

# REPORT TO COUNCIL



**Date:** June 10, 2019  
**RIM No.** 1250-04  
**To:** City Manager  
**From:** Community Planning Department  
**Subject:** BL11834 – Amendment No. 19 to the Subdivision, Development and Servicing Bylaw No. 7900

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## **1.0 Recommendation**

THAT Council, receives, for information, the Report from the Urban Planning Manager dated Jun 10, 2019 recommending that Council give reading consideration to BL11834 – Amendment No. 19 to the Subdivision, Development and Servicing Bylaw No. 7900.

AND THAT Bylaw No. 11834 – Amendment No. 19 to the Subdivision, Development and Servicing Bylaw No. 7900 be forwarded for reading consideration.

## **2.0 Purpose**

To amend the Subdivision, Development & Servicing Bylaw to provide greater clarity regarding residential driveway access as it relates to existing and future Active Transportation Corridors.

## **3.0 Community Planning**

The aim of the text amendment proposed in this report is to provide staff with more direction when considering the location of residential driveway access, as well as the ability to formally consider ATCs when evaluating residential driveway access. The text amendment is a policy update that promotes consistent, safety-oriented decision making and is relevant to numerous properties across Kelowna.

## **4.0 Proposal**

### **4.1 Background**

The development of an Active Transportation Corridor (ATC) from Clement Avenue to Raymer Avenue is currently underway as part of the Ethel Street Active Transportation Corridor project. Phase 5 of this project extends the ATC from Cadder Avenue to Rose Avenue. As part of Phase 5, ATC safety as well as access to properties along the impacted section of Ethel Street are being considered, including the property located at 889 Cadder Avenue.

Based on current regulations, which do not consider ATCs, 889 Cadder is required to access onto Ethel Street; however, staff are concerned about the potential for conflict between Ethel Street ATC users and 889 Cadder Avenue driveway access. To resolve this conflict, staff propose that it would be more appropriate to locate driveway access from 889 Cadder Avenue onto Cadder Avenue rather than onto Ethel Street but this is not permitted under current regulations. A text amendment is necessary to resolve this

situation for 889 Cadder Avenue and to address similar situations for other properties across Kelowna as they arise in the future.

Currently, residential driveway access is addressed in Schedule 4 of the Subdivision, Development & Servicing Bylaw, Section 4.6: Curb and Gutter, Sidewalks and Bike Lanes. Existing regulations state that residential driveways shall access onto lower classification roads, and that residential driveways are not to access onto arterial or Class 1 collector roads unless alternate access is impossible.

#### 4.2 Project Description

The amendment to the Subdivision, Development & Servicing Bylaw proposed in Schedule "A" is intended to allow residential driveway access in a manner that prioritizes safety for all modes of transportation. Inclusion of more guidance regarding residential driveway access is particularly important given the expected expansion of the City of Kelowna's active transportation network and increase in residential and infill development<sup>1,2</sup>.

### 5.0 Current Development Policies

#### 5.1 Kelowna Official Community Plan (OCP)

##### Infrastructure

**General Transportation Policies, Objective 7.6.**<sup>3</sup> Place increased emphasis on sustainable modes of transportation (walking, cycling, transit) while maintaining automobile, commercial goods and emergency vehicle mobility.

### 6.0 Application Chronology

Date of Application Received: April 1, 2019

**Report prepared by:** Arlene Janousek, Planner

**Approved for Inclusion:** Terry Barton, Urban Planning Manager

#### Attachments:

Schedule "A" – Summary Table of Proposed Text Amendments to Subdivision, Development & Servicing Bylaw No. 7900

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<sup>1</sup> Pedestrian and Bicycle Master Plan. Chapter 3: Active Transportation Vision (Future Active Transportation Network).

<sup>2</sup> Official Community Plan. Chapter 3: Growth Projections (Housing Projections).

<sup>3</sup> Official Community Plan. Chapter 7: Infrastructure (General Transportation Policies).