

Schedule A – Proposed Bylaw Amendments

Subdivision, Development and Servicing Bylaw No. 7900

No.	Section	Current Wording	Proposed Wording	Reason for Change
1.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	N/A	<u>“Active Transportation Corridor”</u> means a corridor reserved for human powered and electric assisted transportation modes such as walking or bicycling, amongst other modes, as defined in the current version of the City of Kelowna Pedestrian and Bicycle Mater Plan. An Active Transportation Corridor, or ATC, may exist along a Highway right-of-way or it may exist along other public land such as but not limited to, the Okanagan Rail Trail or Mission Creek Greenway”	Add Definition
2.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	<u>“Certificate of Substantial Performance”</u> means a certificate issued by the Consulting Engineer in accordance with Section 9.5 of this bylaw, certifying that Substantial Performance of all of the Works and Services has been achieved.	<u>“Certificate of Substantial Performance”</u> means a certificate issued by the Consulting Engineer in accordance with Section 9.5 of this bylaw, verified by the City Engineer , certifying that Substantial Performance of all of the Works and Services has been achieved.	To ensure the City is in agreement with the Consultants’ assessment.

3.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	" <u>Certificate of Total Performance</u> " means a certificate issued by the Consulting Engineer in accordance with Section 10.2 of this bylaw, certifying that Total Performance of all of the Works and Services has been achieved.	" <u>Certificate of Total Performance</u> " means a certificate issued by the Consulting Engineer in accordance with Section 10.2 of this bylaw, verified by the City Engineer , certifying that Total Performance of all of the Works and Services has been achieved.	To ensure the City is in agreement with the Consultants' assessment.
4.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	" <u>Fees</u> " means those fees payable to the City in connection with the Subdivision or Development of land, as prescribed by the City of Kelowna Development Fees Application Bylaw No. 8034.	" <u>Fees</u> " means those fees payable to the City in connection with the Subdivision or Development of land, as prescribed by the current version of the City of Kelowna Development Fees Application Bylaw.	To ensure continuity in the event the Bylaw number changes.
5.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	"General Conditions" means the following general conditions contained in Volume II of the Master Municipal Construction Document published by the Master Municipal Construction Documents Association, 1996, as may be amended from time to time, and referred to in the Specifications and Standard Detail Drawings: GC 4.2 (Safety), GC 4.3 (Protection of Work, Property and Public), GC 4.4 (Temporary Structure and Facilities), GC 4.12 (Inspections), and GC 20 (Laws, Notices, Permits and Fees).	" <u>General Conditions</u> " means the following general conditions contained in Volume II of the Master Municipal Construction Document published by the Master Municipal Construction Documents Association, 2009, as may be amended from time to time, and referred to in the Specifications and Standard Detail Drawings located in Schedule 5	To reflect the updated edition of MMCD.

6.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	" <u>Highway</u> " includes a street, road, lane, bridge, viaduct, walkway and any other way open to public use, but does not include an easement on private property.	" <u>Highway</u> " includes a street, road, lane, bridge, viaduct, walkway, active transportation corridor and any other way open to public use, but does not include an easement on private property.	To add ATC to the definition of Highway.
7.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	" <u>Highway Reservation Agreement</u> " means an agreement between the Owner and the City, in the form prescribed by the City, as referred to in Section 526 of the <i>Local Government Act</i> .	" <u>Highway Reservation Agreement</u> " means an agreement between the Owner and the City, in the form prescribed by the City, as referred to in Section 513 of the <i>Local Government Act</i> .	Update of section referenced
8.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	" <u>Latecomer Agreement</u> " means an agreement between the Owner and the City, in the form prescribed by the City, as referred to in Section 939 of the <i>Local Government Act</i> .	" <u>Latecomer Agreement</u> " means an agreement between the Owner and the City, in the form prescribed by the City, as referred to in Section 508 of the <i>Local Government Act</i> .	Update of section referenced
9.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions " <u>Maintenance Period (c)</u> "	(c) with respect to Works and Services that appear to be incomplete, defective or deficient during the Maintenance Period referred to in either (a) or (b) above, the period of one year from the date on which such Works and Services are completed or corrected in accordance with Section 10.3	(c) with respect to Works and Services that appear to be incomplete, defective or deficient during the Maintenance Period referred to in either (a) or (b) above, the period of one year from the date on which such Works and Services are completed or corrected in accordance with Section 10.3 Notwithstanding, the Maintenance Period does not expire until the City has been	To ensure the City is requested to do a final inspection prior to the expiry of the maintenance period.

			contacted and conducts a final inspection of the Works.	
10.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	"OCP" means the City of Kelowna Official Community Plan (1994 – 2013) Bylaw No. 7600.	"OCP" means the current version of the City of Kelowna Official Community Plan Bylaw.	Update of section to latest version of OCP.
11.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	"Specifications and Standard Detail Drawings" means the specifications and standard detail drawings for Works and Services prescribed by Volume II of the Master Municipal Construction Document, and the General Conditions referred to therein, published by the Master Municipal Construction Documents Association, 1996, attached as Schedule 6 hereto and as further amended or supplemented by City of Kelowna Construction Standards attached as Schedule 5 hereto.	"Specifications and Standard Detail Drawings" means the specifications and standard detail drawings for construction of Works and Services, located in Schedule 5 of this bylaw.	Update of section referenced
12.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	"Statutory Right-of-Way Agreement" means an agreement between the Owner and the City, in the form prescribed by the City, as referred to in Part 14 of the <i>Land Title Act</i> .	"Statutory Right-of-Way Agreement" means an agreement between the Owner and the City, in the form prescribed by the City, as referred to in Part 7, Division 11 of the <i>Land Title Act</i> .	Update of section referenced
13.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions	"Substantial Performance" means the stage of completion of all of the Works and Services when: (a) the Works and Services are ready to be used for their intended purpose, as certified by the Consulting Engineer; and	"Substantial Performance" means the stage of completion when: All Works and Services, as certified by the Consulting Engineer, and verified and inspected by the City Engineer, is capable of	To align w. MMCD.

		<p>(b) the total of the incomplete, defective and deficient Works and Services can be completed at a cost, as estimated by the Consulting Engineer and verified by the City Engineer, of no more than 3% of the total cost of the Works and Services.</p>	<p>completion or correction at a cost of not more than:</p> <p>(a) 3% of the first \$500,000 of the Works and Services;</p> <p>(b) 2% of the next \$500,000 of the Works and Services; and</p> <p>(c) 1% of the balance of the Works and Services; and</p> <p>the Works and Services, or a substantial part of it, is ready for use or is being used for the purpose intended.</p>	
14.	<p>SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part 1 – INTRODUCTION – Section 4.1 Definitions</p>	<p>"Works and Services" includes Highways, sidewalks, boulevards, boulevard crossings, transit bays, street lighting, wiring, water distribution systems, fire hydrant systems, sewage collection and disposal systems, drainage collection and disposal systems and such other infrastructure or systems as may be provided within the City from time to time.</p>	<p>"Works and Services" includes Highways, sidewalks, boulevards, boulevard crossings, transit bays, street lighting, wiring, water distribution systems, fire hydrant systems, sewage collection and disposal systems, drainage collection and disposal systems and such other infrastructure or systems as may be provided within the City from time to time.</p>	N/C

15.	SUBDIVISION, DEVELOPMENT AND SERVICING BYLAW NO. 7900 Part5 - OWNER TO PERFORM WORK 9.6 Section Design and Construction Requirements	<u>As-Built Drawings and Disks.</u> The Owner must provide the City in accordance with Section 9.5, Item (d) with detailed, reproducible as-built drawings of the Works and Services, sealed by the Consulting Engineer, and City compatible computer disks, as Constructed as of the date of Substantial Performance.	<u>As-Built/Record Drawings and Electronic Information.</u> The Owner must provide the City in accordance with Section 9.5, Item (d) and Policy 265 (Engineering Drawing Submission Requirements), with detailed, reproducible as-built drawings of the Works and Services, sealed by the Consulting Engineer, and City compatible electronic information, as Constructed as of the date of Substantial Performance.	To reflect current processes and Policy 265.
16.	SCHEDULE 1 – WORKS & SERVICES REQUIREMENTS, WORKS & SERVICES REQUIREMENTS Table	N/A	See Table Amendment below	Adding information
17.	SCHEDULE 1 – WORKS & SERVICES REQUIREMENTS, WORKS & SERVICES REQUIREMENTS – ARTERIAL Column of Table	IN ACCORDANCE WITH 'MAJOR ROAD NETWORK PLAN' CLASSIFICATION	IN ACCORDANCE WITH 'MAJOR ROAD NETWORK PLAN' CLASSIFICATION (SS-R8 to SS-R16)	To clarify referenced cross sections in the table, consistent with previous page
18.	SCHEDULE 1 – WORKS & SERVICES REQUIREMENTS, WORKS & SERVICES REQUIREMENTS Notes	(2) Where the collector road is on a bikeway route, as defined by the City's Bikeway Network Plan the road requirement will be based on Drawing Standard SS – R6.	(2) Where the collector road is on a bikeway route, as defined by the City's Bikeway Pedestrian and Bicycle Master Plan or Transportation Master Plan, the road requirement will be based on Drawing Standard SS – R6.	To reflect the OCP Maps that are used to determine these routes.

19.	SCHEDULE 1 – WORKS & SERVICES REQUIREMENTS, WORKS & SERVICES REQUIREMENTS Notes	N/A	(6) Active Transportation Corridors not located with road right-of-way's, such as but not limited to the Okanagan Rail Trail and Mission Creek Greenway, are transportation corridors requiring frontage improvements	To address the limitations of the current bylaw to require appropriate improvements along with ATC's that are not along an existing roadway.
20.	SCHEDULE 3 – QUALITY CONTROL AND ASSURANCE	This Schedule sets out the City's minimum standards for quality in design, quality in construction and quality in record-keeping for the Works and Services to be designed and constructed in accordance with this bylaw.	This Schedule sets out the City's minimum standards for quality in design, quality in construction and quality in record-keeping for the Works and Services to be designed and constructed in accordance with this bylaw. Professional Engineers shall fulfill their obligations under the Engineers and Geoscientists Act and the Engineers and Geoscientists of British Columbia's Quality Management Guidelines	To align City requirements with current Engineering regulatory body (EGBC) Quality management requirements.
21.	SCHEDULE 4 – Design Standards, Highway, Section 4.1 General	N/A	All highways (roads, lanes, Active Transportation Corridors) within the City of Kelowna shall be designed with good engineering judgement, in accordance with the recommended practice as outlined in the most current editions of the following design guidelines, unless specifically addressed by City Bylaw or policy: Transportation Association of Canada – Geometric Design	Added a preamble that references current design guidelines and clarifies the hierarchy of requirements.

			<p>Guide for Canadian Roads; Transportation Association of Canada – Manual of Uniform Traffic Control Devices for Canada;</p> <p>Other applicable Transportation Association of Canada best practice design guides, such as but not limited to, the Canadian Roundabout Design Guide, the Canadian Guide to Traffic Calming, Pedestrian Crossing Control Guide and Bikeway Traffic Control Guidelines for Canada;</p> <p>Master Municipal Construction Documents Association – Design Guidelines;</p> <p>British Columbia Active Transportation Design Guide, and</p> <p>BC Transit Infrastructure Design Guidelines</p>	
22.	SCHEDULE 4 – Design Standards, Highway, Section 4.1 General	N/A	<p>To reduce vehicular delays and for safety considerations, modern roundabouts must be considered as the first option for intersection designs where all way stop control or traffic signals are warranted by traffic analysis.</p>	<p>To align with current best practices and support the goals of the Community Climate Action Plan, reduce traffic delays and increase intersection safety performance.</p>

23.	SCHEDULE 4 – Design Standards, Highway, Section 4.1 General	N/A	Designs for significant work to a major collector or arterial road identified on the Major Road Network and Road Classification Plan, must undertake an independent Road Safety Audit.	To ensure significant investments in major roads consider safety outcomes, align with OCP policy 7.6.3 and current best practices.
24.	SCHEDULE 4 – Design Standards, Highway, Section 4.2 Road Classification	1. Transportation Association of Canada - Geometric Design Guide for Canadian Roads, 1999 Edition	1. Transportation Association of Canada - Geometric Design Guide for Canadian Roads, 2017 Edition.	Update of version referenced
25.	SCHEDULE 4 – Design Standards, Highway, Section 4.2 Road Classification, Table 1 notes	Surface Width - on urban section, this measures from back of curb to back of curb - on rural section, it measures from the edge of asphalt to edge of asphalt.	Surface Width - on urban section, this measures from face of curb to face of curb - on rural section, it measures from the edge of asphalt to edge of asphalt.	Align text with industry practice and design guidance.
26.	SCHEDULE 4 – Design Standards, Highway, Section 4.3 Geometric Standards, Table 2	N/A	For Emergency Access added criteria for: Radius (meters) (min) = 12 K-value (min.) = 2	Address missing geometric design criteria for emergency accesses to ensure they are effective and maintainable.
27.	SCHEDULE 4 – Design Standards, Highway, Section 4.4 Horizontal Alignment	A turn-around or a second point of access is required on roads longer than 100 m. The maximum length of a permanent cul-de-sac shall be 200 m. Where it is part of a temporary and/or staged development, this maximum length may be 400 m. Cul-de-sac lengths greater	Maintaining street connectivity for safety reasons wherever possible will remain a priority. 1. A cul-de-sac, turn-around, or a second point of access is required at the terminus of roads longer than 90m. 2. A Hillside Emergency	Clarify the maximum length of cul-de-sacs with and without secondary access points (lanes, emergency accesses) to improve public safety and emergency access.

		<p>than 200 m may be considered by the Approving Officer.</p>	<p>and Utility Vehicle Access is required on roads between 90m and 360m in length, serving more than 100 units*.</p> <p>3. Access Public Lane is required within the last 360m on roads longer than 360m and serving/designed to serve up to 100 units*.</p> <p>4. Local street is required within the last 360m on roads longer than 360m and serving more than 100 units*.</p> <p>*unit count total shall include all units that depend on a single point of access to the major road network, including branching cul-de-sacs. The number of units shall include the maximum potential unit count of single family, multi-family, secondary suite/carriage houses as permitted by zoning. For non-residential land uses, building occupancy will be considered.</p> <p>*. Beyond 600 units*, a 3rd access route is required. Turnarounds are required every 360m.</p>	
28.	SCHEDULE 4 – Design Standards, Highway, Section	N/A	Measurement for roadway width shall be measured from	To align text with industry practice, design

	4.5 Road Cross-Section		face of curb, or edge of asphalt, to centreline of paint line.	guidance and Table 1 Note
29.	SCHEDULE 4 – Design Standards, Highway, Section 4.5 Road Cross-Section	N/A	For the design of local and collector roads with on-street parking, curb extensions shall be considered at intersections and at pedestrian crossings.	To improve pedestrian cyclist safety and comfort on neighbourhood streets.
30.	SCHEDULE 4 – Design Standards, Highway, Section 4.5 Road Cross-Section	N/A	For road designs in rock cut sections, a rockfall catchment area sized by a qualified Geotechnical Engineer (minimum 3.0m wide), is required. The rockfall catchment area is defined as the area between the edge of the highway pavement (or back of sidewalk if present) and the base of the rock slope. This structure has the function of preventing fallen rock from reaching the highway (or sidewalk) surface and intercepts seepage water from the rock cut.	Reduce the frequency of rockfall onto sidewalks and roadways adjacent to rock cuts.
31.	SCHEDULE 4 – Design Standards, Highway, Section 4.5 Road Cross-Section	N/A	For all urban roads in cut sections greater than 1 m, a 100 mm perforated subdrain located 600 mm deep (minimum dimensions), is required behind the sidewalk or curb. The sub-drain shall connect to the nearest catchbasin with a long radius bend and include an inspection chamber with service box at the top end.	To address the premature failure of new roadways in cut sections due to poor drainage and water infiltration under the road surface.

32.	SCHEDULE 4 – Design Standards, Highway, Section 4.6 Curb and Gutter, Sidewalks and Bike Lanes	Driveway accesses to commercial and industrial corner lots shall be a minimum of 15 m from the property line of the adjoining road. The maximum width of a driveway to a commercial or industrial property having only one access shall be 11 m. The maximum width of each driveway to a commercial or industrial property having more than one access shall be 9 m.	Driveway accesses to commercial and industrial corner lots shall be a minimum of 15 m from the property line of the adjoining road. The maximum width of a driveway to a commercial or industrial property having only one access shall be 11 m. The maximum width of each driveway to a commercial or industrial property having more than one access shall be 9 m. A variance to these standards may be considered by the City Engineer.	To provide flexibility for the City Engineer to consider a driveways specific context to accommodate large vehicles accessing commercial and industrial sites.
33.	SCHEDULE 4 – Design Standards, Roadway Lighting Section 5	Replacement for Section 5 Electrical	Replace entirely (see updated attachment Schedule 4 with Council Report)	This bylaw is intended to provide some basic lighting and electrical criteria and guidelines to aid in the design of street lighting. This is a formalization of the standards City is already following that is currently absent from the bylaw
34.	SCHEDULE 4 – Design Standards, Traffic Signals Section 6	Replacement for Section 5 Electrical	Replace entirely (see updated attachment Schedule 4 with Council Report)	This bylaw is intended to establish the traffic signal design standards. This is a formalization of the standards City is already following that is currently absent from the bylaw

35.	SCHEDULE 4 – Design Standards, Electrical Section 5		Remove section	Replaced by updated Section 5 Roadway Lighting (34) and Section 6 Traffic Signals (35)
36.	SCHEDULE 4 – Design Standards, LANDSCAPE AND IRRIGATION	6. LANDSCAPE AND IRRIGATION	7. LANDSCAPE AND IRRIGATION	Renumbered Landscape and irrigation section
37.	SCHEDULE 4 – Design Standards, HILLSIDE DEVELOPMENT STREET STANDARDS	7. HILLSIDE DEVELOPMENT STREET STANDARDS	8. HILLSIDE DEVELOPMENT STREET STANDARDS	Renumbered Landscape and irrigation section
38.	SCHEDULE 4 – Design Standards, HILLSIDE DEVELOPMENT STREET STANDARDS, 7.3.8 Cul-de-Sac Streets Hillside Emergency Accesses and Hillside Private Lanes	<p>Some of the Local streets within complex topographic areas will take the form of a cul-de-sac. Generally, cul-de-sac streets are used where street connectivity is not possible (i.e. steep terrain) or not warranted (i.e. serves very few homes). Although the appropriate Local street standard will also apply to cul-de-sac streets, there are two additional street specifications unique to this street form that must be addressed in relation to liveability: permitted length and the design of the street turnaround.</p> <p>In complex topographic areas long streets may be required to access developable pockets within areas of steep terrain. Due to the complex topography it will often not be advisable, or even possible, for connectivity to be achieved at both ends of a street.</p>	<p>In complex topographic hillside areas long streets may be required to access developable pockets within areas of steep terrain. Due to the complex topography it may not be possible for connectivity to be achieved at both ends of a street. However, in response to public safety a:</p> <ol style="list-style-type: none"> 1) A cul-de-sac, turn-around, or a second point of access is required at the terminus of roads longer than 90m. 2) A Hillside Emergency and Utility Vehicle Access is required on roads between 90m and 360m in length, serving more than 100 units*. 3) Access Public Lane is required within the last 360m on roads longer than 360m and serving/designed to serve 	Clarify the maximum length of cul-de-sacs with and without secondary access points (lanes, emergency accesses) to improve public safety and emergency access.

		<p>Longer cul-de-sac streets will result and systems of branching cul-de-sacs will be established to access some areas of extremely difficult terrain. In response to public safety issues, it is desirable that emergency access routes to such areas are available – Hillside Emergency Access standards are included below. This is considered more acceptable from a liveability stance than requiring street connectivity in all situations as the lower standards required for an emergency access will result in a lesser impact to the hillside. Maintaining street connectivity wherever possible will remain a priority. The radius of a cul-de-sac also plays a role in the liveability of a street. Laying a cul-de-sac requires a relatively large flat area. The larger this area is, the greater the impact to the landscape, particularly in complex topographic areas. Large cul-de-sacs can also decrease the social quality of a street by terminating the public corridor with a large, barren paved surface. A reduction of the cul-de-sac radius is feasible if parking is restricted in the cul-de-sac, which will ensure a large enough circumference for car turning</p>	<p>up to 100 units*.</p> <p>4) Local street is required within the last 360m on roads longer than 360m and serving more than 100 units*.</p> <p>*unit count total shall include all units that depend on a single point of access to the major road network, including branching cul-de-sacs. The number of units shall include the maximum potential unit count of single family, multi-family, secondary suite/carriage houses as permitted by zoning. For non-residential land uses, building occupancy will be considered.</p> <p>*. Beyond 600 units*, a 3rd access route is required. Turnarounds are required every 360m.</p> <p>In general, temporary secondary points of access will not be considered. However, a Hillside Emergency Access may be considered, consistent with the limitations of this access type, where it is; 1) ultimately replaced by a permanent</p>	
--	--	---	--	--

			<p>connection on another alignment or to higher standard (i.e. public lane, local street, etc.), 2) constructed over the applicants lands within a highway road reservation, 3) constructed to the Hillside Emergency Access standard (but unpaved) and 4) maintained by the applicant to the satisfaction of the Fire Department. Temporary secondary points of access will not be considered to defer the construction of ultimate works on the same alignment.</p> <p>Maintaining street connectivity for safety reasons wherever possible will remain a priority.</p>	
39.	SCHEDULE 4 – Design Standards, HILLSIDE DEVELOPMENT STREET STANDARDS, 7.3.9 Lighting Standards	Remove section	N/A	Removed to avoid inconsistencies. new section 5 Roadway Lighting provides bylaw requirements
40.	SCHEDULE 4 – Design Standards, HILLSIDE DEVELOPMENT STREET STANDARDS, 7.3.10 Sanitary Sewer Location and Corridors	Remove section	N/A	Housekeeping items in this section have been addressed in other section of the bylaw (sewer section)
41.	SCHEDULE 5 – CONSTRUCTION STANDARDS, 1. CONSTRUCTION SPECIFICATIONS INDEX	93 01S – Planting of Tress, Shrubs & Ground Covers	32 93 01S – Planting of Trees, Shrubs & Ground Covers	Correction

42.	SCHEDULE 5 – CONSTRUCTION STANDARDS, 1. CONSTRUCTION SPECIFICATIONS, Soil Cells Section 2.4	Inspection Riser Assmebly	Inspector Riser Assembly	Spelling correction
43.	SCHEDULE 5 – CONSTRUCTION STANDARDS, 1. CONSTRUCTION SPECIFICATIONS, Soil Cells Section 2.4	Fittings	Fittings	Spelling correction
44.	SCHEDULE 5 – CONSTRUCTION STANDARDS, 1. CONSTRUCTION SPECIFICATIONS	Personel	Personnel	Correct all occurrences in the section
45.	SCHEDULE 5 – CONSTRUCTION STANDARDS, 2. STANDARD DRAWINGS, CITY OF KELOWNA STANDARD DRAWINGS INDEX AND CROSS-REFERENCE TO MMCD STORM AND SANITARY SEWERS:		See table amendment below	Adding information
46.	SCHEDULE 5 – Drawings - Part 2b – Storm and Sanitary Sewers		Add Drawings: SS-S59 SS-S60 SS-S61 SS-S62 SS-S63	The purpose of the details is to reduce the amount of review and design time required. In addition, it will also ensure a consistent product is delivered to the City. .

(16) Table Amendment

HD1	WTR	SWR	STM	UG	SL	URBAN	N/A	SS – R7	SS – R6
HD2	WTR	SWR	STM	UG	SL	URBAN	N/A	SS-R7	SS-R6
HD3	WTR	SWR	STM	UG	SL	URBAN	N/A	SS-R7	SS-R6
I6	WTR	SWR	STM	UG	SL	URBAN	N/A	SS-R5	SS-R6

(45) Table Amendment

Comment	Dwg.	Title
Added	SS-S58	Groundwater Recharge Suitability Map
Added	SS-S59	Typical Lift Station Site Layout
Added	SS-S60	Sanitary Lift Station
Added	SS-S61	Above Ground Valve Kiosk
Added	SS-S62	Pigging Port
Added	SS-S63	Radio Antenna mast and Base
Added	SS-E1.1	Type M (NEMA Cabinet) Concrete Controller Base
Added	SS-E1.2	Type P (NEMA Cabinet) Concrete Controller Base
Added	SS-E1.4	Controller Service Panel Installation
Added	SS-E1.8	Typical Installation For Traffic Controller Orientation, Service Panel and Concrete Pad
Added	SS-E2.1	Large Round Plastic Junction Box Details
Added	SS-E2.3	Traffic Signal Main Vault Details
Added	SS-E2.4	Traffic Signal Junction Box Details
Added	SS-E2.5	Concrete Traffic Communication Pull Box Details
Added	SS-E2.6	Plastic Communications Pull Box Details

Added	SS-E5.3	Signal/Pedestrian Head Mounting on Traffic Signal Poles
Added	SS-E5.12	Pedestrian and Audible Signal Installation Details
Added	SS-E5.15	Overhead Pedestrian Crosswalk Sign
Added	SS-E5.16	Roadside Pedestrian Activated Flashers (No Median Option)
Added	SS-E5.17	Roadside Pedestrian Activated Flashers (Median Option)
Added	SS-E5.18	Roadside Pedestrian Activated Flashers (Overhead Sign Option)
Added	SS-E5.19	Roadside Pedestrian Activated Flashers (Overhead Sign Median Option)
Added	SS-E5.20	Signal Head Quick Change kit
Added	SS-E7.10	Grounding of Electrical Service Installation Details
Added	SS-E7.11	Luminaire Wiring in Pole Handhole Detail
Added	SS-E7.19	Signal Wiring Colour Code Chart (From JB to Pole)
Added	SS-E8.2	Detector Loops
Added	SS-E8.8	Pre-Formed Diamond Detector Loops
Added	SS-E8.9	Pre-Formed Diamond Detector Loops
Added	SS-E8.10	Pre-Formed Detector Diamond Loops