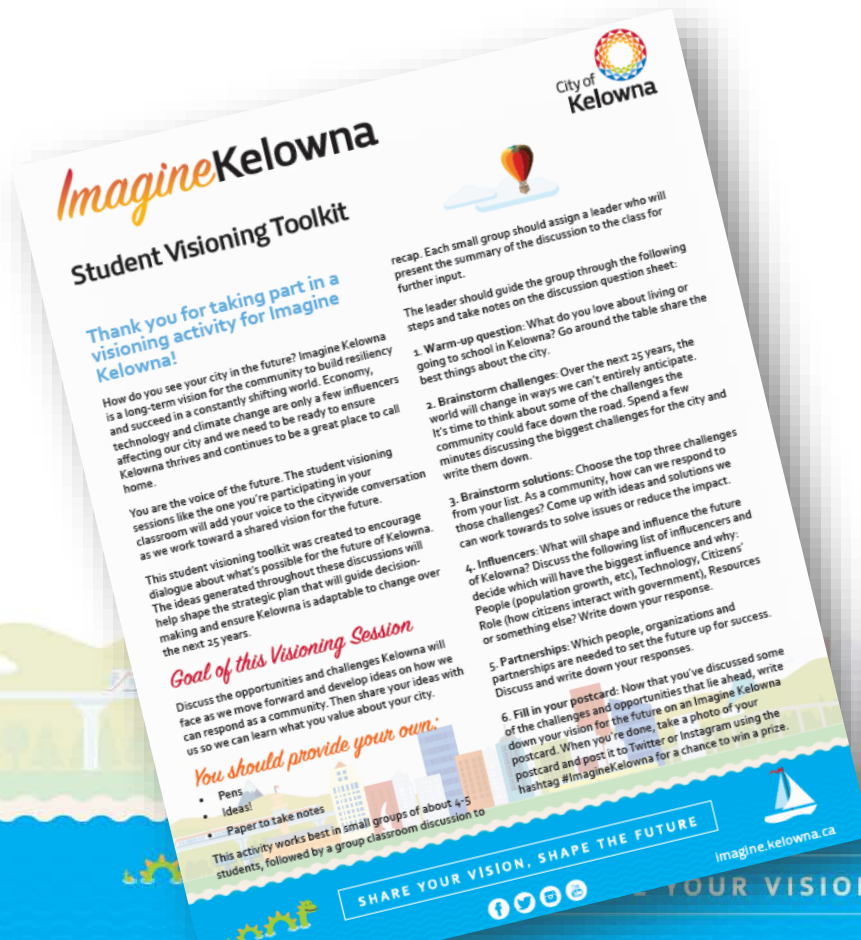
Affirm

Integrate





YOUTH LEADERSHIP PROGRAM



- School District No. 23
- 530+ submissions
- Grade 9 to 12





URBAN SYSTEMS ON POINT SERIES



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

Affirm

Integrate





PARTNERSHIP & RESOURCES (SHARE)

- ▶ Organizations – Community Conversation Toolkits
- ▶ Interior Health Authority – Healthy City Strategies
- ▶ Central Okanagan Economic Development Commission



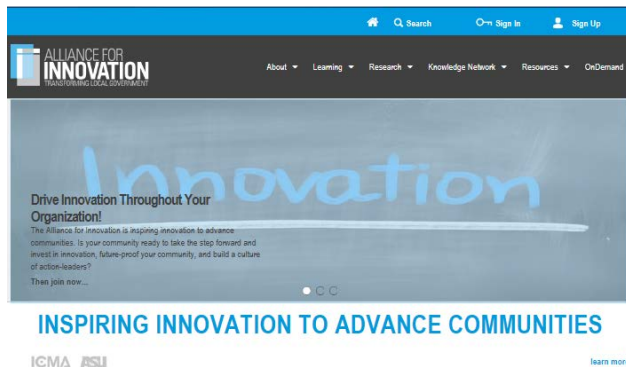
SHARE YOUR VISION, SHAPE THE FUTURE





PARTNERSHIP/RESOURCES (SHARE & SHAPE)

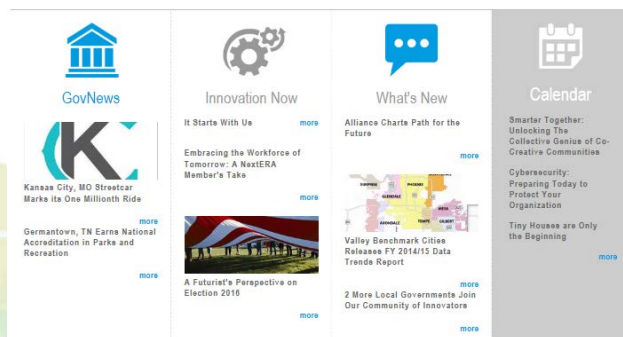
▶ ALLIANCE FOR INNOVATION



<http://transformgov.org>



44 trends within four driving forces: Resources, Technology, Demographics and Governance



SHARE YOUR VISION, SHAPE THE FUTURE



Share

Shape

Affirm

Integrate



THE PROCESS (PHASE 2 SHAPE)

January - April 2017



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

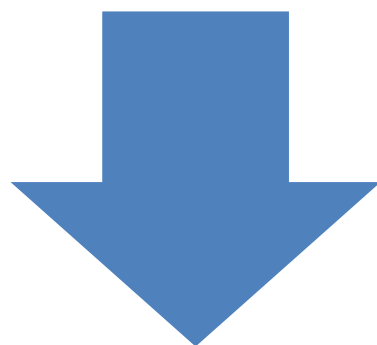
Affirm

Integrate





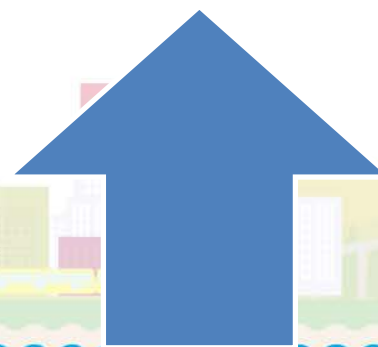
DATA ANALYSIS



Quantitative



Qualitative



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

Affirm

Integrate





SHAPE (PHASE 2): ENGAGEMENT METHODS





NEXT STEPS- SHAPE (PHASE 2)



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

Affirm

Integrate





THE PROCESS (PHASE 3 & 4)

May to November 2017



SHARE YOUR VISION, SHAPE THE FUTURE

Share Shape Affirm Integrate





NEXT STEPS

Phase 3 - Affirm (May to September)

- Guiding principles
- Preliminary vision

Phase 4 - Integrate (October to November)

- Final preparation
- Strategic partnership and planning framework
- Endorsement
- Implementation



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

Affirm

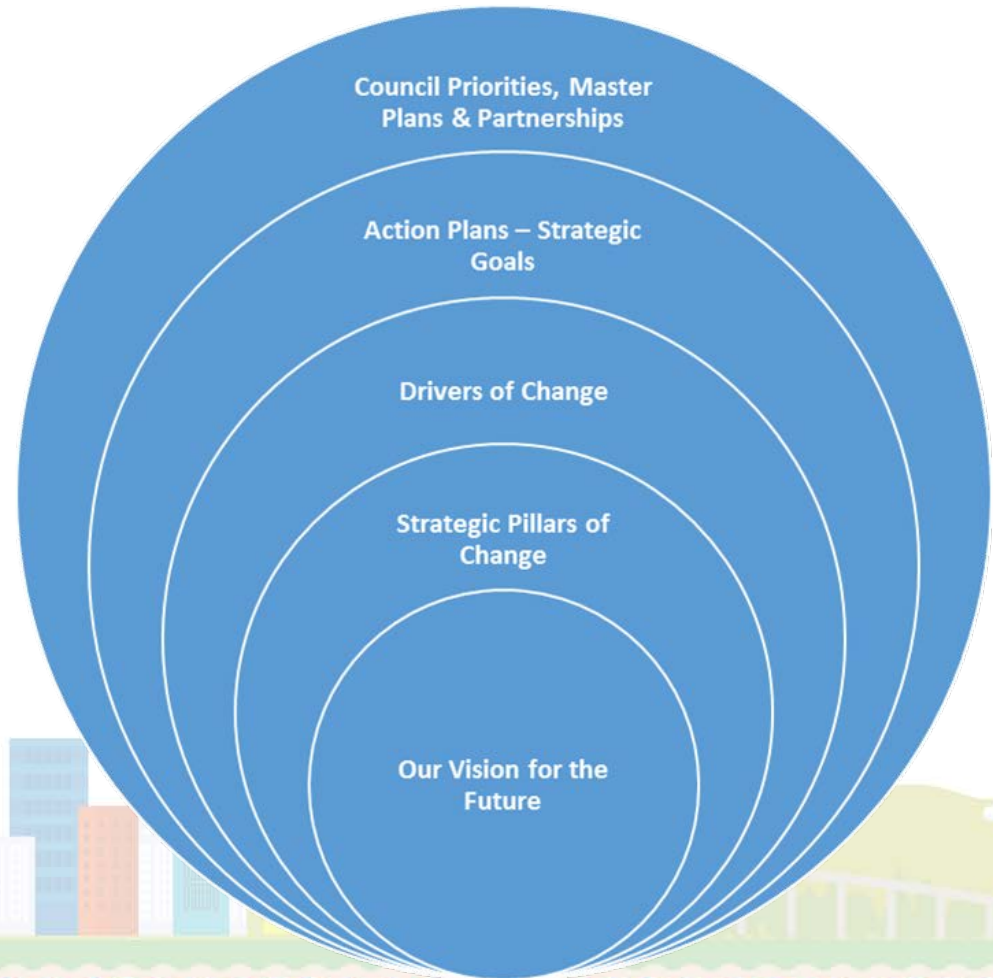
Integrate





NEXT STEPS

- ▶ Phase 4 - Integrate
- ▶ Implementation
 - ▶ Monitoring



SHARE YOUR VISION, SHAPE THE FUTURE

Share

Shape

Affirm

Integrate

