

# Report to Council



**Date:** April 26, 2021  
**To:** Council  
**From:** City Manager  
**Subject:** Cannery Laneway Initiative  
**Department:** Public Works and Real Estate

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## **Recommendation:**

THAT Council receives, for information, the report from the Public Works and Real Estate departments dated April 26, 2021, with respect to the Cannery Laneway Initiative;

AND THAT the 2021 Financial Plan be amended to include the annual revenues for the Cannery Laneway once determined, with an offsetting amount contributed to reserves.

## **Purpose:**

To provide Council with information on the Cannery Laneway Initiative program, which includes safety and compliance improvements, and economic opportunity to adjacent business owners.

## **Background:**

In 2017 the Real Estate department partnered with a downtown landowner for the Bernard Avenue Laneway Initiative. Through strategic collaboration, a Licence of Occupation agreement was entered into for the adaptive re-use of the laneway to renovate and celebrate its urban character in both a public and commercially viable manner. The success of the Bernard Avenue Laneway initiative transformed a solely vehicle-use lane to a popular public destination with greatly reduced vandalism and waste accumulation that previously occurred as an unattended vehicle corridor.

A new laneway initiative is proposed within Cannery Lane focusing on safety, vibrant urban centres, and alternative revenue sources. Cannery Lane is considered by multiple departments as a prime candidate for an initiative meeting these goals as there is ongoing non-compliant vehicle parking which restricts through-traffic flow. This, combined with the newly constructed 14-storey multifamily development at the north end of the lane, adds to the volume of vehicles trying to navigate the narrow available width.

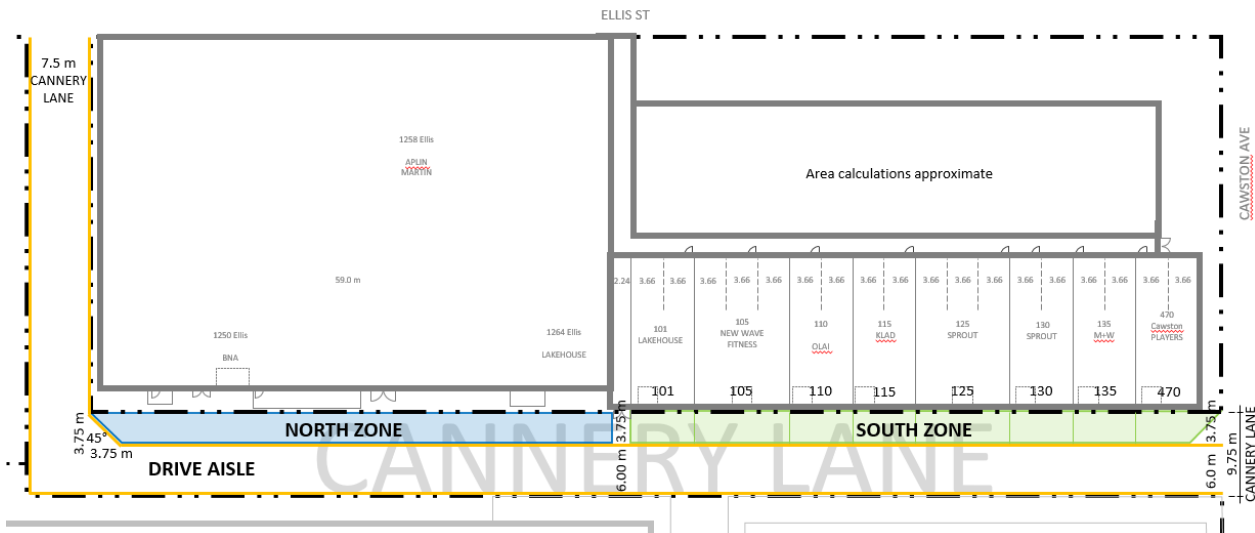
City staff collaborated with the affected businesses and the Downtown Kelowna Association ("DKA") on an initiative that enforces safety requirements and incorporates opportunity for businesses to

participate in placemaking, curating a unique urban frontage. The outcome is a shared public space and traffic calmed environment and a public destination that creates a sense of identity through a safe and attractive urban lane.

### Details

To achieve the project goals, a 6m wide drive aisle for two-way traffic will be maintained. Within this area, no obstructions of any kind or parking is permitted. This leaves a remaining 3.75 m area of lane "Permit Area" for lease by each adjacent business owner.

The lane is proposed to be split into two "zones", north (in blue) and south (in green). The northern portion of the building is stepped back into private property. For this reason, the north zone is one contiguous area which may apply for an annual licence for parking use or for patio use.



The south zone is unique as the building contains multiple (five) businesses, all with main entrances fronting Cannery Lane. Within the south zone, individual business may apply for a patio licence of occupation (parking not permitted in south zone). A draft Licence of Occupation within Cannery Lane, for both zones is attached as Schedule B.

### Implementation:

Existing illegitimate paint lines by private owners will be removed. New drive aisle lines will be painted. Licence of Occupation permits may be applied for immediately following Council endorsement. Enforcement of parking will begin mid-May 2021.

To promote investment by all business owners in the initiative, the staff are proposing a three-year lease term, with a three-year extension.

Internal departments are also supportive of an asphalt painting program that will see business owners participate in a custom design of the Cannery Lane asphalt surface. The City will provide safety

guidelines. With historic neighbourhood uses as inspiration, local businesses will participate in placemaking.

### Future Opportunities

This initiative will serve as a prototype where businesses and landowners can participate in the programming of an adjacent laneway. There is the ability to identify and work with organizations that may fund, collaborate, and participate in the design and implementation of lane networks. City staff are able to assess this initiative and continue to work together to apply these goals to other road right of way prospects.

### **Financial/Budgetary Consideration**

Licence of Occupation fees within the lane will follow the Sidewalk Seating Guidelines fees for "Water/Ellis", and City parking fees as set out in Traffic Bylaw No. 8120. Based on a total area of 2,580 square feet and five parking stalls, annual revenues could be up to \$18,000 for the year 2021 and \$27,000 for the year 2022, depending on the type and level of subscription by adjacent businesses.

### **External Agency/Public Comments**

The Cannery Laneway Initiative was developed in conjunction with the business adjacent to the laneway and the DKA (letter of support attached as Schedule C).

### **Existing Policy:**

OCP Policy 7.2.4: Seek CPTED guidelines in outdoor areas in all infrastructure planning.

OCP Objective 8.4: Encourage a positive investment climate.

OCP Policy 8.4.1: Collaborate with businesses related to economic development.

Council Priority: Grow vibrant urban centres, foster resident-driven solutions to bring people together and connect with others.

Land Strategy: Capitalize on opportunities and respond with agility to emerging issues.

### **Internal Circulation:**

Traffic Operations

Property Management

Building and Permitting

Parking Services

Transportation Engineering

### **Considerations not applicable to this report:**

Legal/Statutory Authority

Communications Comments

External Agency/Public Comments

Legal/Statutory Procedural Requirements

**Submitted by:** T. Hillis, Property Officer, Real Estate department

**Approved for inclusion:** J. Säufferer, Real Estate Department Manager

**Attachments:** Schedule A – Draft Cannery Laneway Initiative Layout

Schedule B – Draft Cannery Laneway Licence of Occupation Agreement  
Schedule C – DKA Letter of Support  
Schedule D – PowerPoint Presentation

cc: J. Adamson, Property Management Manager  
D. Duncan, Parking Services Manager  
L. Campbell, Traffic Operations & Technical Support Supervisor  
G. Foy, Transportation Engineering Manager  
T. Kowal, Building Inspection & Licensing Manager