penticton.ca

The Corporation of the City of Penticton

Official Community Plan Bylaw

No. 2019-08

Consolidated for convenience only

Amended by:	**On:**
Bylaw No. 2020-48	November 17, 2020
Bylaw No. 2020-49	December 8, 2020
Bylaw No. 2021-08	March 2, 2021
Bylaw No. 2021-25	September 7, 2021

This is a consolidated bylaw prepared by the Corporation of the City of Penticton for convenience only. The city does not warrant that the information contained in this consolidation is current. It is the responsibility of the person using this consolidation to ensure that it accurately reflects current bylaw provisions.

The Corporation of the City of Penticton

Bylaw No. 2019-08

A Bylaw to adopt the Official Community Plan

WHEREAS the *Local Government Act* provides that a local government may adopt an Official Community Plan;

AND WHEREAS the Municipal Council of The Corporation of the City of Penticton is desirous of amending and replacing its Official Community Plan Bylaw No. 2002-20;

AND WHEREAS Council has considered providing opportunities for consultation, whether consultation should be early and ongoing, and provided the consultation opportunities it considers appropriate and has specifically considered whether consultation is required with the persons, organizations and authorities listed in Section 475 of the *Local Government Act*;

AND WHEREAS this Bylaw has been considered in conjunction with its financial plan, waste management plan and has been referred to the Provincial Agricultural Land Commission for comment;

NOW THEREFORE the Municipal Council of The Corporation of the City of Penticton in open meeting assembled ENACTS as follows:

1. **Title:**

   This Bylaw may be cited for all purposes as "Official Community Plan Bylaw No. 2019-08".

2. **Application:**

   The provisions of this Bylaw, the accompanying text marked Schedule "A" bearing the title "City of Penticton Official Community Plan" and the included maps bearing the certifications:

   Map 1: Future Land Use
   Map 2: Transportation Network
   Map 3: Downtown Development Permit Area
   Map 4: Hillside Development Permit Area
   Map 5: Riparian Development Permit Area
   Map 6: Environmental Development Permit Area
   Map 7: Water Network
   Map 8: Sanitary Network

   Attached hereto form part of this bylaw and constitute the City of Penticton Official Community Plan pursuant to the provisions of the *Local Government Act* of the Province of British Columbia.

3. **Purpose:**

   The purpose of the Official Community Plan is to provide a framework of goals and policies to guide decisions on planning and land use within the City of Penticton boundaries. All pertinent bylaws and works undertaken by Council will be consistent with the Official Community Plan.

4. **Repeal:**

"The City of Penticton Official Community Plan Bylaw No. 2002-20 (2002)" and all amendments thereto, is repealed upon the adoption hereof.

READ A FIRST time this	2	day of	July, 2019
REFER to Agricultural Land Commission	3	day of	July, 2019
A PUBLIC HEARING was held this	15	day of	July, 2019
READ A SECOND time this	6	day of	August, 2019
READ A THIRD time this	6	day of	August, 2019
ADOPTED this	6	day of	August, 2019

Notice of intention to proceed with this bylaw was published on the 5 day of July, 2019 and the 10 day of July, 2019 in the Penticton Western newspaper, pursuant to Section 94 of the *Community Charter*.

Original signed by

John Vassilaki, Mayor

Original signed by

Angie Collison, Corporate Officer

PENTICTON

OCP 2045

Official Community Plan



CITY OF Penticton

Official Community Plan

A connected, vibrant, prosperous and healthy small city in a uniquely beautiful lakefront setting

penticton.ca/ocp

Contents

Vision and Introduction 1-7
Our Community Plan Vision 1-9
Purpose & Scope 1-10
OCP Purpose 1-10
OCP Scope 1-10
Legislative Authority 1-11
OCP Task Force 1-11
OCP Engagement Process 1-12
Scoping Phase : Community Outreach 1-13
Guiding Principles 1-14
Phase I: Community Visioning & Conversations 1-15
Phase 2: Community Dialogue 1-15
Phase 3: Community Review & Advice 1-16
Phase 4: Community Advice – Did We Get it Right? 1-17
Acknowledgments 1-18
Context 2-21
History 2-23
Penticton Today 2-25
Population 2-25
Housing 2-26
Employment and Economy 2-27
Regional Context Statement 2-28
Growth and Land Use Plan 3-31
Population Growth Projection 3-33
Community Expectations Regarding New Development 3-35
Design Expectations 3-35
Environmental Expectations 3-35
Expectations for Maintenance 3-35
Safety Expectations 3-35
Land Use Needs 3-36
Housing Land Use Needs and Targets 3-36
Commercial Land Use Needs and Targets 3-38
Industrial Land Use Needs and Targets 3-39
Agricultural Land Use Needs and Targets 3-40
Park Land Use Needs and Targets 3-41
Future Land Use Plan 3-42
Introduction: What is a Future Land Use Plan? 3-42

How was the Future Land Use Plan Created? 3-42
Penticton's Growth Plan 3-43
Land Use Designations 3-48

Land Use Goals and Policies 4-53

Housing 4-55
4.1.1 Managing Residential Growth 4-56
4.1.2 Housing Affordability 4-57
4.1.3 Housing Diversity 4-58
4.1.4 Housing Quality 4-58
4.1.5 Housing and Neighbourhood Character 4-59
4.1.6 Complete Neighbourhoods 4-59

Transportation and Infrastructure 4-60
4.2.1 Complete Transportation Approach 4-61
4.2.2 Walking 4-62
4.2.3 Cycling 4-63
4.2.4 KVR Rails to Trails Network 4-64
4.2.5 Transit 4-65
4.2.6 Goods Movement 4-66
4.2.7 Driving 4-67
4.2.8 Airport 4-68

Economy 4-69
4.3.1 Strategic Investment Areas 4-70
4.3.2 Employment Lands 4-71
4.3.3 Communication 4-71
4.3.4 Collaboration to Meet Common Goals 4-71
4.3.5 Business Retention and Expansion 4-72
4.3.6 Business and Labour Attraction 4-72
4.3.7 Creating a Creative, Connected and Innovative City 4-73
4.3.8 Post-Secondary Education 4-73

Environment and Resilience 4-74
4.4.1 Resilience to Natural Hazards 4-75
4.4.2 Protect and Enhance of Natural Areas 4-76
4.4.3 Greenhouse Gas (GHG) Emissions 4-76
4.4.4 Energy Use Reduction and Sustainable Energy Production 4-77
4.4.5 Water Management 4-77
4.4.6 Waste Reduction and Organics Diversion 4-78

Agriculture and Food Systems 4-80
4.5.1 Support, Protect and Enhance Agriculture 4-81

4.5.2 Food System 4-82
4.5.3 Urban Agriculture 4-82

Arts, Culture and Heritage 4-83
4.6.1 First Nations 4-84
4.6.2 Arts and Culture Presence 4-84
4.6.3 Public Art 4-85
4.6.4 Festivals & Events 4-85
4.6.5 Heritage 4-86
4.6.6 Character Areas 4-86

Parks and Recreation 4-87
4.7.1 Park Land, Natural Areas and Trails 4-88
4.7.2 Park Design, Management, Operations and Programming 4-89
4.7.3 Recreation 4-89

Development Permit Area Guidelines 5-91

Development Permit Area Guidelines 5-92
5.1.1 Development Permit Area Guidelines Policy Context 5-92
5.1.3 Exemptions 5-93
5.1.4 Variances 5-93
5.1.5 How To Use These Guidelines 5-94

General Guidelines 5-96
5.2.1 A Framework For Design 5-96
5.2.2 General Guidelines 5-97

Use-Specific Guidelines 5-106
5.3.1 Intensive Residential Development Permit Area 5-107
5.3.1.7 Intensive Residential Guidelines 5-109
5.3.2 Multifamily Residential Development Permit Area 5-111
5.3.2.7 Multifamily Residential Guidelines 5-113
5.3.3 Commercial & Mixed-Use Development Permit Area 5-115
5.3.3.7 Commercial & Mixed Use Guidelines 5-117

Area-Specific Guidelines 5-121
5.4.1 Downtown Development Permit Area 5-122
Downtown Core Design Guidelines 5-126
Downtown Transitional Area Design Guidelines 5-128
5.4.2 Hillside Development Permit Area 5-129

5.4.2.8 Hillside Guidelines....5-131

Riparian And Environmental Guidelines 5-137
5.5.2 Riparian Development Permit Area....5-138
5.5.2.6 Riparian Development Permit Area Guidelines....5-140
5.5.3 Environmental Development Permit Area....5-141
5.5.3.6 Environmental Development Permit Area Guidelines....5-143

Implementation....6-141
Implementation Approach 6-142
OCP Amendments and Plan Review 6-143
Long-term Review of the OCP....6-143
Amending the OCP....6-143

Master Plans and Neighbourhood Plans 6-145
Master Plans and Bylaws to Update....6-145
Neighbourhood Plans and the OCP....6-145

Temporary Use Permits 6-146

Maps....7-147
Map 1: Future Land Use....7-147
Map 2: Transportation Network....7-147
Map 3: Downtown Development Permit Area....7-147
Map 4: Hillside Development Permit Area....7-147
Map 5: Riparian Development Permit Area....7-147
Map 6: Environmental Development Permit Area....7-147
Map 7: Water Network....7-147
Map 8: Sanitary Network....7-147

Appendices....8-148
Appendix 1 – Glossary 8-148



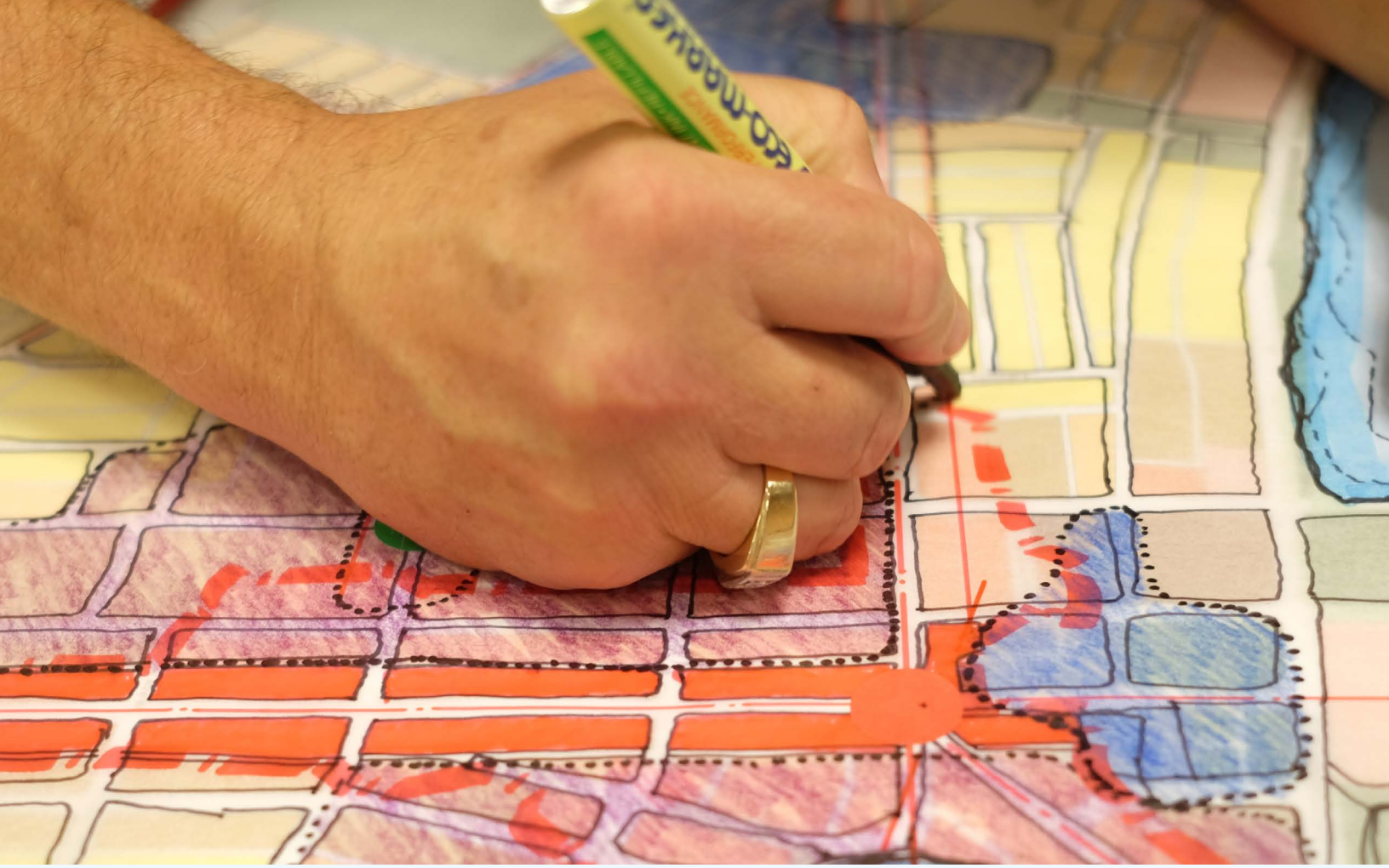
Chapter 1

Vision and Introduction



Our Vision

A connected, vibrant, prosperous and healthy small city in a uniquely beautiful lakefront setting.



Our Community Plan Vision

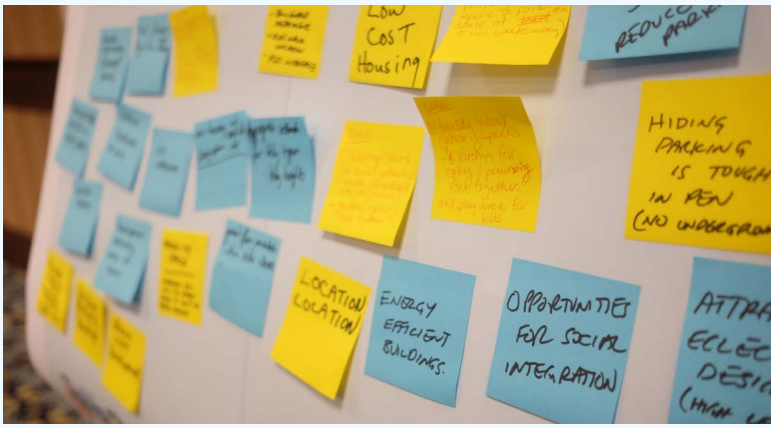
A **connected**, **vibrant**, **prosperous** and **healthy** **small city** in a uniquely **beautiful lakefront** setting.

- We are **connected** socially, across generations, with our neighbours and through technology.
- We are a **vibrant** and creative community, with a diverse arts and culture scene, exciting venues and events, festivals, markets and restaurants.
- We are **prosperous** because of our strong, integrated and unique local and regional economy.
- We are **healthy**, with a very active community, diverse sports events and opportunities, locally-grown food from our agricultural lands, and a broad spectrum of health care.
- We are a **small city**: it is easy to make social connections and to get around, but we also have great amenities that are the envy of larger cities: concerts, arts, restaurants, sports, recreational facilities and events, warm-water lakes, and ready access to the outdoors and locally-produced food and drink.
- We have a uniquely **beautiful lakefront** setting, nestled in a natural valley between two lakes and their adjoining parks, with unique ecosystems, four great seasons and a very amenable climate.

Purpose & Scope

OCP Purpose

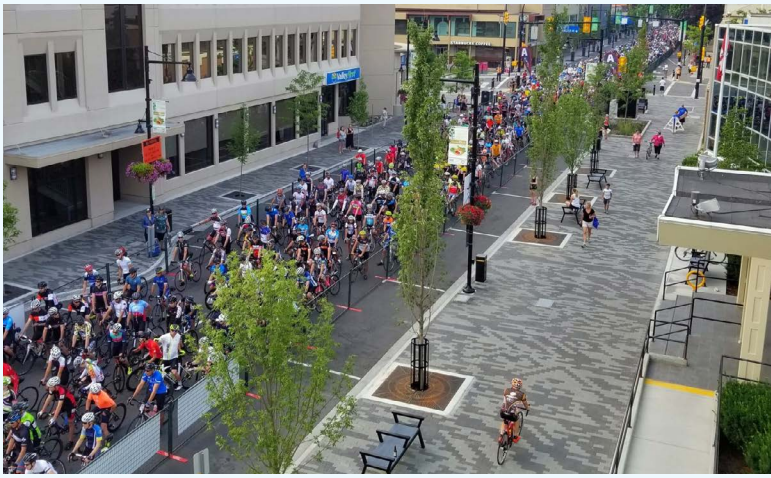
The purpose of the Official Community Plan is to provide a framework of goals and policies to guide decisions on planning and land use within Penticton's boundaries. All pertinent bylaws and works undertaken by Council must be consistent with the OCP. The goals and policies, Future Land Use Plan and Development Permit Area Guidelines were shaped by extensive community consultation and technical analysis.



OCP Scope

The OCP was created to guide the evolution of the city to the year 2045, by which time it is expected the population will grow to about 42,000 people. The Plan establishes goals and policies for a broad range of interrelated areas to create a holistic vision for the sustainable growth of our community. The OCP achieves this vision by:

- Establishing a growth model that provides opportunity for new residential and economic growth that will sustain our community into the future, while at the same time minimizing impacts on ecological areas and natural systems
- Encouraging the best use of our existing developed urban areas and established infrastructure through sensitive and strategic densification
- Ensuring efficient use of municipal financial resources by establishing clear planning objectives and undertaking thorough analysis of potential outcomes
- Creating a resilient city to ensure that Penticton continues to adapt and thrive in the face of anticipated and unforeseen environmental, social and economic stresses.





Legislative Authority

The Local Government Act gives authority to municipalities in British Columbia to adopt an OCP and stipulates what must or may be included in an OCP. The Act also identifies the consultation requirements and adoption procedures to approve the OCP as a bylaw. The OCP has been prepared in compliance with that legislation.



OCP Task Force

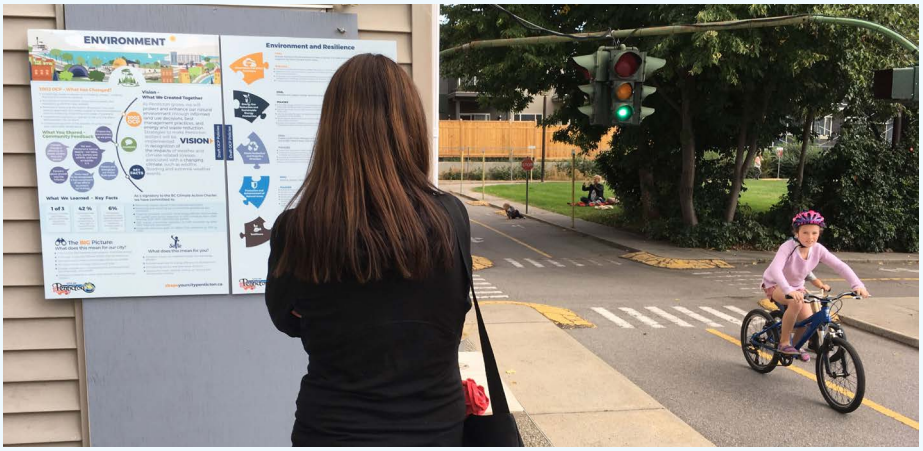
In March 2017, City Council appointed 19 community members and three Council representatives to the Official Community Plan Task Force. The mandate of the Task Force was to assist Mayor and Council in the creation of an updated Official Community Plan and to work with City staff on technical, process and engagement issues relating to the creation of the Official Community Plan. The Task Force included twelve members at large and seven representatives of specific organizations, agencies or governments:

- Regional District of the Okanagan Similkameen
- School District No. 67
- Penticton Indian Band
- Penticton & Wine Country Chamber of Commerce
- Downtown Penticton Association
- Interior Health
- Penticton Industrial Development Association





The OCP Task Force met multiple times throughout the process and attended all public engagement events and workshops. Its individual members were chosen to represent Penticton's diverse interests and perspectives. The Task Force provided direction on citizen engagement strategies, evaluated complex ideas with City staff and Council, refined OCP goals and policies, and served as a communication conduit to the broader community, as a communication conduit to the broader community.



OCP Engagement Process

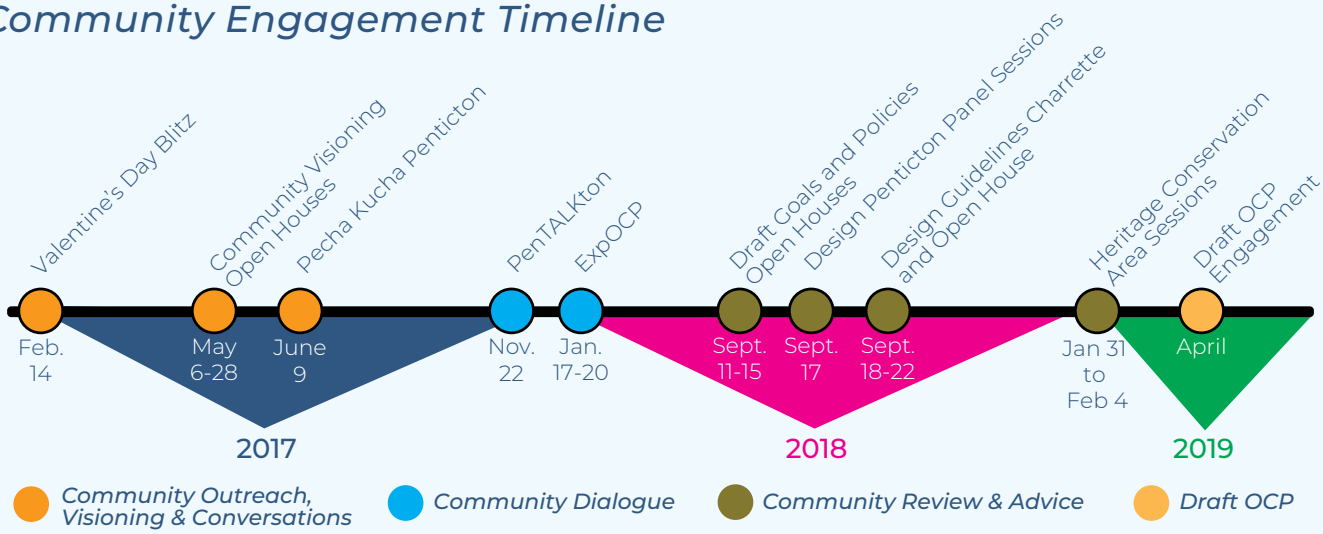
This Plan represents the first comprehensive re-write of Penticton's Official Community Plan since 2002. Penticton has evolved and matured over the last 17 years in terms of our economy, demographics, housing needs and costs, and social issues; and the city and surrounding region is impacted by larger issues and trends relating to the environment, climate change and broader socio-political factors. In order to meaningfully reflect on and respond to where we are as a city and where we want to go over the next 25-30 years, staff developed an engagement program to involve the community in each step of the process to develop the Plan. Over more than two years, City staff and the community collaborated in conversations, research and analysis, plus explorations of options and trade-offs, which led to the creation of this renewed OCP.

The Local Government Act requires that the OCP amendments and review involve public consultation. The process to update Penticton's OCP involved substantial community engagement, often in innovative and compelling ways. In addition to traditional open houses and a Public Hearing, the process entailed;

- outreach and "pop-up" events throughout the city;
- public and online presentations (including PenTALKton and Design Penticton);
- a week-long ExpOCP;
- outreach and engagement on social media, communication in traditional print media and digital media; and
- ongoing use of the City's Shape Your City web platform.

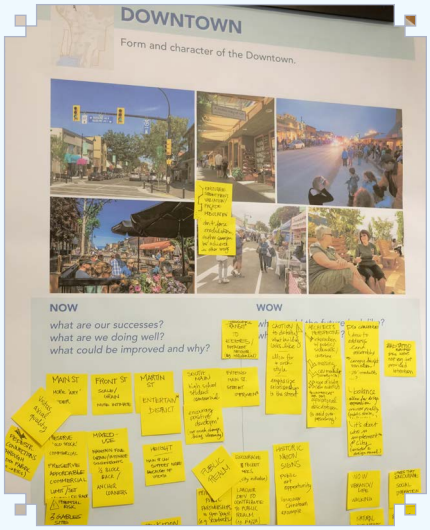
It was anticipated that meaningful engagement, technical analysis, consultant studies, and Plan writing would take 18 to 24 months. The OCP process was launched in February 2017 and concluded in May 2019.

Community Engagement Timeline









Official Community Plan Engagement Process



Scoping Phase : Community Outreach

In the Scoping Phase, the City laid the groundwork for community involvement throughout the development of the Plan. This included creating Guiding Principles to direct how community engagement would be conducted as well as establishing the community-based OCP Task Force to ensure the alignment of the work with the needs of the community.

Guiding Principles

Five high-level Guiding Principles for the OCP Process were endorsed by City Council in January 2017. These speak to ideas of inclusion, knowledge sharing and capacity building, and openness in the creation of the OCP, and they provided a framework which shaped the OCP engagement process.

Guiding Principles for the OCP Process

1. **Innovative, Broad and Inclusive Engagement**. Residents, business owners, property owners and renters, First Nations, civic agencies, the Regional District, BC Transit, community organizations, and developers will be engaged throughout the planning in accessible and creative ways. Groups that are traditionally under-represented, such as youth and newer residents, will be encouraged to have a voice in the process.
2. **Knowledge Sharing and Capacity Building.** Through the OCP process, citizens will become informed participants with the ability to assess trade-offs and gauge the broader impact of key decisions.
3. **Clarity and Openness.** The scope and intent of the OCP planning process will be clearly conveyed. Key decision points will be openly communicated and rationalized. Language and illustrations used in the course of the process and in the OCP document will be straightforward, accessible and clear.
4. **Sustainability.** Principles and action around social, environmental and economic sustainability will be foundational elements of the OCP. Growth should be directed in such a way that it capitalizes on existing and future investment in infrastructure and amenities
5. **Action While Planning.** In the course of the planning, potential initiatives that advance emerging OCP principles may make sense to implement as "quick start" actions. These could be led by the City or planning partners and could focus on issues of affordable housing, sustainability, public realm, food, and other areas.



Phase I: Community Visioning & Conversations

The goal of the first phase of engagement was to support the development of a vision and to identify the primary policy areas for the Official Community Plan. The initial engagement phase ran in the winter and spring of 2017. Community members were asked to share what they value about Penticton as well as their hopes and concerns for the future. In addition to building awareness of the OCP process and how to get involved, community members were also asked to complete the sentence, "**In 2045, Penticton will be...**" Outreach took the form of open houses, sessions and events throughout the city, at places such as the Community Centre, Seniors Drop-in Centre, Soupateria, Pen Hi and Cannery Brewing. Between February and May contact was made with 1,260 community members, and there were 1,100 visits to the Shape Your City web page. Social media was used extensively during this period as well.

"What People Love About Penticton"



Phase 2: Community Dialogue

With a vision drafted and policy areas identified in the first phase of engagement, the goal of the second phase was to develop the policy statements for each of the policy areas. In this phase, staff wanted to help the community understand the challenges that need to be considered in the development of the Official Community Plan, and to hear their opinions on the needs and opportunities in each policy area. Staff conducted two primary activities to involve the community in this phase of the work.

The first was an entertaining evening called **PenTALKton** held in November 2017 that was attended by 200 people. This was an evening of short and engaging presentations on a wide range of locally-pertinent topics: arts and culture, history, local food, the environment, housing, transportation and more. The intention was to build energy and excitement, and to encourage thinking about some of these topics, including issues and challenges, facing the community.

With the success of PenTALKton, the next major event was the ExpOCP: a multi-day workshop held in a dedicated storefront in January 2018. The storefront featured displays with information in each of the key policy areas: housing; economy; transportation; environment; arts and culture and heritage; and agriculture.



Design by Skyler Punnett

Each policy area display station featured text and visuals to describe directions in the 2002 OCP, outline what has changed and what we have learned since then, summarize current public feedback, and give examples of goals and policies for the new OCP. Feedback was captured through a "passport" of questions in each policy area.

Staff hosted a series of workshops as part of the Expo with a broad range of groups including the City Advisory Committees, community groups, high school students, and the community at large. In addition to viewing the ExpOCP materials, attendees were invited to participate in hands-on activities to help address some of the challenges and opportunities around the economy, transportation and growth.



Just under 500 people attended the Expo and over 250 attended companion workshops held in the weeks around the Expo. Over 130 completed comment forms were submitted that directly guided the direction and development of the goals and policies in the policy areas in this OCP.

Phase 3: Community Review & Advice

Based on the feedback gathered during the ExpOCP engagement, and with guidance from consultant studies estimating population growth and assessing projected housing, commercial and industrial land use needs, staff prepared draft goals and policies as well as a draft Future Land Use Plan. The focus of the third phase of engagement was to review this work first with the OCP Task Force and then with the community.

In September 2018, the community was given the opportunity to review the OCP's draft goals and policies along with the draft Future Land Use Plan. Open houses were held at the Seniors Drop-in Centre, the Safety Village and at Gyro Park, and featured background information, the draft policies, and an interactive mapping tool to explore the draft Land Use Plan. About 420 people attended these events.

The look and feel of new development was identified as an important issue. Community members wanted development to fit in with and respect the established character of their neighbourhoods. This warranted a substantive 'refresh' of the OCP's form and character design guidelines. As part of this phase of work, staff involved the Task Force and the community in the creation of new design guidelines to be included in the OCP.



MODUS Planning Design and Engagement, a design consultant, co-led the process to create new guidelines. This kicked off with the **Design Penticton** panel presentation and discussion, attended by 140 members of the community. Ideas and directions for the guidelines were created during a week-long design 'charrette' informed by a workshop and check-ins with the OCP Task Force, local designers, builders and architects. The results were shared with the broader community at an open house at Gyro Park, where 167 community members dropped by. This process and community feedback directly guided the creation of the form and character *Development Permit Areas* in this OCP.

In late January 2019, engagement efforts focused on the proposal to include Heritage Conservation Areas in the OCP. In response to community concerns about out-of-character development in single-family areas, in particular the "K-Streets" and Windsor Avenue, the City proposed introducing Heritage Conservation Area designations. These would regulate the look and feel of new development and renovations through design guidelines and the Heritage Alteration Permit process. Information was shared through public presentations, webinars and the Shape Your City web page. The proposal to designate Heritage Conservation Areas was not supported by a significant proportion of the residents in these areas (less than 50% support in the K Streets, more so on Windsor Avenue). As a result, a decision was made not to include Heritage Conservation Areas in the OCP. Instead, form and character would be guided by Development Permit Area guidelines and potential future Zoning Bylaw amendments.

Phase 4: Community Advice – Did We Get it Right?

The final phase was focused on confirming the direction of the Plan. Recognizing the importance of the Plan to all members of the community, staff conducted a city-wide communications campaign to inform residents about key features of the Plan. Activities included the development of a newspaper insert and Executive Summary, social media outreach, and a series of open houses around the city in June 2019. City Council gave consideration to the OCP in July.



Acknowledgments

This OCP was created with the support, guidance and input from many groups and individuals who shared ideas, challenged assumptions and invested time in creating this vision for the future of Penticton.

Penticton's residents, who shared over 3,000 conversations throughout the OCP process.



City Councils	
2015-2018	**2018-2021**
Mayor Andrew Jakubeit	Mayor John Vassilaki
Councillor Helena Konanz	Councillor Julius Bloomfield
Councillor Andre Martin	Councillor Jake Kimberley
Councillor Max Picton	Councillor Frank Regehr
Councillor Tarik Sayeed	Councillor Katie Robinson
Councillor Judy Sentes	Councillor Judy Sentes
Councillor Campbell Watt	Councillor Campbell Watt



OCP Task Force

Suzanne Moccia (Chair), Lynn Kelsey (Vice-chair), Lynn Allin (Downtown Penticton Association representative), Tracy Van Raes/Jason Cox (Chamber representatives), Kristi Estergaard (Interior Health representative), Wendy Hyer (School District 67 representative), Dawn Russell/Joan Phillips (Penticton Indian Band representatives), Jill Bateman (Penticton Industrial Development Association representative), Evelyn Reichert (RDOS representative), Garrett Cruikshank, Sharon Fletcher, Randy Kowalchuk, Randy Manuel, Denis O'Gorman, Warren Sanders, Bruce Schoenne, Rhys Spencer, Brian Symonds, Jillian Tamblyn.

Other Governments and Government Agencies

- Interior Health
- Penticton Indian Band
- Regional District of the Okanagan Similkameen
- School District No.67

Consultants

- Colliers International
- MODUS Planning, Design and Engagement
- South Okanagan Similkameen Conservation Program (SOSCP)
- Urbanics Consultants

City of Penticton OCP Team

Project Lead:

Ben Johnson, Special Projects Manager

Engagement Lead:

JoAnne Kleb, Engagement Strategist
Anthony Haddad, Director of Development Services
Blake Laven, Planning Manager

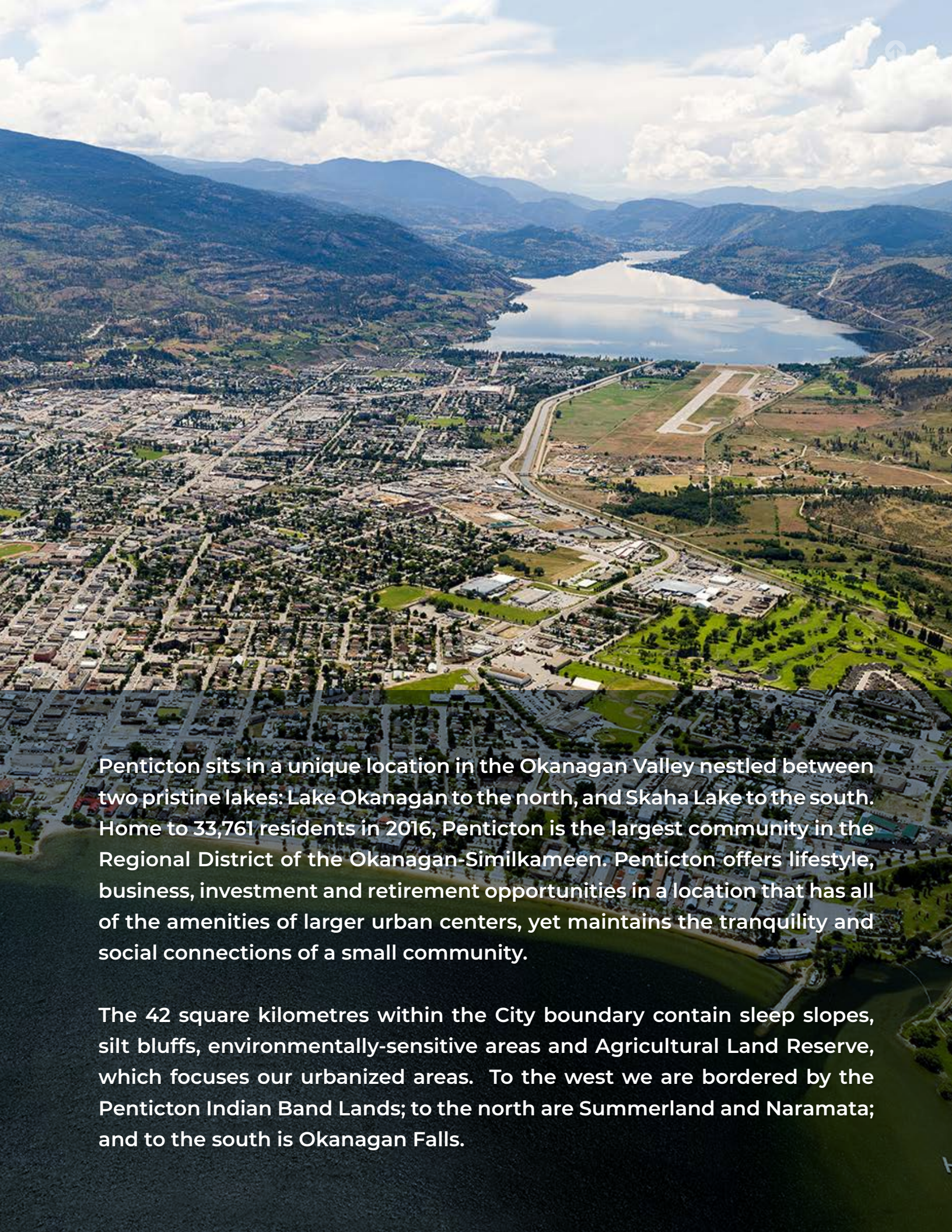
Graphic Design

Stephen Tulloch, C4Wise Design

Chapter 2

Context





Penticton sits in a unique location in the Okanagan Valley nestled between two pristine lakes: Lake Okanagan to the north, and Skaha Lake to the south. Home to 33,761 residents in 2016, Penticton is the largest community in the Regional District of the Okanagan-Similkameen. Penticton offers lifestyle, business, investment and retirement opportunities in a location that has all of the amenities of larger urban centers, yet maintains the tranquility and social connections of a small community.

The 42 square kilometres within the City boundary contain sleep slopes, silt bluffs, environmentally-sensitive areas and Agricultural Land Reserve, which focuses our urbanized areas. To the west we are bordered by the Penticton Indian Band Lands; to the north are Summerland and Naramata; and to the south is Okanagan Falls.

History

For thousands of years, the Syilx/Okanagan people were self-reliant and well provided for through their own ingenuity and use of the land and resources. We lived united as a nation with a whole economy, traveling the breadth and depth of our territory; hunting, fishing, growing, harvesting, and trading created a sustainable economy that met our needs.

From **www.syilx.org**

A community of **Syilx/Okanagan** people have made the area today known as Penticton home for at least 3,000 years. The Nsyilxcən word for the area is snpintktn (from which "**Penticton**" is derived), often translated as "**a place to stay forever,**" but is more accurately: "**a place where people live year-round.**" The main village of the Syilx people at the time of initial contact was located on the east bank of the Okanagan River in the area around today's Fairview Road and Huth Avenue, while smaller Syilx settlements appeared along the river from its mouth down to Skaha (Dog) Lake. There were also encampments at the mouth of Shingle Creek and at the exit of Ellis (Nanisheen) Creek canyon.

In the first half of the 19th Century, use of the Hudson's Bay Brigade Trails linking Fort Vancouver on the Columbia River and Fort Kamloops, and running north-south through the valley, resulted in regular contact and trade between people of Indigenous and non-Indigenous origin. Use of these trails ended when the US/Canada border was established on the 49th Parallel. The Cariboo Cariboo Gold Rush of the 1860s saw the flow of men, goods and cattle (to feed the miners) re-activate the Brigade Trails..

Tom Ellis of Ireland arrived in the area in 1865 to establish a cattle ranch, and was soon followed by others. In response to the arrival of settlers, Indian Reserves were established largely on the west side of the Okanagan River, separating the settlers from the Indigenous population.

Ellis acquired close to 30,000 acres of land that stretched from Naramata all the way south to the American border. In 1892, Ellis laid out a small townsite at the foot of Okanagan Lake, the start of present-day Penticton.

Development in the following years was slow and things only began to really pick up in 1905, when the South Okanagan Land Company, who purchased the land from Ellis, subdivided large sections of the Ellis holdings. The original townsite, which lay mostly to the east of Penticton Creek, was linked up to the new one by Smith Street (later renamed Front Street), which was the heart of the small town in its earliest days. By 1908, with a population of six hundred, Penticton was incorporated and growth continued at a faster pace than ever.

Because of the difficulties of land travel due to the rugged local terrain, early transportation in and out of Penticton was primarily by water on Okanagan Lake. Much of this travel was aboard steamships like the S.S. Sicamous. Although not the first, the Sicamous was the largest and most famous sternwheeler to grace Okanagan Lake. Known as the "Queen of the Lake," she was built in Port Arthur, Ontario and assembled at Okanagan Landing. Her maiden voyage was on May 19th, 1914. The Sicamous was retired in 1937, and in 1949 the City of Penticton purchased the ship from the Canadian Pacific Railway in order to preserve this important relic of the age of the lake steamships. She was moved to Penticton in August 1951.

In 1910 an announcement was made that Penticton would serve as the headquarters for the new Kettle Valley Railway, the rail line that would finally link the transportation of the coast near Vancouver to the Southern Interior and the Kootenays. This decision secured Penticton's economic future. The arrival of the railway in 1915 brought many jobs and the town's population more than doubled by the time the line was finished. The railway also provided fast and efficient transportation for local products, greatly boosting the then embryonic orchard industry by opening up distant markets to high-quality Okanagan fruit. The KVR also allowed tourists to visit an area that had long been isolated from the rest of the province, enabling Penticton to become a tourist destination.

Following the end of the Second World War, Penticton entered into a golden age of growth and prosperity. A flood of returning veterans led to a post-war population boom. The 1950s and 1960s were busy decades of construction and large infrastructure projects. "Channelization" of the Okanagan River in 1953 and numerous construction projects - including a new city hall (1966), a community arts building, and Penticton's first major shopping centre (Cherry Lane, 1974) - changed the face of the young city forever.

In March 1955 the city achieved international fame when the Penticton Vees hockey team brought home the World Cup after defeating the Soviet Union 5-0.

Now over one hundred years since the city was incorporated, Penticton continues to evolve. Downtown is revitalizing and attracting businesses, craft breweries and new places to live. The South Okanagan Events Centre opened in 2008 and brings conventions, sporting events, and performances of all kinds. The unique natural environment, athletic events and recreation opportunities, the wine industry, and a combination of rich urban amenities and 'small-town feel' are all factors that continue to attract a diverse range of people to move here and to visit.

Penticton Today

Population

Penticton had a population of just under 34,000 in 2016. The city has seen slow but steady growth of about half a percent per year since 1986, when there were about 24,000 residents, and a similar rate of growth is expected in the future (see Chapter 3).

According to the 2016 Census data, our median age is 52.4 years versus the national average of 41.2 years. There is a dip in the population in the 19–34 age cohort, indicating that once out of school, young people often leave the community. The age cohort who are migrating here are mostly 60-65 years, but there is a notable amount of migration of those in the 40-65 year cohort. About 59% of the population is working age (15-64), and 29% is of retirement age (65+), which is about 11% higher than the provincial average.

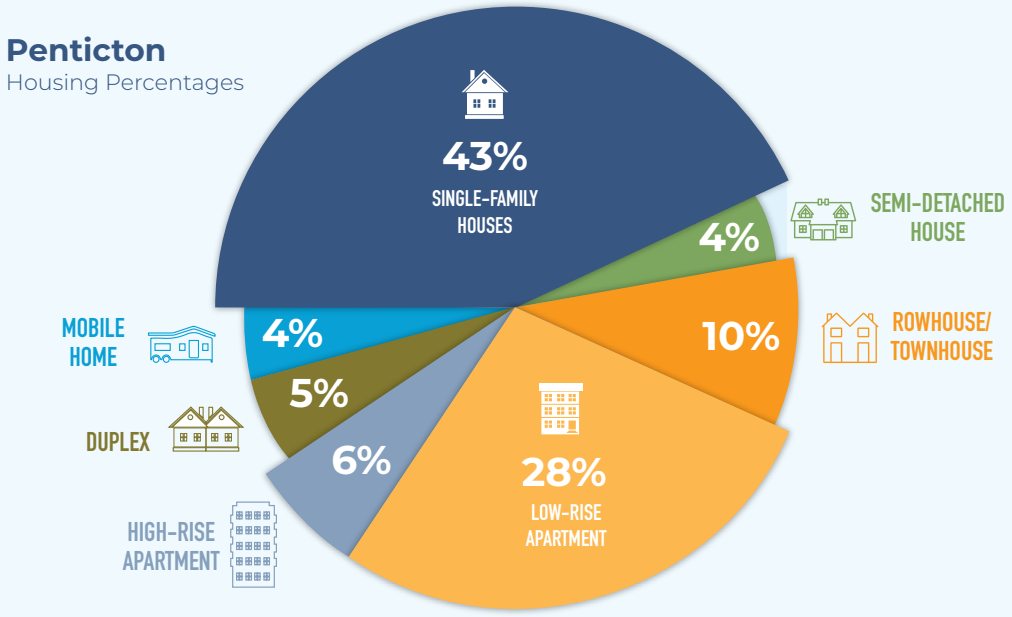
Immigration may be key to bringing more working-age people to Penticton. As of the 2016 Census, our community is mostly of European origins, but according to the South Okanagan Immigrant and Community Services Society, over 100 different nationalities are represented. Stats Canada 2016 Census data identifies 15% of our population was born outside of Canada. Most people are coming from the UK, the US, Germany, India, and the Philippines. Over half of recent immigrants are sponsored by family. The next largest group consists of people who have been selected for their ability to contribute to Canada's economy by meeting labour market needs, owning or managing a business, or making substantial investments.

Household size is decreasing, which is typical of an older and aging population. There are about 15,700 households with an average of 2.16 people per household. The proportion of one- and two-person households is over 75%.

Household income is relatively low. The median household income in 2015 was $54,219 as compared to $68,995 for all of BC. The neighbourhood with the lowest median income was Downtown at $36,143 and the highest was Uplands at $73,273.

Housing

The most common form of housing in Penticton is the single-detached house (43%), followed by low-rise apartments (28%). About 18% of the housing stock is infill (rowhouses, townhouses and duplexes), and 6% of housing is high-rise apartments or condos. Mobile homes account for 4% of the housing stock and are important in terms of affordability.



The housing mix has varied over the years. In 1991, single-detached housing was 55% of the total stock, but since then the proportion of infill housing has increased from 10% to 18%. Low-rise apartments have increased by 4% to 28%, and high-rise apartments have seen a modest increase by 1% to 5% of the total. From 2014 to the end of 2018, we have seen about three duplex, infill or apartment units built for every single-detached house (1,101 versus 425 units). This trend towards more intensive forms of residential development is likely a function of limited "greenfield" land development opportunities and cost of new single-family developments in the hillside areas, changing housing needs and preferences, plus affordability challenges that put single-detached houses out of reach for many households.

In terms of housing tenure, 63% of houses are owner-occupied and 37% are rented. This ratio has remained stable since 1991. Non-market housing, providing affordable family, seniors, supportive and transitional housing accounts for about 4% (661 units) of the total housing stock.

Housing affordability is a challenge. In 2016, the median price of a detached home was $425,000 ($525,000 for new homes), which is affordable to only 17% of households in Penticton.

With only a 1-2% vacancy rate, the rental market is exceptionally challenging as well, despite the addition of new rental units to the housing stock in 2017 and 2018. As a result, rents are increasing. The rent for three-bedroom units, for example, increased by over 6% per year between 2011 and 2016.

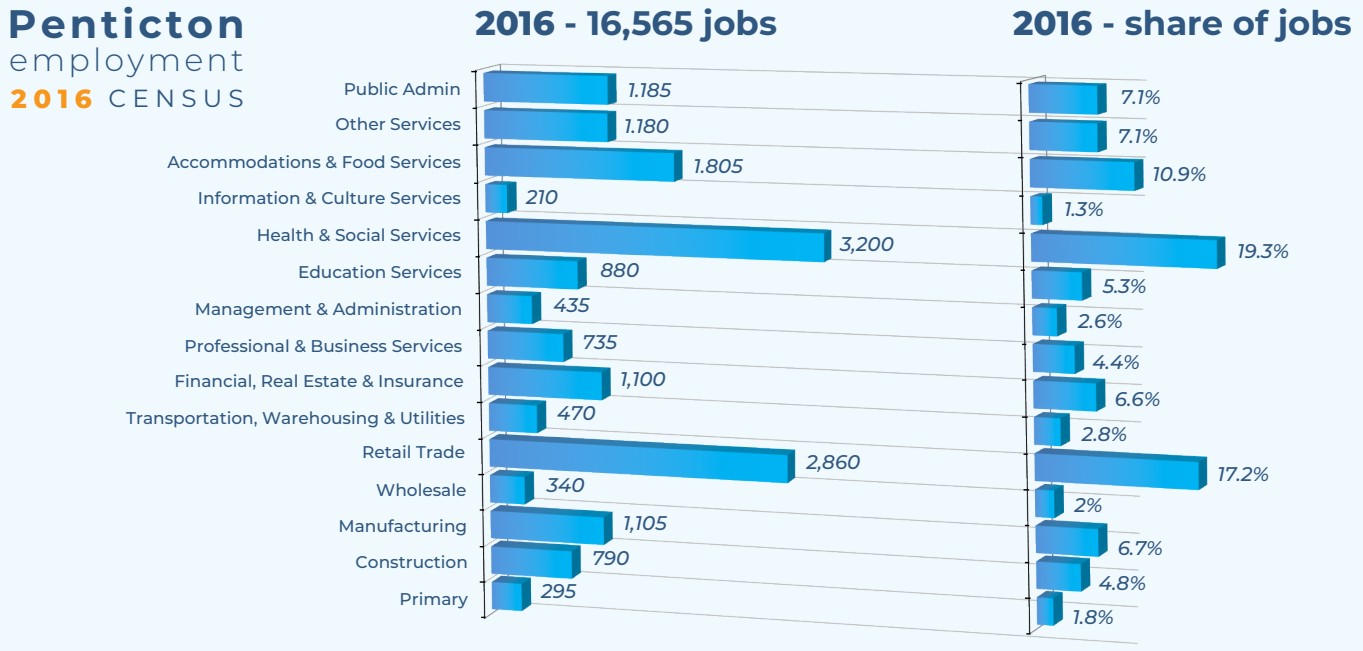
Employment and Economy

Over 3,000 businesses are licensed with the City of Penticton. Business in Penticton is not restricted to local customer markets –there are many companies which source from and supply goods to the rest of the world.

The economy is increasingly diversified, with 15,565 jobs (2016) in a broad range of sectors including public services and health, retail, agriculture, manufacturing and construction, and hospitality services. The dominant sector in 2016 was health and social services (19.3% of jobs), followed closely by retail trade (17.2%). Accommodation and food services (10.9%), public administration (7.1%) and manufacturing (6.7%) represent other key employment sectors.

Throughout BC and Canada, certain industries have begun to strengthen as "clusters" - groups of interconnected firms, suppliers, related industries, and institutions. They have emerged to provide opportunities for competitive advantage, and collaborative innovation. In Penticton, these clusters are externally focused: tourism, events and arts and culture; construction; manufacturing, and; beer, wine and spirit production. Or are oriented towards local customers and sales: retail and wholesale, sales and services; health care and social assistance, and; business, finance and management.

EMPLOYMENT AT A USUAL PLACE OF WORK*, PENTICTON



*Employment counts by Census Subdivsion of Work (worked at home or at a usual place outside the home)

Regional Context Statement

Penticton is within the Regional District of the Okanagan Similkameen (RDOS). The Local Government Act requires that this OCP include a Regional Context Statement which describes how the Plan aligns with the directions in the **South Okanagan Regional Growth Strategy (RGS)** (Bylaw 2770, 2017).

The RGS is organized around seven policy areas and supporting goals that were developed in consultation with South Okanagan communities and RGS advisory committees. There is a strong relationship between the goals in the RGS and those in the OCP; implementation of the OCP will advance the priorities of the RGS. Below is a table that indicates how Penticton's OCP aligns with the RGS in the key policy areas.

RDOS RGS Policy Areas and Supporting Goals	Alignment with Penticton OCP	OCP Section
Housing and Development: Focus development to serviced areas in designated Primary Growth Areas and Rural Growth Areas.	Penticton is identified as a Primary Growth Area (larger communities with all the necessary services, infrastructure and amenities in place to accommodate future growth) in the RGS. The OCP anticipates and plans for sustainable growth by 4,500 households by 2046.	3 Growth and Land Use Plan 4.1 Housing
Ecosystems, Natural Areas and Parks: Protect the health and biodiversity of ecosystems in the south Okanagan.	Preserving Penticton's compact urban footprint is central to the OCP's growth strategy. Infill development and densification is prioritized over greenfield and hillside development, and environmentally sensitive, riparian and hazard areas are protected through Development Permit Areas (DPAs).	3 Growth and Land Use Plan 4.4 Environment & Resilience 4.7 Parks and Recreation 5 Development Permit Area Guidelines (Environmental, Riparian and Hillside)

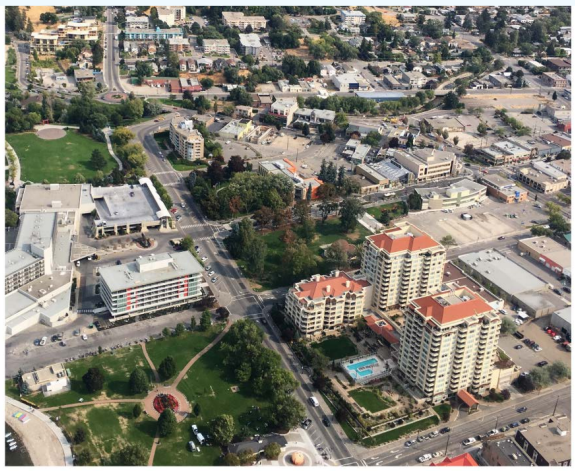
RDOS RGS Policy Areas and Supporting Goals	Alignment with Penticton OCP	OCP Section
Infrastructure and Transportation: Support efficient and effective infrastructure services and an accessible multi-modal transportation network.	Development is prioritized in areas already serviced or adjacent to existing services. The transportation system prioritizes active modes of transportation and transit above single-occupancy vehicles.	3 Growth and Land Use Plan 4.2 Transportation and Infrastructure
Community Health and Wellbeing: Foster healthy, safe communities that provide accessible recreational, educational and cultural opportunities.	Land use planning will create healthy communities through appropriate mixing of uses, integration of parks and green space into residential neighbourhoods, access to cultural, social and recreational amenities and a holistic approach to transportation.	3 Growth and Land Use Plan 4.6 Arts, Culture & Heritage 4.7 Parks and Recreation
Regional Economic Development: Achieve a sustainable, resilient and prosperous South Okanagan regional economy.	Economic development will focus on regional strengths, strong networks and active partnerships within and between communities.	4.3 Economy 4.5 Agriculture
Engagement and Collaboration: Foster and support regional cooperation, collaboration and civic engagement.	The development of the OCP was driven by robust consultation, collaboration and engagement within Penticton and with regional partners, such as the Penticton Indian Band and the RDOS.	1.3 OCP Process
Energy Emissions and Climate Change: Reduce energy emissions and ensure the South Okanagan is prepared for a changing climate	OCP outlines strategies for reduction of GHG emissions, protection for natural areas and adaptation to the impacts of climate change.	4.4 Environment and Resilence





Chapter 3

Growth and Land Use Plan





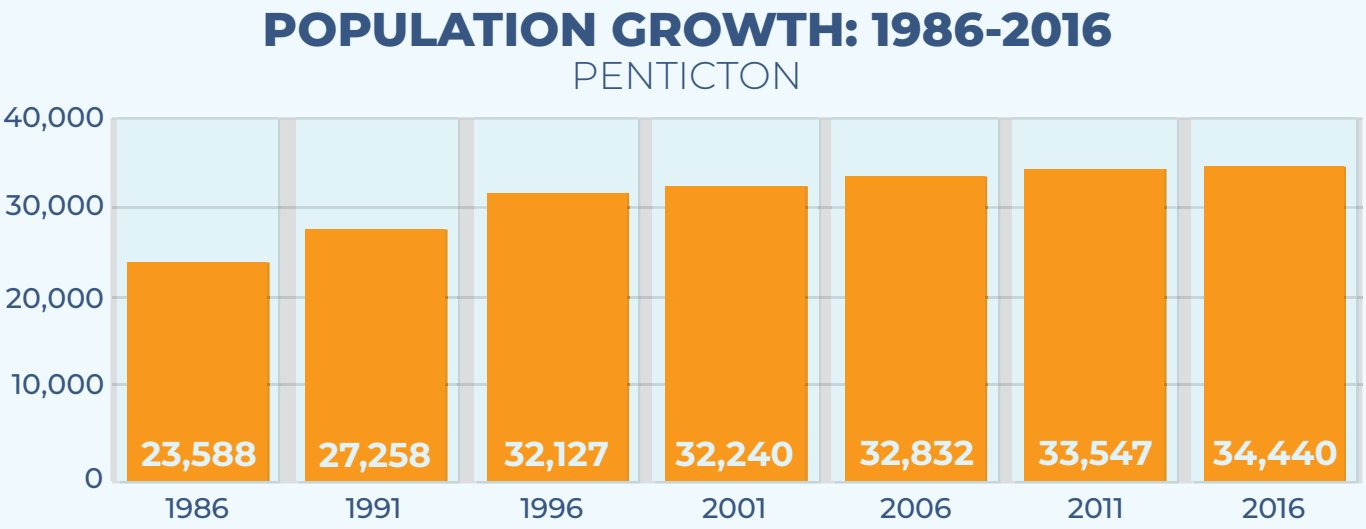






Population Growth Projection

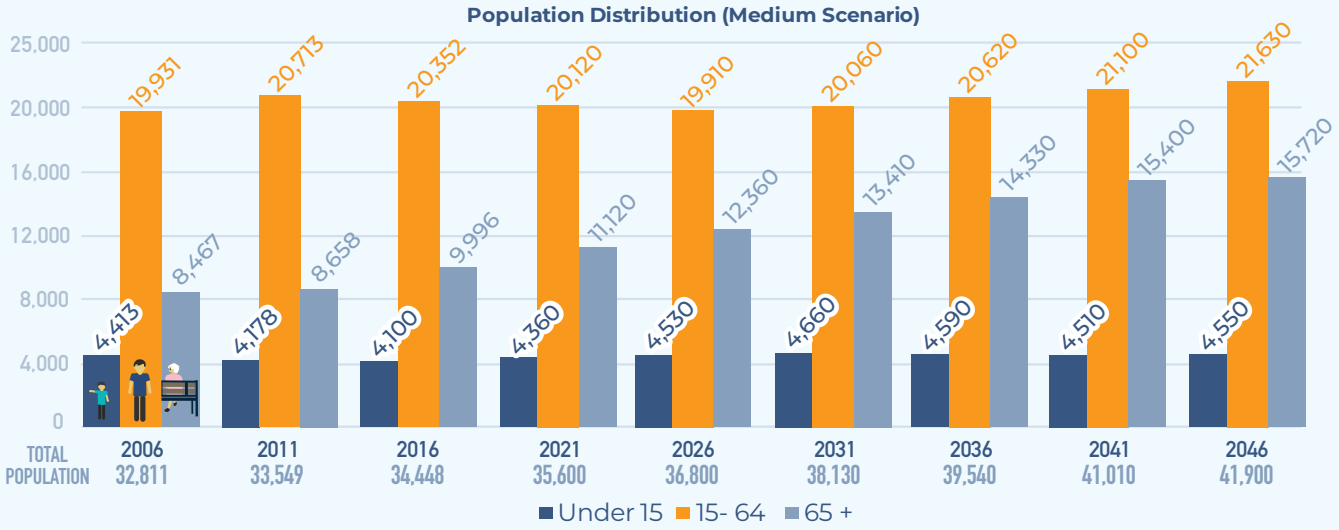
The City of Penticton has experienced slow but steady population growth for the last twenty years, and that trend is expected to continue into the future. The population grew from 32,127 people in 1996 to 33,762 people in 2016. Following relatively rapid growth in the 1980s and slower growth from 1996 to 2006, the city grew by 0.48% per year between 2006 and 2016, which was greater than the Regional District as a whole, but lower than the provincial average of 1.14%.



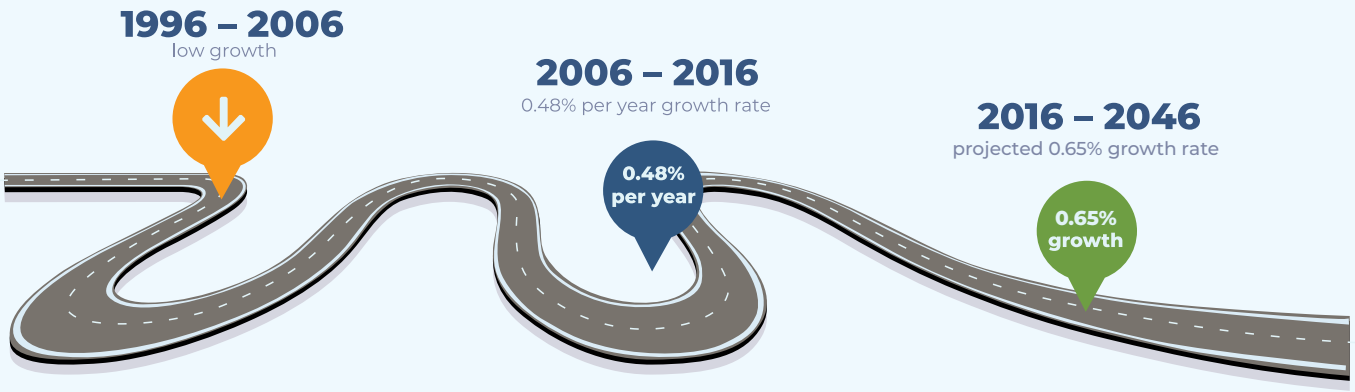
A population growth rate of 0.65% per year to 2046 is anticipated. This projection is based on fertility rates, death rates and migration, and is a medium growth scenario. Variation in these rates could result in a higher growth rate (1.1%) or low growth (0.1%). Penticton is expected to experience net growth due to positive in-migration offsetting negative natural growth (more deaths than births). As a result, the city is estimated to add about 250 people per year to have a population of around 41,900 by 2046. This represents an increase of about 7,500 people, or about 4,450 new households over 2016 levels.

Penticton's current population is older than the provincial average. The median age is 52 in Penticton and 43 in BC. Demographic analysis suggests that the 65 and older age groups are estimated to increase as a proportion of the population, growing from 29% in 2016 to 38% by 2046. The working age population is estimated to grow in absolute numbers, but decrease as a percentage of the population 59% to 52%, while the number of children (less than 15), are likely to remain the same.

These estimates, however, do not account for larger-scale economic and social factors, which may not be anticipated and could increase migration to the region, or as proactive efforts to grow existing businesses and/or attract new employers to the Penticton area. The recognition of Penticton as a recognition place to live, work and play may impact these demographic projections by increasing in-migration.



The 2002 OCP assumed growth projections for Penticton which were far more "ambitious". It was anticipated that the population would grow at over 2% per year, meaning that by 2018 Penticton would have a population of around 45,000. Accordingly, the growth plan in the 2002 OCP needed to accommodate a greater population into the future than this OCP projects. This is reflected in the Future Land Use Plan from 2002, which showed significantly more hillside growth, notably in the Northeast Sector and Campbell Mountain area. Additionally, recent years have seen a much greater emphasis on infill development and intensification of existing neighbourhoods and the Downtown. Given the lower growth projections, the growth plan in this OCP consequently requires less emphasis on hillside development, even though that is still required to some degree, and more emphasis on intensification of our existing developed land base.



Penticton By the Numbers

250 new Pentictonites each year

41,900 population by 2046

7,500 new people by 2046

4,450 new house-holds by 2046

Community Expectations Regarding New Development

As Penticton grows to meet its projected residential and economic needs, there are strong community expectations around the quality and character of new development.

Design Expectations

New developments must demonstrate a high quality of design that respects neighbours, is sustainable, and reflects Penticton's unique climate, generally lower-height of development and natural setting. Many of these expectations are captured in Development Permit Area design guidelines (see Chapter 5).

Environmental Expectations

Development – at the neighbourhood and building level –and all activities in and around the city must be light on the land to protect, preserve and enhance the natural areas, agricultural land and parks that are so highly valued by Penticton's residents. Environmental, Riparian and Hillside Development Permit Guidelines (see Chapter 5) as well as policies around environment and resilience (Chapter 4) serve to maintain the integrity of these areas and manage development to ensure that these natural and agricultural areas remain intact for future generations.

Expectations for Maintenance

Citizens of this community have expressed expectations that properties will be well maintained, kept attractive and minimize disruptive impacts on neighbours. When these expectations are not met, appropriate enforcement action from the City and from partner agencies from other levels of government with specific regulatory authority will be taken.

Safety Expectations

Safety will be a fundamental consideration in the design of new developments and neighbourhoods. These will be informed by CPTED (Crime Prevention Through Environmental Design - see Glossary) approaches and principles such as "eyes-on-the-street". Safety in public spaces and for all kinds of mobility (pedestrians, cyclists, seniors and children) must be taken into consideration. Safety in terms of mitigating environmental risk –wildfire, geotechnical hazards and flooding –must be considered as the city grows and develops.



Land Use Needs

There is a direct correlation between population growth (and its associated demographics), and the requirements for additional housing, parks, schools, and commercial institutional and industrial land, which provide employment, shopping and services for the growing community.

Housing Land Use Needs and Targets

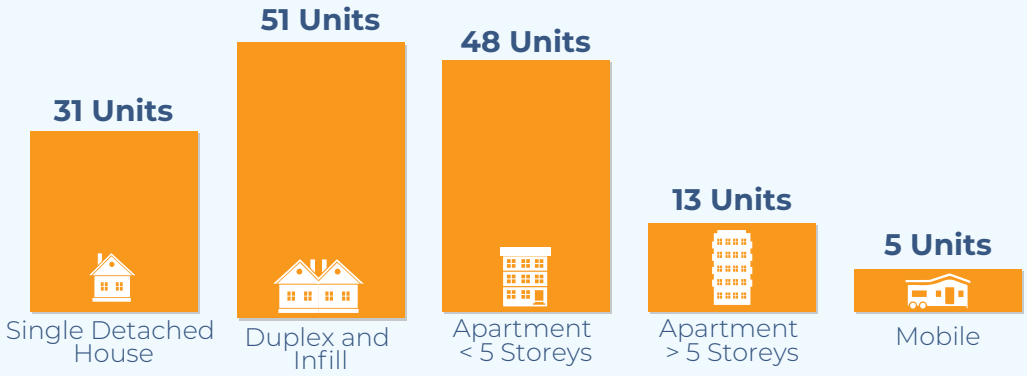
Based on our projected population growth, we can expect to add around 4,450 new households to Penticton by 2046, or about 150 new units per year. Of these, ideally 110 would be owner-occupied and 40 rented. To address affordability concerns, about 19 owner-occupied and 27 rental units should be targeted for households in core housing need, which is defined as:

- in housing falling short at least one of adequacy, affordability or suitability standards, and
- spending 30 per cent or more of their before-tax income to pay the rent

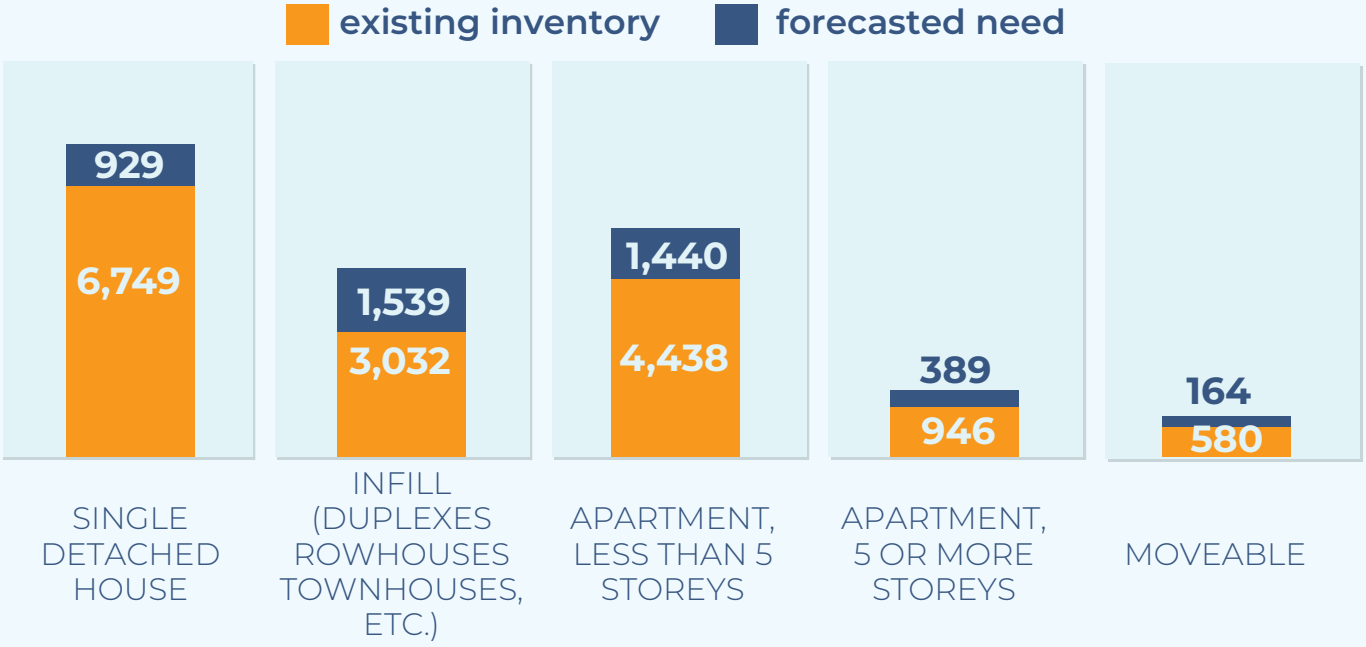
While housing in Penticton is predominantly single-detached houses (43% of the total), this proportion has been decreasing. This trend is going to continue into the future due to the limited options for new single-detached neighbourhood development, the increased preference for more urban living closer to the Downtown and other amenities, increased housing costs, and the needs of an aging population. In terms of needs by housing type, the greatest demand will be for duplexes and infill (rowhouses, townhouses, etc.) (1,539 units) and low-rise apartments (1,440 units). There will also be a need for additional single-detached houses (929 units) as well as more limited demand for mid-rise and high-rise apartments and condos (389 units).

It is important to note that these figures represent net growth, and that some redevelopment projects result in the demolition of older units that will be replaced without adding additional housing stock (e.g., if a house is demolished to build a new duplex, only one new unit is added to the housing stock)

Projected Annual Housing Needs



HOUSING NEEDS BY TYPE: 2016-2046



Source: Statistics Canada and Urbanics Consulting

Housing Land Use Targets:



- *The development of 150 additional homes per year (net), on average*
- *One in four new housing units should be rental*
- *Development of a mix of new housing that is 75% multifamily and infill housing and 25% single-detached housing to meet the housing needs of our population, and to make the most efficient use of our limited land base and valuable infrastructure while still meeting the demand for new single-detached housing*



Commercial Land Use Needs and Targets

Expected demand for commercial (retail and office) land is derived from an assessment of population growth, employment growth and the regional retail economy (for retail demand).

In terms of land requirements, Penticton currently has about 2.5 million square feet of retail floorspace, and a relatively healthy 5.4% vacancy rate. The greatest amount of retail floorspace (38%) is in the southern end of town due to the Cherry Lane Mall and numerous big box stores. Just over a quarter of the retail floorspace is in the Downtown, although this area also has the highest vacancy rate at 12%. The dominant retail sectors are service commercial (580,000 sf), food and beverage (265,000 sf), and general merchandise stores (215,000 sf).

Based on retail behaviour, Penticton's place in the region and population growth, it is anticipated that Penticton could support about 3.7 million square feet of retail floorspace in 2046, a growth of 1.3 million square feet, with the greatest growth sectors being grocery, food and beverage, and service commercial. The revitalization of the Downtown and development of mixed-use projects there could likely lead to an intensification of retail uses, including smaller-format grocery, and a reduction in vacancies. Larger-format retail stores will likely remain strong in the central and southern parts of the city, with some potential relocation or new growth occurring on the Penticton Indian Band lands near Green Avenue.

A substantial amount of office space exists, but there is limited new construction taking place, with a few exceptions. About 7.5% of the 773,000 square feet of office space is vacant and demand for office space is limited. Looking ahead to 2046, the city could accommodate about 147,000 square feet of new office space, but in order to be attractive to particular users, like the growing technology sector, this office space would need to be of a higher quality ("Class A"), and in attractive high-amenity areas such as the Downtown.

Commercial Land Use Targets:



- *An additional 1.3 million square feet of retail floorspace (43,000 sf/year) through intensification of existing commercially-zoned lands and vacant sites*
- *Development of an additional 147,000 square feet of office space (5,000 sf/year) with an emphasis on high-quality office space in the more desirable parts of the city, particularly the Downtown*



Industrial Land Use Needs and Targets

The industrial sector is a vibrant and fundamental part of the Penticton economy, providing stable, well-paid employment and important services to the region. Currently, there are 280 acres of industrial land, and that land is relatively constrained by existing development and geography. Growth is anticipated in the agricultural, food processing, bioproducts and cannabis production industrial sectors, and by 2046, we are likely to require about 60 more acres of land to meet our needs. There are opportunities to intensify existing industrial developments to a certain degree, but it is quite likely that a proportion of the demand for new industrial land will be met outside of the city, such as on Penticton Indian Band lands, or elsewhere in the region (e.g., Okanagan Falls).

Industrial Land Use Targets:

- *No net loss of land currently zoned for industrial uses*
- *60 additional acres of industrial land in or near Penticton*



Agricultural Land Use Needs and Targets

Almost one-fifth of Penticton's land base is part of the Agricultural Land Reserve (ALR), with additional land outside of the ALR zoned for agriculture. Agriculture has long been central to Penticton's economy and identity. Agricultural lands need long-term protection from development and/or degradation to sustain diverse farm and food producing enterprises.

Agricultural Land Use Target:

- *843 hectares of land within the Agricultural Land Reserve within city limits*



Park Land Use Needs and Targets

The 2018 Penticton Parks and Recreation Master Plan contains a comprehensive analysis of park land supply and an assessment of park land use needs. Penticton generally aligns with averages compared with other municipalities across the province in terms of park land per 1000 residents (2.5 hectares/1000 population in 2018). Spatially, residents in nearly all developed urban and suburban areas are within a 10-minute walk to a city-wide or community park or a 5-minute walk to a neighbourhood park. As the city grows, however, proactive steps will need to be taken to ensure that park standards are maintained, particularly given this OCP's emphasis on intensification of the existing urbanized areas through infill development.

Park Land Use Targets:



- *Develop existing City lands as park or acquire additional park land to meet the standard of 2.5 hectares of active park land per 1,000 population (active park land includes city-wide parks, community parks, neighbourhood parks and trail corridors).*
- *In the case of new neighbourhood development, meet a standard of 1.55 hectares/ 1,000 population of community and neighbourhood parks and trail corridors to serve the existing and new population.*

Future Land Use Plan



Introduction: What is a Future Land Use Plan?

A Future Land Use Plan is a core component of this OCP, and is a key implementation tool to guide future development, balance multiple objectives and achieve a growth strategy. It provides direction on allocating land uses geographically to create a holistic vision for the city. The land uses are generalized into designations that accommodate a range of compatible uses and defined forms, with high-level descriptions of height and/or density. Development within a particular designation must conform to the defined uses and forms; divergence from them requires an OCP amendment to change the Future Land Use Designation.

A Future Land Use designation can encompass a range of different zones. Zoning designations, contained within the City's Zoning Bylaw, define permitted uses and regulations regarding density, massing, setbacks and form. Development Permit Area Guidelines, where they exist, provide a further level of design or environmental direction for development.

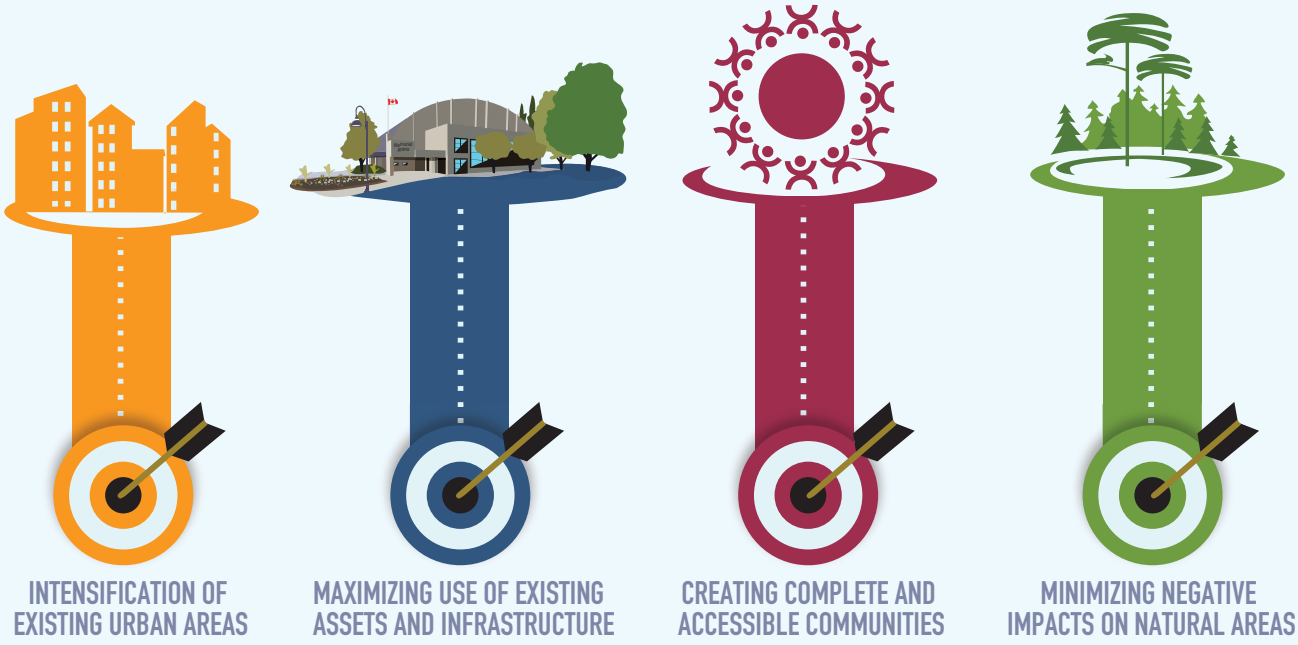
How was the Future Land Use Plan Created?

The Future Land Use Plan defines Penticton's growth over the next thirty years. It was created through evaluation and analysis of a broad range of inputs and ideas:

- The 2002 OCP and Land Use Plan, and subsequent amendments to it
- Existing zoning and current land use
- Community engagement on values, priorities and aspirations through the OCP planning process, including input from the OCP Task Force
- Analysis of the financial implications of approaches to managing growth including consideration of Penticton's *Asset Management Investment Plan*
- Existing land use plans, such as the 2012 Downtown Plan, 2004 Northeast Sector Plan and 1996 Columbia Heights Plan
- Limitations and constraints on urban development including the Agricultural Land Reserve, current and proposed natural areas with high ecological value, and steep slopes and flood-prone areas
- Neighbourhood character, including housing age and condition
- Proximity to amenities, employment, transportation options
- Current development trends and recent activity
- Physical geography including terrain, slope and soil stability
- In-depth analysis of growth needs –residential, commercial and industrial
- Economic development strategies

Penticton's Growth Plan

Penticton's growth plan places great emphasis on strategic and sensitive use of our limited land base. It recognizes that we must make the most efficient use of the land and infrastructure that we have available, and also protect the natural environment that many of our residents value.



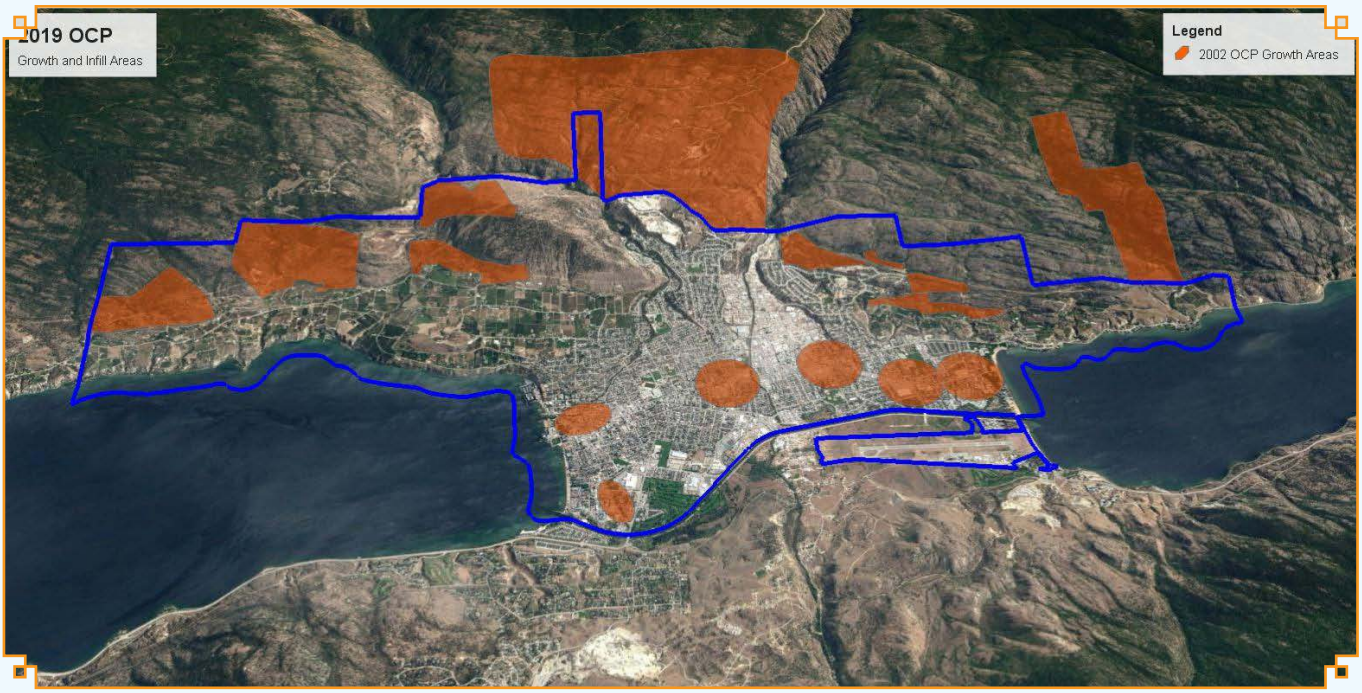
Intensification of Existing Urban Areas

Much of our development will be accommodated through intensification of Penticton's existing urban areas, maximizing use of existing assets and infrastructure, creating complete and accessible communities, intensifying underused and vacant land, and minimizing negative impacts on natural areas.

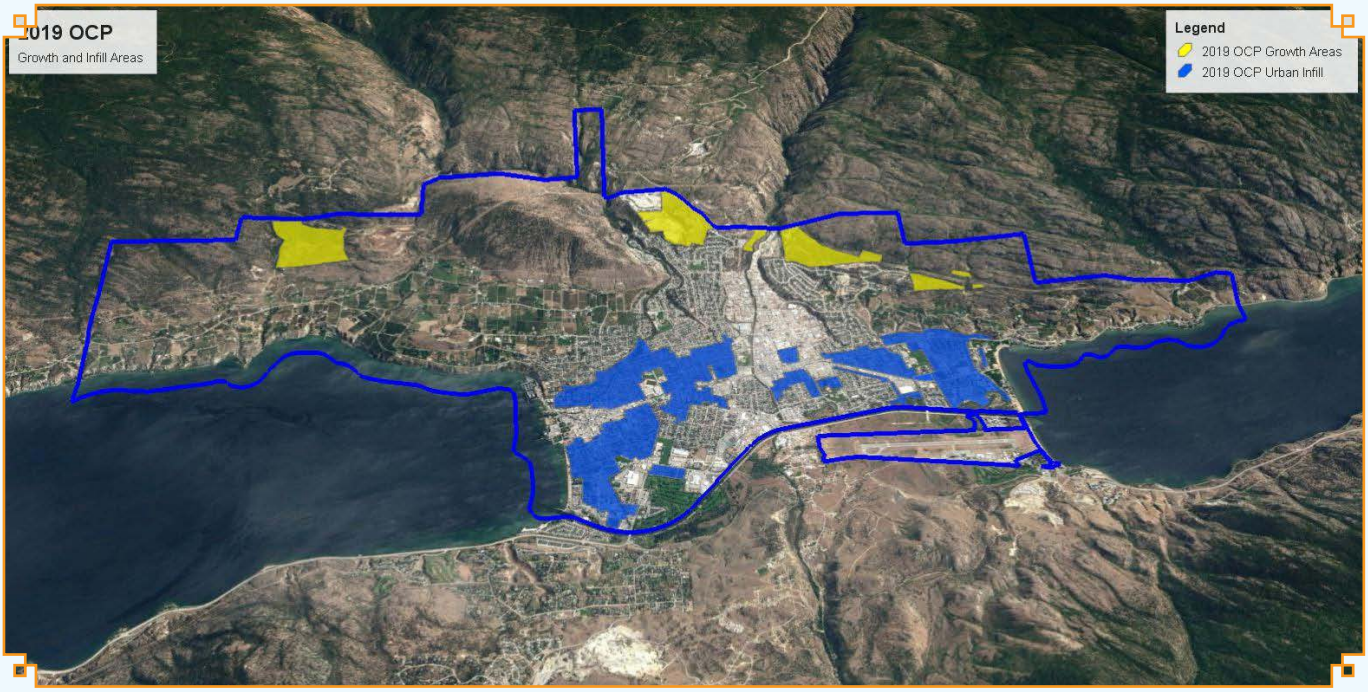
Areas close to the downtown and to shopping and employment centres will see appropriate levels of densification, with an emphasis on low-rise and mid-rise developments, rather than high-rise developments. Whereas the 2002 OCP put heavy emphasis on high-density residential development (towers) in the Downtown and "Urban Villages", this OCP has transitioned many of those areas to mid-scale development that still makes efficient use of valuable land, but in a form more suited to Penticton's character as well as its expected rate of urban growth.

Some areas on the periphery of higher-density areas, like the Downtown, will see the development of ground-oriented multifamily housing like townhouses and rowhouses, while others area will be 'infill' development that is compatible with the scale of existing houses. This form of 'gentle densification' will allow more households to live in higher-amenity areas while maintaining neighbourhood character and scale.

2002 OCP and 2006 Comprehensive Development Plan Growth Areas and Urban Villages



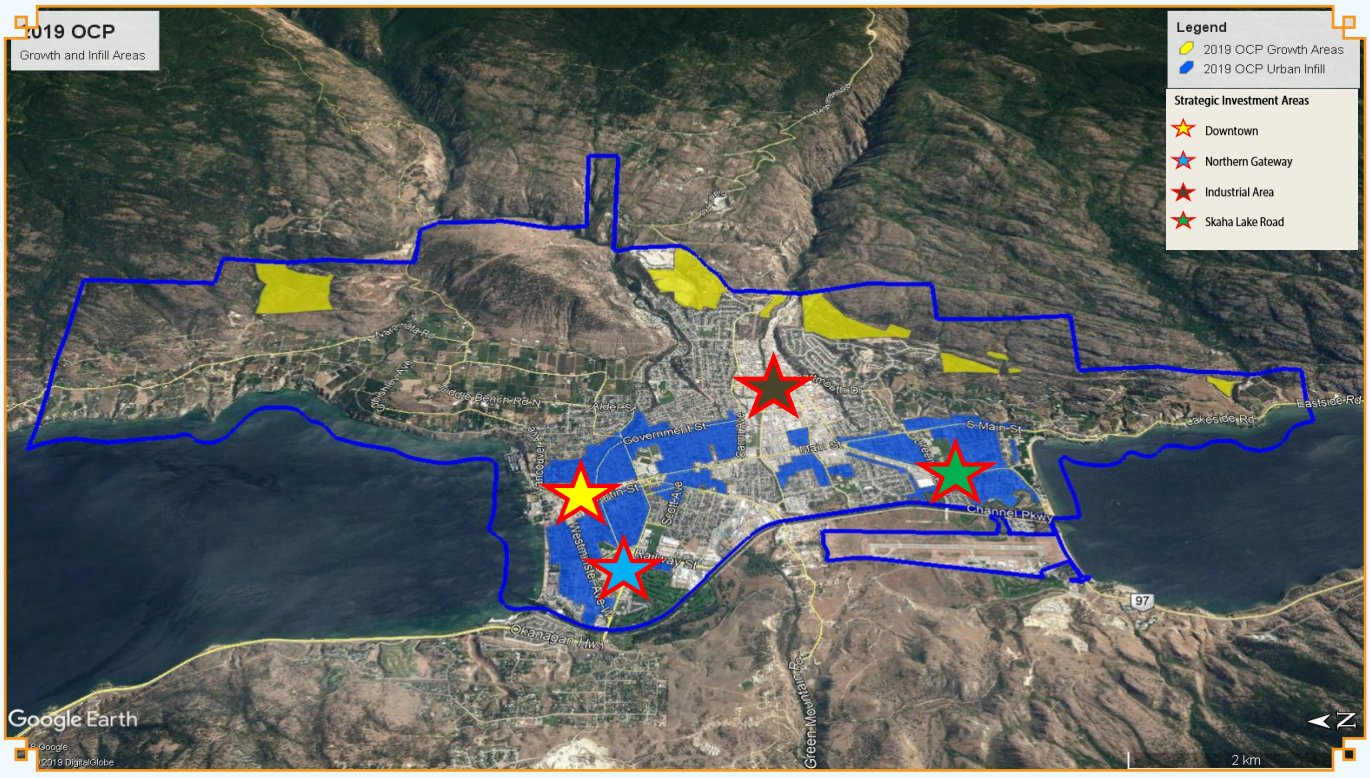
2019 OCP Growth Areas and Infill Areas



Strategic Investment Areas

As the OCP's Growth and Infill areas redevelop to create sustainable and complete neighbourhoods, a strategic focus will be required on key areas within the city to support implementation of the OCP. The strategic investment focus areas will provide direction for local and regional investors to ensure future development meets the direction and vision created through the OCP. Land use and economic development policies will assist in focusing development into the Downtown, Northern Gateway, Skaha Lake Road and the Industrial area, providing an emphasis on employment growth and increased residential density. Strategic infrastructure investment on the part of the City will be required to support the successful implementation of these strategic areas.

Strategic Investment Areas



Form and Character Guidelines

New form and character design guidelines, implemented through Development Permit Areas (Chapter 5), are intended to direct the 'look and feel' of new development to ensure it is high-quality, attractive and 'neighbourly'. These will apply to intensive and multifamily residential development as well as commercial and mixed-use development. Area-specific design guidelines will guide development in the Downtown. Created through extensive analysis and community engagement, these guidelines reflect Penticton's unique history and character and are intended to support development that is viable and practical, but also in context and sensitive.

Single-family Neighbourhoods

Traditional single-family neighbourhoods will see limited change, with detached forms of housing – single-detached houses and in some cases duplexes (where zoning permits) – remaining the norm. Unlike more central neighbourhoods, these neighbourhoods are less suitable for infill and multifamily development.

New Hillside Neighbourhoods

A number of new neighbourhoods are expected to be developed to meet the demand for detached houses. These form a part of the previous OCP and include areas such as the Upper Wiltse, Columbia Heights and the Spiller Road area. Such new developments typically exist adjacent to established neighbourhoods and are generally logical extensions to existing city infrastructure.

Planning of these areas is intended to be guided by the Riparian and Environmental Development Permit regulations informed by sensitivity to ecological values as well as consideration of natural hazards including wildfire, flooding and steep slope (which is specifically regulated in defined areas by the Hillside Development Permit Area guidelines). New neighbourhoods will be designed to support active transportation (walking, cycling) and transit use (where feasible), to include necessary new parks, trails and linkages, and to provide a range of housing options to address different demographic and economic requirements.

Commercial and Employment Lands

Protection of employment lands is a priority. The industrial lands will be protected and expanded into presently underutilized areas (e.g., former aggregate extraction sites), and incompatible adjacent land uses will be discouraged.

Intensification of the present ample commercial land base will occur. Some areas are intended to evolve as mixed-use or higher-density residential to support the revitalization of the Downtown commercial area and other established high-amenity areas such as the Northern Gateway and Skaha Lake Road.

Downtown

The Downtown is intended to continue as a primary commercial, civic, entertainment and residential focus for Penticton. The historical building scale will be protected on Main and Front Streets, but intensification of the surrounding blocks will bring residential and commercial 'body heat' into the area. All new development will be directed by the Downtown Development Permit Area guidelines to ensure it is sensitive and attractive.

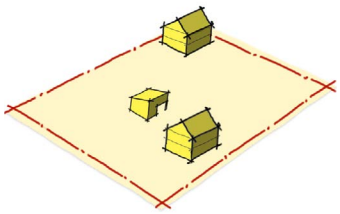
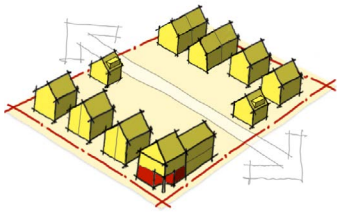
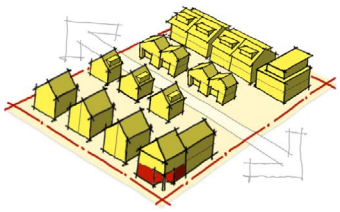
Agricultural Lands

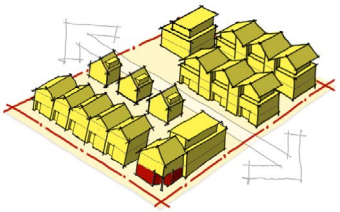
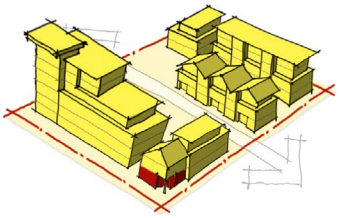
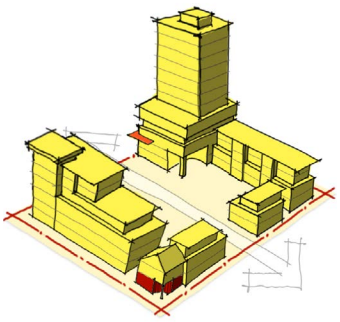
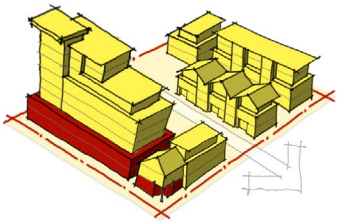
Agricultural lands – specifically those in the Agricultural Land Reserve on the Naramata Bench and in the Valleyview area, but also other Agriculture (A) zoned properties – are protected from non-agriculture development and are not intended to accommodate urban growth.

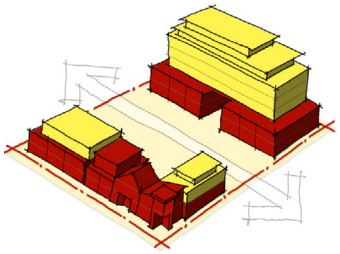
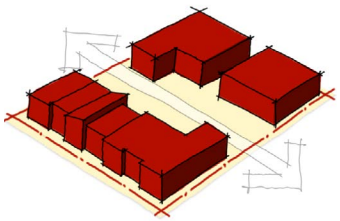
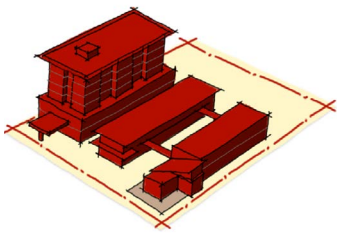
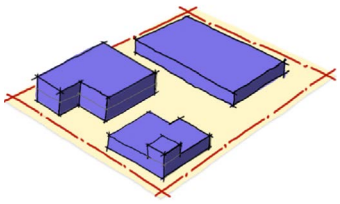
Natural Areas and Parks

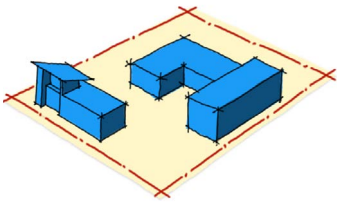
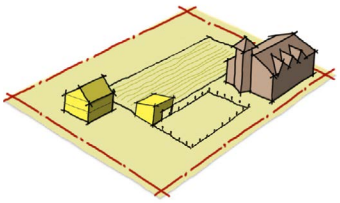
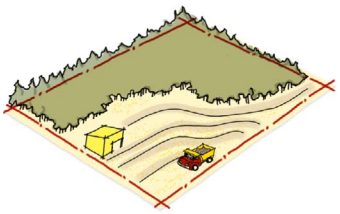
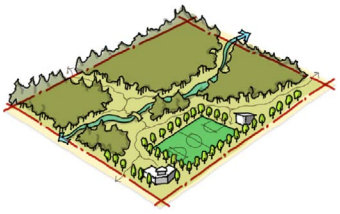
Almost one-quarter (22%) of the land area in city limits is identified as Natural and Conservation Areas. These areas are not intended for urban growth or development, but rather are established to help maintain important ecological characteristics and natural areas. A further 4% of the land area is designated as Parks, which is fully protected from development. Over half of Penticton's land base (natural areas, parks and agricultural lands) is not intended for urban development.

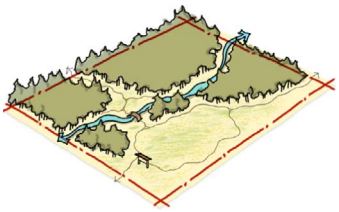
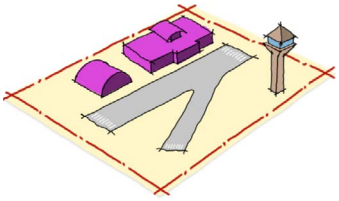
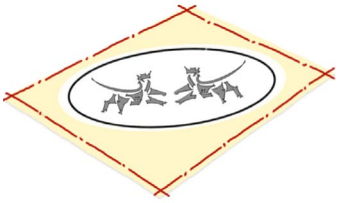
Land Use Designations

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Rural Residential 	Rural areas with single-detached houses on large lots with modified services (e.g., septic systems, wells) (including bareland stratas)	• Single detached houses with secondary suites or carriage houses	• Residential • Agriculture	• 1 or 2 units per single lot • 1 hectare minimum lot size • Generally up to 2 ½ storeys to reflect 30' maximum in Zoning Bylaw	• RC
	Site-Specific Rural Residential Policy Statement: 3200 Evergreen Drive (Wiltse South Block) - limited to a maximum of 2 single-family residences in the Rural Residential area.				
Detached Residential 	Lower-density areas of single detached houses and/or duplexes in primarily residential neighbourhoods including single-detached bareland stratas	• Single detached houses with secondary suites or carriage houses • Duplexes • Small-scale neighbourhood commercial building (e.g., corner store, coffee shop) • Manufactured homes	• Residential • Limited retail/ service	• 1 or 2 units per lot • Generally up to 2 ½ storeys to reflect 30' maximum in Zoning Bylaw	• R1 • R2 • R3 • RD1 • RSM • C2
	Site-Specific Detached Residential Policy Statement: 375 Smythe Drive: a maximum of 27 detached single-family houses are permitted on this site. Houses may include secondary suites but not carriage houses.				
Infill Residential 	Transitional lower-height residential areas with new housing types compatible with existing single detached houses in character and scale but providing more units per lot.	• Single detached houses with or without secondary suites and/or carriage houses • Duplexes with or without suites • Triplexes • Lower-density rowhouses • Small-scale neighbourhood commercial building (e.g., corner store, coffee shop).	• Residential • Limited retail/ service	• 1 to 4 units per single lot • Consolidation of lots possible for lower scale multifamily developments • Generally up to 2 ½ storeys	• R1 • R2 • R3 • RD1 • RD2 • RD3 • C2

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Ground Oriented Residential 	Medium-density residential areas with multi-family developments where each unit has an exterior door and construction is primarily wood frame, or bareland stratas.	• Duplexes with suites • Cluster housing • Fourplexes higher-density rowhouses • Townhouses and stacked townhouses • Bareland strata developments	• Residential • Limited Service/ Retail	• Up to 3 ½ storeys	• RM2 • RM5 • C2
Urban Residential 	Higher-density 3-6 storey apartment neighbourhoods in higher-amenity areas where building construction is primarily wood frame.	• Townhouses and stacked townhouses • Low-rise and mid-rise apartment/ condo buildings	• Residential • Limited Retail/ Service	• Heights up to 6 storeys	• RM3
	Site-Specific Urban Residential Policy Statement: 556 to 736 Lakeshore Drive West: Development up to a maximum of four storeys can be considered subject to assessment of urban design impacts on Lakeshore Drive and the waterfront, Lakawanna Park and neighbouring properties on Churchill Avenue.				
Urban High Density Residential 	High-density apartment neighbourhoods of buildings over 6 storeys in high-amenity areas	• High-rise apartment/ condo buildings	• Residential • Limited Retail/ Service	• Heights greater than 6 storeys	• RM4
Mixed Use 	A mixed-use area allowing for intensive development with active and vibrant retail or service uses at ground level and multi-family residential and/or office uses.	• Higher-density mixed-use buildings	• Commercial (retail, service, office) • Residential	• Up to 10 storeys	• C3 • C5

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Downtown Mixed Use 	Downtown developments with active retail,service or civic and cultural uses at ground level and multi-family residential and/or office uses. Site-Specific Downtown Mixed Use Policy Statement: 603 Main Street: Allow up to a maximum height of 5 storeys. (Bylaw No. 2020-49)	• Higher-density mixed-use buildings	• Commercial (retail, service, office • Residential • Civic and cultural	• Up to 10 storeys. 3 storey maximum on Main St and Front St (Up to 5 storeys in 100 blk Front St subject to contextual design and adherence to DP guidelines)	• C5 • C6 • C9
Commercial 	Areas with a wide range of commercial uses including office, retail, goods and services.	• Commercial (retail/ office/service) buildings and mixed-use buildings (in specific areas, residential units limited to the second floor and above)	• Retail, Service • Office • Restaurant • Grocery Store • Residential (in specific zones)	• varies by zone	• C1 • C3 • C4 • C7 • C8
Tourist Commercial 	Areas that serve both visitors and residents, providing accommodation, entertainment, and food and beverage, as well as resort residential uses.	• Hotels • Motels • Restaurants • Complementary residential uses where appropriate	• Tourist Accommodation, • Restaurant, • Entertainment, Service • Retail • Supporting Residential and Office Uses	• Up to 6 storeys (18m)	• CT1 • CT2
	Site-Specific Tourist Commercial Policy Statement: 3200 Evergreen Drive (Wiltse South Block) - tourist accommodation resort with a maximum of 20 units and a maximum floor area of 1850m2				
Industrial 	Areas of light and heavy industrial uses characterized by goods production, manufacturing, distribution, and storage.	• Industrial buildings • Structures and lands	• General Industrial • Heavy Industrial (M2 zone only) • Wholesale, Storage and Warehouse • Vehicle and Equipment Repair	• Generally 1 or 2 storeys	• M1 • M2 • M3

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Institutional and Civic 	Areas providing a wide range of services and utilities for the community.	• Varies	• Education Services • Health Services • Hospital • Government Service • Utility Services • Fire Halls	• Varies	• P1 • P3
Agriculture 	Allows for growing, producing, harvesting, storage, processing and sale of agricultural produce.	• Agricultural buildings • Detached houses	• Agricultural • Residential	• 1-2 units per parcel	• A
Landfill and Landfill Buffer 	Campbell Mountain Sanitary Landfill serving the region in the long-term along with the buffer area determined by the Ministry of Environment.	• Varies	• Landfill site limited to landfill operations including solid waste disposal, composting and recycling activities • Uses in the buffer area are limited to those approved by the Ministry of Environment.	• Varies	• P3 (Landfill & buffer) • RC & A (within buffer)
Parks 	Active and passive parks, trails, fields, beaches and outdoor recreation facilities.	• Accessory buildings and structures	• Public Park	N/A	• P2

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Natural and Conservation Areas 	Natural or semi-natural areas with high environmental values intended for conservation and low-impact recreation.	• Accessory buildings and structures	• Public park • Forestry & grazing	N/A	• P2 • FG • A
Airport 	Airport and aviation uses and limited related commercial activities.	• Airport terminal • Aviation services	• Airport and associated aviation services • Aircraft maintenance and repair, and flight training.	N/A	• M2
First Nations 	First Nations lands inside city limits but not under City jurisdiction.	• Varies	• Varies	• Varies	• Varies



Chapter 4

Land Use Goals and Policies





4.1

Housing

Housing Vision

Penticton's unique setting – in a valley and bounded by two lakes – provides both challenges and opportunities from a housing perspective. We are a growing city, but accommodating that growth through new 'greenfield' development is limited by our geography, agricultural lands, and the feeling among many residents that we should protect the natural environment on our hillsides. The opportunities come from a willingness to intensify our existing land base through infill and densification, in a smart and sensitive manner to allow our community to grow sustainably. Much of our recent residential development has been in the form of duplexes, townhouses, carriage houses and secondary suites, and low-rise apartments or condos.

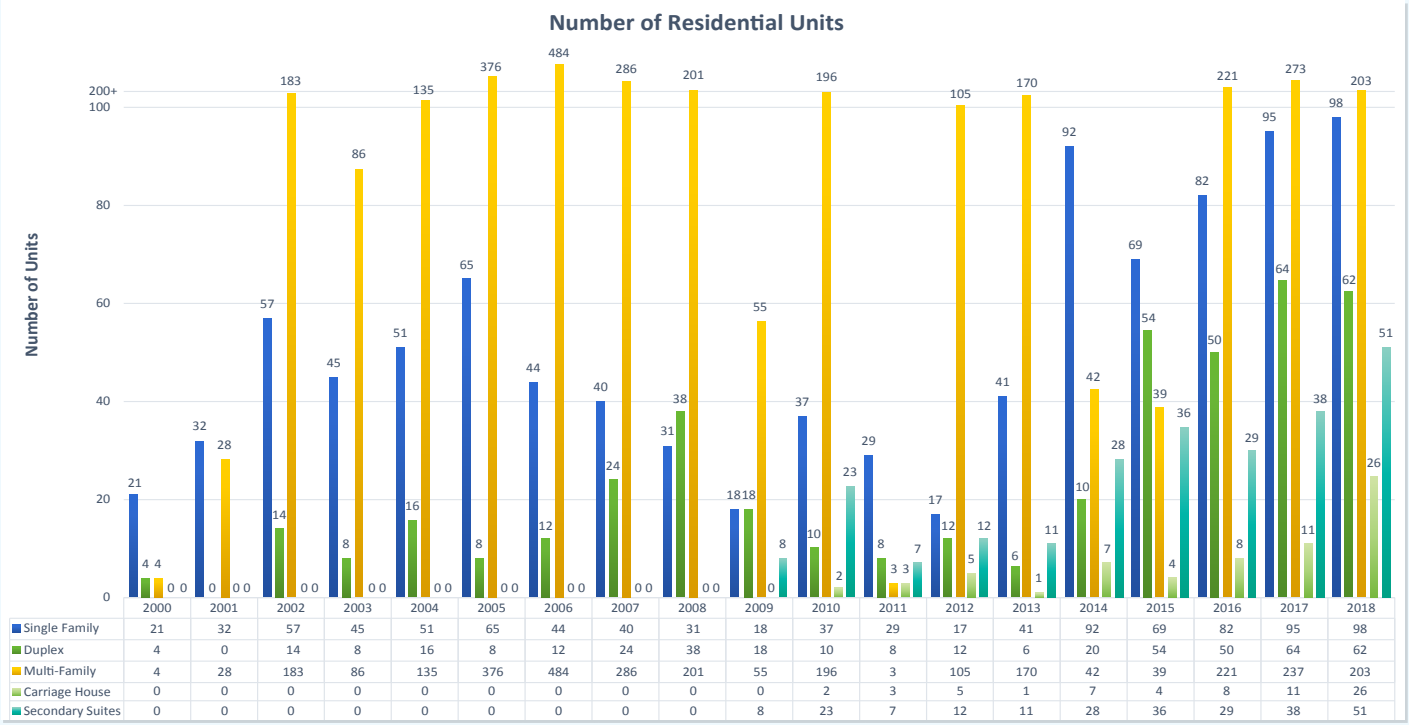
The future of housing development will require balancing sensitive hillside development that is planned to avoid adverse ecological impacts and to minimize long-term social and economic costs, and appropriate and livable intensification of our existing neighbourhoods. New housing development is to be sensitive in scale and character to the neighbourhood around it while at the same time enhancing affordability and delivering a range of unit types to accommodate the diverse needs of citizens across the city. This will include units appropriate for seniors, those entering the housing market, and working families. The City will be an active partner in the creation of affordable housing, by partnering with senior levels of government in affordable housing programs.

Key Facts

In 2016, there were 15,740 households in Penticton. The most common type of housing is the single-detached house (6,749 units) followed by low-rise apartments (4,438 units). Sixty-three percent of households are owner-occupied, and 37% are rented.

While typically we have averaged fewer than **200 new residential units built each year,** recent years have shown significant growth, with **438 new units in 2016, 473 in 2017 and 516 in 2018**. These figures do not represent net growth, however, as a proportion of them are replacing existing housing.

The **Local Government Act** requires municipalities to create Housing Needs Assessments on a regular basis. The City of Penticton's Housing Needs Assessment was written in 2017 and updated in 2018 as part of the OCP process.



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Single Family	21	32	57	45	51	65	44	40	31	18	37	29	17	41	92	69	82	95	98
Duplex	4	0	14	8	16	8	12	24	38	18	10	8	12	6	20	54	50	64	62
Multi-Family	4	28	183	86	135	376	484	286	201	55	196	3	105	170	42	39	221	237	203
Carriage House	0	0	0	0	0	0	0	0	0	0	2	3	5	1	7	4	8	11	26
Secondary Suites	0	0	0	0	0	0	0	0	0	8	23	7	12	11	28	36	29	38	51

MORE FACTS

- In 2017 and 2018, 75% of the new housing units built were 'infill' (duplexes, townhouses, etc.) and 25% were single-detached houses.
- Penticton's average household income was $54,000 in 2016, yet the average single detached house currently sells for over $500,000. This suggests a significant affordability challenge in the housing market and the need for affordable housing options.
- To meet Penticton's housing needs to 2046, about 150 units per year, on average, will be needed.

4.1.1 Managing Residential Growth

Goal

Ensure that Penticton retains its compact 'footprint' to help protect natural areas and environmental values and agricultural lands, avoid excessive infrastructure costs and hazard lands, and help create conditions that support transit and active modes of transportation.

Policies

4.1.1.1 Focus new residential development in or adjacent to existing developed areas

4.1.1.2 Avoid development in environmentally-sensitive areas, geological hazard and flood hazard areas, on steep slopes, in agricultural areas and in areas not readily served by transit.

4.1.1.3 Evaluate the short-term and long-term financial, ecological and social costs and benefits of all proposed new greenfield (largely on hillsides) development proposals through analysis of full life cycle costs of infrastructure, including replacement, and services, and structured assessment of environmental and social impacts.

4.1.1.4 Ensure all new developments fully cover the cost of the required infrastructure and services they require, including roads, water, sewer, storm water, and provision of parks, schools, and emergency services.

4.1.2 Housing Affordability

See Affordable Housing from glossary **(chapter 8)**

Goal

Increase the availability of **affordable housing** across the housing spectrum, from subsidized social housing to home-ownership options.

Policies

4.1.2.1 Where the need is demonstrated, partner with senior governments, the non-profit housing sector and the development community to facilitate the development and operation of projects across the housing spectrum including shelters, transitional housing, supportive housing, non-market housing, and affordable rental and ownership housing for singles, families and seniors.

4.1.2.2 Maximize the housing potential of existing land assets (sites and buildings) owned by non-profits and governments, including the City, through strategic partnerships and knowledge sharing.

4.1.2.3 Recognize that while senior governments play the primary role in fostering, funding and delivering affordable housing, the City will provide support through technical assistance, supportive regulations, partnerships, community consultation and project facilitation.

4.1.2.4 Support innovative models of affordable housing, such as modular housing and adaptive re-use of buildings, through technical and regulatory support, using pilot projects or housing demonstration projects.

4.1.2.5 Engage in robust community consultation and work with community partners to gain support for affordable housing projects and to refine projects to reflect community input.

4.1.2.6 Continually improve the efficient processing of development applications.

4.1.2.7 Assess the potential to use Development Cost Charge reductions for secured, long-term affordable housing projects.

4.1.2.8 Provide long-term security for renters in and owners of purpose-built rental projects by requiring Housing Agreements and/or non-stratification covenants.

4.1.2.9 Reduce parking standards for multifamily developments, where feasible, in appropriate walkable, bikeable and transit-oriented neighbourhoods to reduce construction costs and encourage active transportation.

4.1.2.10 Monitor vacation rentals to ensure they do not have a negative impact on the long-term rental stock or negative social impacts on existing neighbours and/or neighbourhoods. Refine vacation rental policy and regulations if necessary.

4.1.2.11 Recognize mobile homes as a form of affordable housing and protect tenants while increasing the livability and character of mobile home parks through landscaping and open space requirements, and integration with surrounding neighbourhoods, through amendments to the Zoning Bylaw, Mobile Home Parks Bylaw and Mobile Home Parks Policy.

4.1.3 Housing Diversity

Goal

Ensure a range of housing types, sizes, tenures and forms exist throughout the city to provide housing options for all ages, household types, and incomes.

Policies

4.1.3.1 Encourage more intensive "infill" residential development in areas close to the Downtown, to employment, services and shopping, through zoning amendments for housing types compatible with existing neighbourhood character, with form and character guided by Development Permit Area Guidelines.

4.1.3.2 Increase housing options in low-density single family areas through development of secondary suites and carriage houses, and ensure carriage houses are sensitively integrated and designed according to the Intensive Residential Development Permit Area Guidelines.

4.1.3.3 Foster diversity and create relative affordability while maintaining neighbourhood character in single-family areas by encouraging the creation of smaller-frontage lots in new neighbourhoods and subdivisions, and permitting the subdivision of larger lots in established neighbourhoods where access and servicing are adequate.

4.1.3.4 Encourage developments that include one-bedroom and two-bedroom units in suitable neighbourhoods to enable people to downsize as they age and to provide entry-level housing for those people entering the housing market. At the same time, provide 3-bedroom units, or larger, to accommodate families.

4.1.3.5 Ensure through the use of zoning that more-intensive forms of residential development are located close to transit and amenities, such as parks, schools and shopping.

4.1.3.6 Require amenity areas in all multifamily and mixed-use projects through regulations in the Zoning Bylaw.

4.1.3.7 Support the housing needs of the aging population and those with disabilities through universal design principles and standards for accessible units and establishing a minimum proportion of accessible units in multifamily projects in the Zoning Bylaw.

4.1.4 Housing Quality

Goal

Ensure that new housing is attractively and sensitively designed, is water and energy efficient, and that all housing is properly maintained.

Policies

4.1.4.1 Work with the development community – architects, designers and builders – to create new residential developments that are attractive, high-quality, energy efficient, appropriately scaled and respectful of their context.

4.1.4.2 Ensure that housing – both owner-occupied and rental – is well-managed and meets community expectations for standards of maintenance, upkeep and cleanliness.

4.1.5 Housing and Neighbourhood Character

Goal

Ensure that as neighbourhoods grow and change, a sense of place and character is maintained.

Policies

4.1.5.1 Recognize that some traditionally single-family neighbourhoods will see intensification as the city grows, but ensure that new forms of residential development are compatible with the neighbourhood in scale and design, and are appropriately located (e.g., greater density closer to collector roads, services and amenities).

4.1.5.2 The City will undertake or require neighbourhood redevelopment plans in areas undergoing – or proposed to undergo – transition in the context of the directions in this OCP to ensure: a) sustainable mix of land uses, b) an appropriate scale and design, and c) design that considers transportation options.

4.1.5.3 Use Multifamily and Intensive Residential Development Permit Area Guidelines to direct, through the City's approval processes, the character and feel of residential neighbourhoods, as well as to guide water and energy conservation.

4.1.5.4 Ensure that all new neighbourhood developments and redevelopments of existing large sites, including bareland stratas, are fully integrated into the surrounding community through publically-accessible roads, sidewalks, trails and public park lands.

4.1.6 Complete and Healthy Neighbourhoods

Goal

Provide opportunities to live, work and play in all of Penticton's neighbourhoods.

Policies

4.1.6.1 Ensure all residential neighbourhoods in Penticton provide a range of appropriately-scaled housing types and tenures, employment opportunities such as home-based businesses, transportation options like walking and cycling, social supports such as childcare facilities, and access to green space and parks.

4.1.6.2 Increase the supply of neighbourhood amenities, such as pocket parks and trails, for the use, enjoyment and social benefit of the surrounding community as residential intensification occurs.

4.1.6.3 Consult with Interior Health to assist in the preparation of long range plans and strategies (e.g. neighbourhood plans, and parks and transportation plans), as well as guide the review of development applications that have the potential to affect community health.



4.2

Transportation and Infrastructure

Transportation Vision

Penticton's compact and efficient footprint makes it easy to get around, especially if you drive or live in a neighbourhood close to where you work, shop or play. This plan prioritizes planning for and investment in active modes of transportation (like walking and cycling) and transit, which offer significant social, environmental, economic and health benefits. The goal is to provide for ease of mobility regardless of how you choose or are able to get around, where you live, your income or your age. We will make the best possible use of our valuable land that is dedicated to roads, parking and trails. While driving will continue to be an easy way to travel, other modes will be safe, enjoyable, convenient and practical. There is a strong correlation between providing the right kind of infrastructure and expanding peoples' transportation choices.



Key Facts

Mode split–commute to work (2016):

83% CAR, TRUCK or VAN
Average Commute
15.8 mins

10% WALKING
Average Commute
14.7 mins

3% BICYCLE
Average Commute
15.7 mins

2% OTHER
Average Commute
22.7 mins

1% MOTORCYCLE or SCOOTER
Average Commute
14.4 mins

1% PUBLIC TRANSIT
Average Commute
24.6 mins

The following City of Penticton plans guide transportation planning and decisions:

- Transportation Master Plan
- Comprehensive Development Plan
- Bicycle Plan
- Strategic Sidewalk Priority Plan
- Truck Route Plan

4.2.1 Complete Transportation Approach

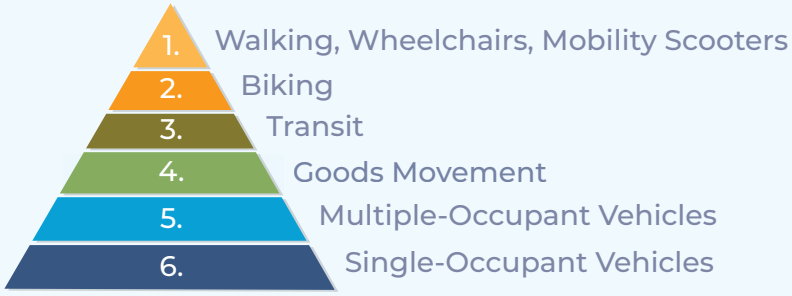
Goal

Create and manage a safe transportation system that supports all ages, abilities, and modes of mobility, helps meet environmental objectives, and uses infrastructure responsibly.

Policies

4.2.1.1 Undertake a comprehensive update of the Transportation Master Plan in 2020 guided by the transportation priorities and objectives in this Official Community Plan.

4.2.1.2 Prioritize design, investment and renewal of transportation infrastructure in urban and suburban areas according to the following hierarchy:



4.2.1.3 Design streets for daily traffic volumes rather than seasonal peak volumes when building or renewing roads. Recognize that some congestion will occur as we grow and during peak volume times, but mitigate this through investments in sustainable transportation options like transit, bike routes, sidewalks and trails.

4.2.1.4 Reduce road widths in existing rights-of-way to create spaces that support walking, biking and transit, to increase adjacent green space and to reduce asset management costs.

4.2.1.5 Create 'complete streets' (designed for everyone) in suitable areas that provide safe and comfortable mobility (i.e., allow for access, movement and crossing) for all users: pedestrians, cyclists, drivers, commercial vehicle operators and transit users.

4.2.1.6 Create a multi-use pathway (cycling, walking, mobility scooters) within city limits connecting Skaha Lake and Lake Okanagan that is separated from motorized traffic, has minimal grade changes, and has connections to key destinations (e.g., schools, destination parks, trails and shopping areas).

4.2.1.7 Promote walking, cycling and transit use through strategic land use planning that facilitates denser, attractive, mixed-use communities that are rich in amenities.

4.2.1.8 Prioritize municipal investment in improving the transportation system in the downtown, including trails and links to key community nodes.

4.2.1.9 Plan for lane-ways in new neighbourhoods, where possible, to improve the public realm on the street and for access to carriage houses and rear-facing units, garages and driveways, and to facilitate servicing and waste pickup.



4.2.2 Walking

Goal

Ensure that residents and workers throughout Penticton have the opportunity to walk to parks, schools, shopping, employment and other destinations in safety and comfort.

Policies

4.2.2.1 Ensure that pedestrian safety and accessibility is considered a key priority when making transportation decisions in the Downtown.

4.2.2.2 Address gaps in the pedestrian network by providing sidewalks on at least one side of the street in residential neighbourhoods, and commercial and mixed-use areas, using excess street rights-of-way where possible or through land acquisition if necessary. Where possible, provide sidewalks by requiring their construction or upgrades from developers.

4.2.2.3 Enhance and expand the trail and pathway network through capital funding for upgrades, land acquisition, wayfinding, public art, safe street crossings, and by connecting existing trail systems and establishing trail linkages in and through new neighbourhoods.

4.2.2.4 Undertake a corridor plan that includes cross-sections and specifications that will result in improved pedestrian safety and comfort by:

- buffering sidewalks from traffic through boulevards, landscaping, bikes lanes or parking
- creating safe crossings by maximizing visibility (using lighting, paint and materials) and shortening crossing distances (extending curbs into the street right of way)
- planting suitable street trees to create canopy coverage
- minimizing driveway crossings
- providing street lighting and street furniture (e.g., benches) where appropriate.

4.2.2.5 Require that vehicle access to parking in residential areas is from the laneway in neighbourhoods where laneways exist.



4.2.3 Cycling

Goal

Develop a connected network of safe and convenient cycling infrastructure that meets the needs of recreational riders, casual riders and commuters.

Policies

4.2.3.1 Renew the Bike Network Master Plan to confirm that it provides safe and direct connections for cyclists with all of the following:

- Schools and Okanagan College
- Employment centres, and major retail and service areas
- Downtown
- Parks and beaches
- Skaha Lake and Lake Okanagan
- The KVR Trail and the Okanagan Channel Parkway Trail
- Hillside and valley-bottom neighbourhoods

4.2.3.2 Facilitate multi-modal trips by integrating the bicycle network with other modes of transportation, especially transit, by providing bike racks on buses, and safe and secure bicycle parking.

4.2.3.3 Partner with the Penticton Indian Band, the Province and the Regional District to enhance the multi-modal pathway on the western side of the Channel, and to improve connectivity to the rest of the city.

4.2.3.4 Recognize there are different cycling user groups -recreational riders (including children and seniors), commuters, cyclists with trailers, and competitive athletes - and design routes and cycling infrastructure accordingly.

4.2.3.5 Ensure significant components of the bike network are physically separated from vehicular traffic through barriers and/or grade changes to encourage cycling and protect vulnerable riders.

4.2.3.6 Install bicycle-specific traffic signals and rider-activated signal push buttons where appropriate.

4.2.3.7 Provide convenient, safe and visible bike lock-up facilities in key destinations such as downtown, commercial areas, parks and beaches. Reallocate vehicle parking spaces to bicycle parking spaces, where appropriate.

4.2.3.8 Require adequate levels of secure bike parking in new multi-family, mixed-use and commercial development.



4.2.4 KVR Rails to Trails Network

Goal

Build on the opportunity provided by the former Kettle Valley Railway rail grade to create a cycling and walking trail network that connects the region and provides a unique recreational and cultural amenity for residents and visitors.

Policies

4.2.4.1 Partner with the Penticton Indian Band, the Regional District of the Okanagan-Similkameen, the Province, the Federal Government and the District of Summerland to create, maintain and promote a regional rails-to-trails network on the former KVR rail grade connecting Naramata, Penticton, Summerland and Okanagan Falls.

4.2.4.2 Endeavor to integrate cultural, ecological and recreational opportunities into trail programming.

4.2.4.3 Create a management plan to address erosion and degradation from unregulated use.

4.2.4.4 Explore ways to integrate and promote the KVR trail system with broader regional and national initiatives such as the Great Trail (Trans Canada Trail) and the more recent Trail of the Okanagans Initiative.

4.2.4.5 Connect and improve the elements of the KVR rail grade that currently exist in the city to provide a safe and attractive trail linkage for cycling and walking between the Channel and the Naramata Bench. Prioritize completing the connection between the Okanagan Channel Parkway Trail and Cossar Avenue KVR trailhead through design and the acquisition of land, easements and rights-of-way.

4.2.4.6 Work with the Penticton Indian Band and other parties to assess the feasibility and construction of a pedestrian and cyclist bridge crossing of the Channel on the former KVR rail grade adjacent to Highway 97.



4.2.5 Transit

Goal

Support public transit as a comfortable, affordable, safe and convenient means of local and regional transportation.

Policies

4.2.5.1 Partner with BC Transit to implement the recommendations in the 2015 Transit Future Plan and to ensure future updates to that plan align with City priorities and needs.

4.2.5.2 Encourage land use planning that results in neighbourhoods that can be easily serviced by transit.

4.2.5.3 Explore the feasibility of a Downtown transit hub to provide access to and linkage of multiple local and regional routes, plus shelter from the elements and washrooms. Facilitate its creation if it is shown to have broad benefits.

4.2.5.4 Work with BC Transit to improve the frequency of transit service during peak times and during night time/early mornings to increase ridership.

4.2.5.5 Expand local regional transit network coverage to hillside neighbourhoods like Sendero Canyon and the Upper Wiltse area.

4.2.5.6 Encourage transit use by ensuring that good pedestrian infrastructure exists near bus routes in residential, employment and commercial areas.

4.2.5.7 Work with BC Transit to promote technological advances which improve the experience of using transit, such as AVL (Automatic Vehicle Location) apps that provide real-time reporting on bus locations and schedules, distance to nearby bus stops, and on-demand service. Encourage the posting of bus schedules at all or most bus stops.

4.2.5.8 Develop and/or support partnerships and provide leadership to improve and expand regional transit options, particularly the Penticton-Kelowna route.

4.2.5.9 Work with the Penticton Indian Band and government partners to support innovative transportation solutions that connect communities and regional assets.

4.2.5.10 Work with the School District to ensure routes and schedules meet the needs of students.



4.2.6 Goods Movement

Goal

Support the continued growth and success of a thriving industrial and commercial businesses by ensuring the safe and efficient movement of goods and provision of services in Penticton.

Policies

4.2.6.1 Provide direct and safe connections for goods movements and servicing linking Highway 97 and industrial areas.

4.2.6.2 Ensure truck routes are designed for the safety of truck drivers and other street users, including pedestrians and cyclists.

4.2.6.3 Foster public awareness of the importance of goods movement to businesses and the economy.

4.2.6.4 Work with the Penticton Industrial Development Association and industrial business owners on a strategy to safely and easily accommodate parking of transportation rigs in the Industrial Area during downtimes.

4.2.6.5 Ensure developments in commercial, high-density residential and mixed-use areas are designed with adequate loading zones and access for goods delivery.



4.2.7 Driving

Goal

Ensure that driving is safe for both drivers and other users of the road.

Policies

4.2.7.1 Design streets so as not to encourage speeds beyond the intended speed limit. Where speeding is an on-going concern, consider reducing street widths or employ other design approaches to encourage lower speeds. Refer to and amend the City's Transportation Safety Policy as necessary.

4.2.7.2 Explore implementation of best practice design solutions to create safe and convenient intersections.

4.2.7.3 Work with the RCMP to enforce speed limits, particularly around vulnerable users such as children and seniors.

4.2.7.4 Continue to deploy traffic calming measures around parks, schools and other areas with reduced speed limits, and monitor outcomes to ensure the measures are successful.

4.2.7.5 Develop incentives or regulations to support the installation of electric vehicle charging stations in all new multifamily, commercial and mixed-used developments.

4.2.7.6 Support the expansion of car share opportunities by encouraging their provision in multifamily developments and by allocating dedicated public parking stalls in suitable areas.

4.2.7.7 Create a balanced parking strategy assessing costs and benefits that supports businesses while also encouraging active modes of transportation such as walking, biking and transit.

4.2.7.8 Ensure new residential developments provide an appropriate amount of parking for residents and their guests.

4.2.7.9 Undertake a feasibility study for building and operating a parking structure (parkade) in a strategic location to meet identified demand for secured parking and to potentially free up land currently used for surface parking for other more intensive and active uses.



4.2.8 Airport

Goal

Support the ongoing operation, expansion and service provided by the Penticton Regional Airport as a strategic economic driver and essential business service for Penticton.

Policies

4.2.8.1 Continue to recognize and support the Penticton Regional Airport (YYF) as an important transportation asset for business and residents.

4.2.8.2 Support Federal government investment into Penticton Airport to expand the terminal and airport infrastructure to support airport expansion.

4.2.8.3 Support business and industry expansion in and around airport lands as an economic driver for the region.

4.2.8.4 Work with the City of Penticton's Economic Development team to promote Penticton Airport as a local and regional asset.

4.2.8.5 Encourage the addition and enhancement of flights in an out of Penticton Airport to support the needs and demands of South Okanagan businesses, resident and tourists.



4.3

Economy

Economy Vision

Penticton's economy is diverse and dynamic. Traditional sectors such as tourism, manufacturing and construction have evolved and new ones have emerged. For example, over the last few decades, agriculture has transitioned from largely fruit production and processing to incorporate viticulture (wine making), research and innovation, and education. Remote working, innovative manufacturing and outdoor adventure services have emerged as key components of our economy.

It is recognized that the economy is not static, and the directions presented in this OCP are intended to be broad and adaptable rather than focusing on specific sectors or focused strategies.

The City of Penticton takes an active role in economic development and has partnered with businesses, organizations and agencies to develop a 2018-2022 Strategic Plan for fostering economic vitality. The economic goals and policies outlined in this OCP reflect these directions. These should be regularly reviewed to ensure alignment with changing economic conditions.

Key Facts

16,565 jobs in Penticton (**9%** increase since 2006)

Top Employment Sectors:

- Health and Social Services (**19.3%**)
- Retail Trade (**17.2%**)
- Accommodation and Food Services (**10.9%**)
- Public Administration (**7.1%**)
- Other Services (**7.1%**)
- Manufacturing (**6.7%**)

Top employers:

- Canada Revenue Agency
- City of Penticton
- Interior Health
- Ministry of Environment
- Service BC, Service Canada
- School District No.67

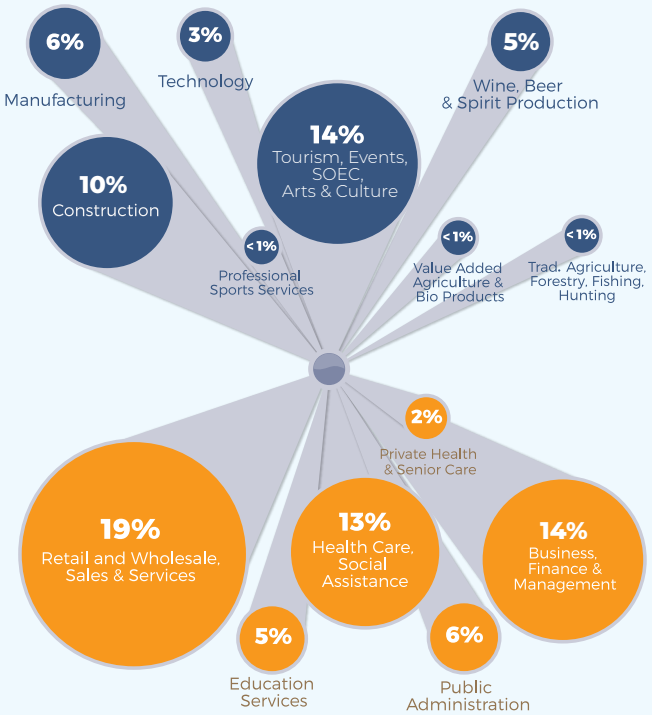
The **2018 Industries Clusters Report** identified:

Clusters for retention and expansion:

- Tourism, Events, SOEC, Arts & Culture
- Wine, Beer, Spirit Production
- Technology
- Manufacturing

Clusters for Attraction:

- Agricultural Technology
- Agricultural Production



✱ Job percentages are an extrapolation from Canada Census 2016 figures.

4.3.1 Strategic Investment Areas

Goal

Focus economic development priorities and infrastructure investment in strategic areas to support existing public infrastructure and assets, and to encourage private investment.

Policies

4.3.1.1 Target civic investment in:

- The **Downtown**, as the heart of the community, to support local small-scale businesses, to increase residential densities, to capitalize on existing investments in infrastructure and services, and to support the development of a small-scale grocery store.
- The **Northern Gateway** to intensify development around the SOEC/Community Centre/Memorial Arena campus and City parkland/beaches, to enhance the entryway to the city and the Downtown, to support the established Lakeshore/ Riverside tourist commercial precinct and to create opportunities for walking and cycling.
- The **industrial area** to support business and job growth, to facilitate intensification and expansion of the industrial land base, and to upgrade infrastructure and services to meet the needs of existing and future industrial operations.
- The **Skaha Lake Road area** to support the development of a higher-density residential node in a high-amenity area, to facilitate development of larger opportunity sites, to provide opportunities for walking and cycling, and to capitalize on existing investments in infrastructure, services and parks.

4.3.2 Employment Lands

Goal

Ensure long-term commitment to maintaining a sufficient and secure commercial and industrial land base.

Policies

4.3.2.1 Encourage high quality commercial development by applying Development Permit Area Guidelines, updating and enforcing regulatory bylaws, and fostering initiatives that improve the quality and infrastructure of commercial areas.

4.3.2.2 Reinforce Downtown as the highest order commercial area in Penticton by allowing a wide range of commercial uses and encouraging continued intensification and growth of commercial activities through land use planning.

4.3.2.3 Encourage intensification of vacant or underused service commercial parcels before designating additional service commercial areas.

4.3.2.4 Discourage incompartible uses in and adjacent to industrial areas to ensure the integrity of a sound industrial land base.

4.3.2.5 Encourage efficient use of the available industrial lands by encouraging industrial densification.

4.3.3 Communication

Goal

Encourage and enhance communication with the goal of increasing awareness about how our economy works.

Policies

4.3.3.1 Foster active communications between the City, business and other community partners through stakeholder engagement, facilitated events, and active outreach.

4.3.3.2 Generate and share data and information relevant to the business community to foster their understanding of pertinent trends and indicators.

4.3.3.3 Market Penticton as a vibrant, forward-thinking city to attract and retain high-quality businesses and skilled residents.

4.3.4 Collaboration to Meet Common Goals

Goal

Recognize the power of alignment and partnerships with local, regional, national and First Nations stakeholders and organizations.

Policies

4.3.4.1 Foster collaborative working relationships with the Penticton Indian Band and regional, provincial and federal agencies and organizations.

4.3.4.2 Support the economic and cultural growth of the Penticton Indian Band.

4.3.4.3 Support and enhance existing partnerships with Okanagan College and UBC Okanagan in recognition of their contribution to the regional economy and as centres of innovation.

4.3.4.4 Work with the Penticton Economic Development Partnership organizations to identify partnership opportunities for the benefit of our community and region.

4.3.5 Business Retention and Expansion

Goal

Create conditions for business to succeed and thrive as long-term contributors to the economy.

Policies

4.3.5.1 Support and leverage priority industry clusters (tourism and events; wine, beer and spirit production; technology; manufacturing; agriculture), and identify new clusters as they emerge, to provide economic benefits including shared knowledge and increased innovation.

4.3.5.2 Support business by fostering an environment that supports and encourages innovation, entrepreneurial thinking and entrepreneurial business.

4.3.5.3 Work with the business community and partners to increase capacity for business succession.

4.3.5.4 Facilitate the alignment of post-secondary programs and business needs.

4.3.6 Business and Labour Attraction

Goal

Bring businesses, investment and labour to Penticton.

Policies

4.3.6.1 Foster an environment that attracts new ventures in priority industry clusters

4.3.6.2 Develop and implement a plan, in partnership with senior governments, to attract and retain businesses and skilled workers that encompasses strategies around communication, education and training, appropriate and affordable housing and childcare, support for remote workers, support for new immigrants, and promotion of regional attractants such as climate and lifestyle.

4.3.6.3 Recognize that business growth is reliant on adequate housing availability, and work to develop policies that encourage housing development as outlined in section 4.1.

4.3.6.4 Ensure zoning regulations provide opportunities for appropriate home-based work and telecommuting by supporting live-work units and flex suites in suitable locations in and around Downtown and employment centres.

4.3.6.5 Encourage the development of high-quality 'class A' office space in attractive high-amenity areas of the city, particularly the Downtown.

4.3.6.6 Support business investment and worker attraction to Penticton by adhering to high-quality urban design standards, mixing compatible land uses, providing parks, trails and amenities, protecting the natural environment, and supporting active transportation to create quality neighbourhoods.

4.3.6.7 Continue to emphasize the importance of the Penticton Regional Airport to Penticton's businesses, visitors and residents.

4.3.7 Creating a Creative, Connected and Innovative City

Goal

Leverage the fundamental benefits offered by data, connected technology, renewable energy and innovation to create meaningful and positive outcomes for Penticton's residents.

Policies

4.3.7.1 Provide accurate and useable data through initiatives and partnerships to empower citizens, inform decision making, and strengthen relationships between residents and public organizations.

4.3.7.2 Encourage and support the use of connected technologies to foster relationships within the community and between the community and the City.

4.3.7.3 Use the notion of creating a "smart city" as a focal point of community engagement and collaboration, and use the outcomes of the process to enhance connections in the community.

4.3.7.4 Support and show leadership in the development of renewable energy projects, and in agricultural and industrial innovation.

4.3.8 Post-Secondary Education

Goal

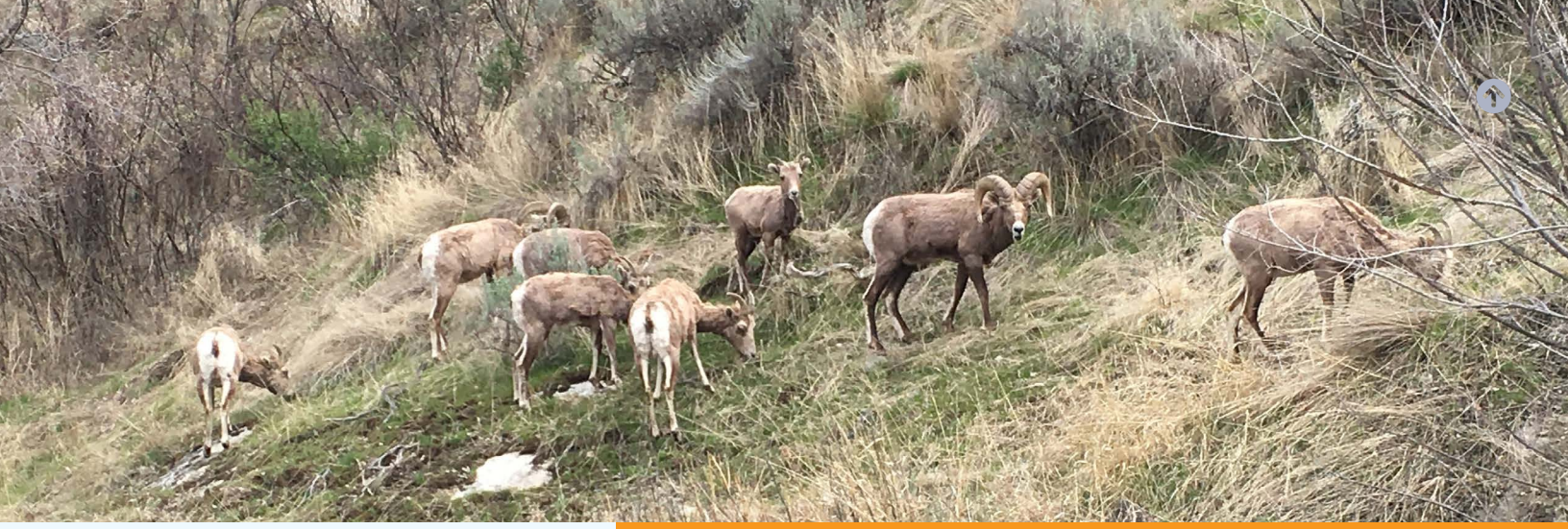
Recognize post-secondary institutions such as Okanagan College and UBC Okanagan as important economic drivers and focal points of innovation.

Policies

4.3.8.1 Support the operation, expansion and promotion of Okanagan College as a key component of Penticton's competitive advantage and as a centre of innovation.

4.3.8.2 Continue to foster collaborative partnerships with UBC Okanagan.

4.3.8.3 Facilitate interaction between identified industry cluster stakeholders and representatives of Okanagan College and other potentially supportive institutions to support initiatives such as a potential Provincial Wine Centre for Excellence in Penticton.



4.4

Environment and Resilience

Environment and Resilience Vision

As Penticton grows, we will protect, preserve and enhance our natural environment through informed land use decisions, best management practices, and energy and waste reduction. Strategies to make Penticton resilient will be implemented in recognition of the impacts of weather and climate-related stresses associated with a changing climate, such as wildfire, flooding and extreme weather events.

Key Facts

The Okanagan is one of three places in Canada identified as having Nationally Significant Biodiversity.

42% of Penticton's land base contains ecosystems ranked high or very high in importance for conservation. **6%** of these highly sensitive ecosystems have been designated as open space or protected as conservation lands through park designation or appropriate zoning.

Penticton is a signatory to the BC Climate Action Charter. The B.C. Climate Action Charter is a voluntary agreement between the B.C. Government, Union of B.C. Municipalities and each local government signatory to take action on climate change. Under the Charter, local government signatories commit to:

- Becoming carbon neutral in their corporate operations
- Measuring and reporting their community's greenhouse gas emissions
- Creating complete, compact, more energy efficient communities

The average person in the Okanagan uses **675 litres of water each day.** This is more than twice as much water than the average Canadian uses (Source: Okanagan Basin Water Board)

The City of Penticton, as a corporation, achieved carbon-neutral status for greenhouse gas reduction initiatives under the Provincial Climate Action Charter in 2016 and 2017.

4.4.1 Resilience to Natural Hazards

Goal

Ensure that Penticton is proactive in anticipating and preparing for increasing risks, exposure and costs associated with wildfire, flooding and geotechnical hazards resulting from a changing climate.

Policies

Wildfire

4.4.1.1 Protect neighbourhoods and agricultural areas in wildfire interface areas, and the city at large, through implementation of wildfire best management practices, such as ecologically-appropriate FireSmart, in new neighbourhood and infrastructure design, building construction and the management of individual properties.

4.4.1.2 Support Penticton's Recognized FireSmart Communities in their annual Recognition Process and encourage the creation of additional FireSmart Communities within and adjacent to the city.

WHAT IS FIRESMART?

FireSmart is a national program designed to reduce interface fire risk to communities. In BC, the FireSmart program is administered by the BC Ministry of Forests, Lands and Natural Resource Operations Wildfire Management Branch.

4.4.1.3 Implement the recommendations in the Penticton Community Wildfire Protection Plan (CWPP), and update the CWPP as necessary.

Flooding

4.4.1.4 Continue to work with the Province to identify, analyze, refine and map the elevation and horizontal extent of the high water marks of a 200-year flood from Okanagan Lake, Skaha Lake, Ellis Creek, Penticton Creek and other minor creeks, and provide information on building requirements pertaining to flood construction levels.

4.4.1.5 Amend and update relevant City bylaws (Zoning Bylaw, Building Bylaw, Subdivision and Development Bylaw, etc.) to outline requirements for development around lakes, creeks and areas with high water tables.

4.4.1.6 Minimize exposure to future flood damage by avoiding or minimizing development in the floodplain and in areas affected by groundwater, developing these lands for less-sensitive uses (e.g., parks and greenspace) or, when development cannot be avoided, implementing flood mitigation measures.

4.4.1.7 Mitigate the impacts of potential flooding on buildings and properties in the floodplain area and affected by groundwater through design and site grading prior to construction.

Geotechnical Hazard

4.4.1.8 Update the City's geotechnical hazard mapping by 2021 to direct development in silt bluff and steep slope areas.

4.4.2 Protect and Enhance of Natural Areas

Goal

Preserve, protect, restore, and enhance the city's natural environment and biodiversity.

Policies

4.4.2.1 Identify environmentally sensitive areas and riparian areas, and protect them through application of the Environmental and Riparian Development Permit Guidelines.

4.4.2.2 Identify, preserve, protect, connect, restore and enhance wildlife corridors through land use designations, zoning and covenants.

4.4.2.3 Identify and designate lands such as the Oxbows and Silt bluffs for conservation-oriented parks and protected areas.

4.4.2.4 Recognize the value of urban trees to store carbon, reduce water run-off, buffer windstorms and mitigate summer heating impacts.

4.4.2.5 Create and implement an Urban Forest Strategy to identify and monitor the percentage of vegetation and canopy cover, and to develop direction on strategies to maintain and increase canopy cover and vegetation densities, as well as to regulate the removal of existing trees.

4.4.3 Greenhouse Gas (GHG) Emissions

Goal

Actively monitor GHG emissions and meet or exceed city-wide and corporate (City of Penticton) GHG reduction targets in the City's Climate Action Plans.

Policies

4.4.3.1 Continue to achieve and maintain carbon neutrality in City of Penticton corporate operations.

4.4.3.2 Update the 2011 City of Penticton ***Corporate Climate Action Plan*** and ***Community Climate Action Plan*** by 2020, and implement their recommendations.

4.4.3.3 Undertake a Community Energy and Emissions Inventory (CEEI) by 2020 to identify and monitor city-wide emissions from transportation, buildings, and solid waste, so as to better understand our carbon footprint as a community.

4.4.4 Energy Use Reduction and Sustainable Energy Production

Goal

Promote and support energy reduction practices and support local renewable energy production.

Policies

4.4.4.1 Encourage energy reduction in new buildings and renovation through adoption and active implementation of the BC Energy Step Code (Building Code), promotion of new technology and energy-efficient building retrofits.

4.4.4.2 Explore incentives, such as fee reductions and bonus density, to encourage development at the highest levels of the BC Energy Step Code.

4.4.4.3 Lead by example through the implementation of energy-saving measures and green building innovation in the development and renovation of City facilities.

4.4.4.4 Encourage the development of compact, mixed-use neighbourhoods, where appropriate, and support transit use, walking, cycling, car sharing and low-emission vehicles.

4.4.4.5 Explore and support initiatives to produce renewable energy, such as photovoltaic/solar (solar gardens, large and small-scale installations), heat exchange, geothermal, and district energy systems.

4.4.5 Water Management

Goal

Protect, preserve, restore and enhance our valuable water resources.

Policies

4.4.5.1 Promote a sustainable approach to water management by reducing water waste and encouraging water use efficiency, and work with industry/agriculture partners (e.g., the viticulture sector) to implement best practices.

4.4.5.2 Encourage water reduction strategies in new development, such as low-water landscaping (e.g., xeriscaping), “gray water” re-use and efficient plumbing.

4.4.5.3 Implement stormwater best management practices such as absorbent landscapes, infiltration swales, filtering and oil separation, rain gardens and pervious paving to minimize runoff and increase on-site retention and infiltration.

4.4.5.4 Continue to implement the Penticton Creek and Ellis Creek Masterplans to mitigate flooding and to restore habitat.

4.4.5.5 Evaluate and investigate the need for increased water storage capacity to meet the joint challenges of population growth and climate change.

4.4.6 Waste Reduction and Organics Diversion

Goal

Divert recyclables and organics from the landfill, reduce waste and energy use, protect the environment, and extend the life of our landfill.

Policies

4.4.6.1 Work with the Regional District to create and implement a Solid Waste Management Plan (SWMP) to reduce the amount of solid waste requiring disposal.

4.4.6.2 Implement an organics and food waste diversion program to reduce landfill dependence and generate by-products such as compost, natural gas and biofuels.

4.4.6.3 Investigate the feasibility of new technology that achieves benefits from the waste stream, such as waste-to-energy production.

4.4.6.4 Continue to support evolving recycling best practices and to divert any recyclable material from landfills.

4.4.6.5 Assess the feasibility of collecting and recycling industrial, commercial, and institutional (ICI) recyclable materials.



4.5

Agriculture and Food Systems

Agriculture and Food Systems Vision

Agriculture has always been central to Penticton's identity and economy, and although it has evolved in many ways, it is still a part of our character and landscape. Agriculture and agricultural innovation will be supported and agricultural lands protected through this plan. We will take a holistic approach by planning for our local food system, which encompasses the production, processing, distribution, consumption and disposal of food. Urban agriculture activities will also be supported and encouraged throughout the city, which not only provide food, but also creates education opportunities around the value of growing what we eat locally.

Key Facts

18% of land area in city limits is in the Agricultural Land Reserve (843 hectares)

44 wineries in Penticton (there were 12 in 2005)

Okanagan College and the Summerland Research and Development Centre are centres of agricultural innovation

80 vendors at the Penticton Farmer's Market (which has been running every year since 1991)

4.5.1 Support, Protect and Enhance Agriculture

Goal

Support, protect and enhance agriculture as a central component of Penticton's economy, character and identity.

Policies

4.5.1.1 Update the 2005 ***Penticton Agriculture Plan*** to reflect the priorities in this OCP, our evolving agricultural economy, adaptation strategies relating to climate change and extreme weather events, consideration of ecological and cultural values, and input from a diverse range of agricultural stakeholders.

4.5.1.2 Work with the Agricultural Land Commission (ALC) to ensure that agricultural activities remain the primary use on lands within the Agricultural Land Reserve (ALR) and encourage active farming use of those lands. Proposed compatible non-farm uses and non-soil-based agriculture should be comprehensively reviewed to ensure there are NO negative impacts on agricultural viability and operations.

4.5.1.3 Support, and partner where appropriate, on strategies that facilitate an increased use of farmland for agriculture and food production.

4.5.1.4 Discourage subdivision of agricultural lands. In most cases, City utilities and services will not be provided to these lands to discourage development of non agricultural uses, and growth will be directed towards more-central and well-serviced infill areas.

4.5.1.5 Consider establishing buffers including distance setbacks, landscape buffers and fencing requirements to minimize conflicts between agricultural and other land uses (e.g., residential or commercial).

4.5.1.6 Provide continued support for outdoor markets, Community Supported Agriculture (CSAs), buy-local campaigns, and farm-gate sales to support local and regional food producers and to promote Penticton's agricultural identity and economy

4.5.1.7 Explore the feasibility of establishing a year-round market facility to support local growers, improve access to local food and promote our agricultural sector.

4.5.1.8 Support the creation of a BC Wine Centre of Excellence in Penticton.

4.5.1.9 Support and showcase agriculture (including viticulture) research and best practices and use relevant findings to inform decisions.

4.5.1.10 Further develop Penticton's role as a hub for the South Okanagan wine region and fruit production through support and promotion of educational and research initiatives, innovation and intra-regional partnerships.

4.5.2 Food System

Goal

Create and Implement a Local Food System Strategy.

Policies

4.5.2.1 Create and implement a comprehensive Local Food System Strategy that reflects the core community values established in Penticton's Official Community Plan. The Strategy should address the growing, harvesting, processing, packaging, transporting, marketing, consuming, and disposing of food.

4.5.2.2 Work collaboratively with the Syilx (Okanagan) Nation, Interior Health, School District 67, agricultural associations and relevant community groups and non-profits to enhance capacity for food system sustainability.

4.5.2.3 Partner with community organizations on awareness and education campaigns that increase support for the local food system, such as local food procurement campaigns and regional composting.

4.5.2.4 Increase access to healthy and affordable food retail and services within all neighbourhoods through land use planning, and through connections created by active transportation networks and public transit.

4.5.2.5 Encourage the development of a full-service grocery store in the Downtown.

4.5.2.6 Strengthen community-scale food system supports, such as community kitchens, and community and school gardens.

4.5.3 Urban Agriculture

Goal

Expand food production in urban and suburban areas of Penticton.

Policies

4.5.3.1 Review zoning and other relevant regulations and use existing land and infrastructure, where appropriate, to increase local food access and production.

4.5.3.2 Integrate urban agriculture opportunities into multi-family, mixed-use and commercial developments, available rights-of-way, boulevards, and civic facilities. These can include community gardens, intensive small-plot farming, edible landscaping, orchards, bee-keeping, pollinator gardens and rooftop gardens.

4.5.3.3 Encourage and facilitate urban agriculture on vacant and under utilized lots throughout the city through lease agreements and in-kind supports to produce food, create vibrant places and build community.

4.5.3.4 Partner with the School District and community organizations on projects that provide education around the growing, processing and distribution of local food.

4.5.3.5 Incorporate appropriate native edible landscaping into public lands, parks and private developments.



4.6

Arts, Culture and Heritage

Arts, Culture and Heritage Vision

Arts, culture and heritage will be celebrated as a way to build community, enhance our identity and support our economy. Tangible expressions of First Nations culture and heritage will be supported and honoured. Arts and culture will be recognized as an important part of Penticton's identity, and supported through initiatives involving public art, festivals and events, and creating synergies among our vibrant arts and cultural facilities. History and heritage have deep value in creating a sense of place and belonging. Our built and natural history can be protected and enhanced through maintaining and expanding our Heritage Register and implementing form and character design guidelines for new development.

4.6.1 First Nations

Goal

Respect, honour and promote expressions of Syilx/Okanagan First Nations culture and heritage in Penticton.

Policies

4.6.1.1 Partner with the Penticton Indian Band to support and promote Syilx/Okanagan First Nations culture and heritage in Penticton.

4.6.1.2 Create a more visible Indigenous presence in the city through public art, signage and place-naming, and recognition that Penticton lies within the traditional territory of the Syilx/Okanagan people.

4.6.1.3 Foster collaboration on cultural initiatives between Indigenous and non-Indigenous artists and cultural organizations.

4.6.1.4 Partner with the Penticton Indian Band Development Corporation on mutually-beneficial economic, social and cultural development initiatives.

4.6.2 Arts and Culture Presence

Goal

Enhance the city's cultural image through arts facilities, events, festivals, public art and heritage protection.

Policies

4.6.2.1 Explore Development of an Arts and Culture Facility Strategy aimed at creating connections, leveraging opportunities and supporting long-term financial sustainability of Penticton's unique array of diverse facilities and venues, and identifying new opportunities and partnerships.

4.6.2.2 Continue to support community-based arts and culture organizations through City grants and incentives.

4.6.2.3 Recognize the value of the creative sector as a catalyst of economic development which attracts new residents, businesses and tourists.

4.6.2.4 Utilize artistic and creative processes and activities to engage citizens, especially youth, in community development and visioning efforts.

4.6.3 Public Art

Goal

Expand public art reflecting the city's history, culture and natural environment in prominent public spaces, new development, existing neighbourhoods and along the waterfront and trails.

Policies

4.6.3.1 Identify a stable funding source to foster a sustainable and vibrant public art program including selecting, commissioning, acquiring, installing and maintaining public art pieces.

4.6.3.2 Work with the City's arts-related Advisory Committee to identify suitable locations for public art installations.

4.6.3.3 Explore and evaluate options for public art in new developments early in the design process to create a broad range of possibilities.

4.6.3.4 Use public art as a catalyst for placemaking and a means of wayfinding.

4.6.4 Festivals & Events

Goal

Support, promote and create festivals and events celebrating arts & culture, music, recreation & sport, and local food and drink.

Policies

4.6.4.1 Conceive of and implement a wide range of arts, cultural and recreational activities, celebrations, events and festivals that engage and are enjoyed by residents and visitors.

4.6.4.2 Continue to encourage festivals throughout the year to maintain cultural and civic vibrancy beyond the summer months.

4.6.4.3 Promote and support local volunteer networks who work on exhibitions, festivals, sports events and community cultural projects.

4.6.5 Heritage

Goal

Recognize the value of history and heritage to create a sense of place and belonging for residents, and an incentive to visit for those from elsewhere.

Policies

4.6.5.1 Expand the Heritage Register to include First Nations sites and places, and more modern landmarks, including examples of mid-century modern architecture.

4.6.5.2 Engage the City's heritage-related Advisory Committee to identify criteria to evaluate sites and buildings to be considered for the Heritage Register.

4.6.5.3 Expand interpretive signage in historic parts of the city and along trails to inform and educate users about the natural environment, the Syilx/Okanagan presence, and Penticton's history.

4.6.5.4 Identify and protect trees that are significant due to their age, uniqueness or history by creating and maintaining an inventory of Penticton's heritage trees.

4.6.6 Character Areas

Goal

Recognize and protect the unique character of Penticton's historic Downtown (especially Main Street and Front Street) and character neighbourhoods as these areas change and evolve.

Policies

4.6.6.1 Ensure new developments and renovations integrate with existing neighbourhood character through the Downtown, Intensive Residential, and Multifamily Development Permit Area Guidelines (see OCP chapter 5 Development Permit Area Guidelines).

4.6.6.2 Explore the designation of identified character neighbourhoods as Heritage Conservation Areas, pursuant to Section 614(1) of the Local Government Act, to guide the form and character of new development and major renovations to ensure they are respectful of the historic character. Apply this designation in areas of strong support for the initiative from residents and landowners.



4.7

Parks and Recreation

Parks and Recreation Vision

Penticton's parks are highly valued for their environmental, health, social and economic benefits, and they are a defining component of our city's character. Recreation in many ways defines us as well, as we are an active population, taking advantage of our developed parks, natural areas, beaches and recreational facilities.

Direction and guidance in this area are provided by the *Parks and Recreation Master Plan*, approved in 2018.

The key themes defining the directions in the Master Plan are: the protection of park land in perpetuity, ensuring that park and recreation amenities meet the needs of residents as our community grows, and financial responsibility to taxpayers and the City.

THE PARKS AND RECREATION MASTER PLAN VISION:

Penticton is a place to stay forever because we cherish our exceptional natural setting between two lakes.

We will continue to invest in accessible and equitable parks and recreation facilities for the well-being of all our citizens.

Our city will remain the destination of choice for those who appreciate the opportunities that our Okanagan home provides.

The parks and recreation goals and policies in the OCP reflect the values and priorities identified in the Master Plan process. While policy direction is provided through the OCP, specific directions and implementation details are provided in the Parks and Recreation Master Plan and through park-specific management plans.



Key Facts

67 park or open space sites

16 sport fields

7 playgrounds

6 public beaches

25km of trails and walkways

Indoor Recreation Facilities: Community Centre (pool, gym, child minding, meeting space), SOEC, Memorial Arena, McLaren Arena, Penticton Curling Rink, Adidas SportsPlex, Seniors Drop-in Centre, YES Youth Centre

4.7.1 Park Land, Natural Areas and Trails

Goal

Provide, protect, and enhance public parks, natural areas and trails in Penticton.

Policies

4.7.1.1 Adhere to the Parks and Recreation Master Plan minimum active park land ratio (2.5 hectares of active park land required per 1,000 population) to serve the existing and future population, through dedicated use of City land and strategic land acquisition as required.

4.7.1.2 Increase the supply of neighbourhood parks to provide additional adequate park land and community gathering places as our population grows and our city densifies.

4.7.1.3 Protect parks as public assets through implementation and adherence to key City bylaws and policies, and particularly to the Park Dedication Bylaw, Zoning Bylaw and Park Land Protection & Use Policy.

4.7.1.4 Apply the Parks and Recreation Master Plan Park Design Guidelines in the design of new and upgraded parks, which include elements such as "universal design," provision of shade trees, sports facilities, rainwater management, public art and urban agriculture where appropriate.

WHAT IS UNIVERSAL DESIGN?

Universal Design is the design of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

4.7.1.5 Inventory natural areas and establish designated nature-oriented parks within city limits, and prepare management plans to guide their protection, use, restoration, enhancement and management.

4.7.1.6 Create a network of interconnected trails – for pedestrians and cyclists - throughout the City, connecting the lakes, schools, parks, and recreational facilities, and coordinate with neighbouring jurisdictions to build on the regional trail network, including the River Channel Parkway.

4.7.1.7 Protect beaches and provide for a variety of appropriate, safe and sensitive water and beach-oriented outdoor recreation opportunities through planning, engagement, targeted capital investment and sustainable management practices.

4.7.2 Park Design, Management, Operations and Programming

Goal

To ensue parks and recreational facilities meet community needs, and are designed and operated responsibly, safely and consistent with sustainability principles.

Policies

4.7.2.1 Provide a system of diverse parks and recreational spaces and places that are comfortable, safe, accessible and attractive, with social spaces (benches, gathering places) as well as recreation amenities.

4.7.2.2 Ensure that parks and recreational facilities are designed, maintained and managed using environmentally-sustainable practices.

4.7.2.3 Manage the use of parks and recreation facilities so that residents and visiting users feel safe, secure and satisfied with the quality of their experience.

4.7.3 Recreation

Goal

Provide opportunities for indoor and outdoor recreation that meet community needs, are consistent with the environmental quality objectives for our parks and natural areas, and which support appropriate tourism opportunities and their related economic benefits.

Policies

4.7.3.1 Plan for, design and invest in upgrades and improvements to parks such as appropriate natural areas, open spaces, landscaping, playgrounds, active recreation facilities, washrooms, spray parks and urban agriculture opportunities to provide and/or improve the recreational experience and opportunities for community gathering, using the priorities identified in the Parks and Recreation Master Plan.

4.7.3.2 Engage in long-term facilities development and related capital planning, including land acquisition, and explore funding and development partnerships to ensure long-term availability of required indoor recreational facilities such as ice surfaces, dry-land surfaces, tennis courts and curling centres.



Chapter 5

Development Permit Area Guidelines



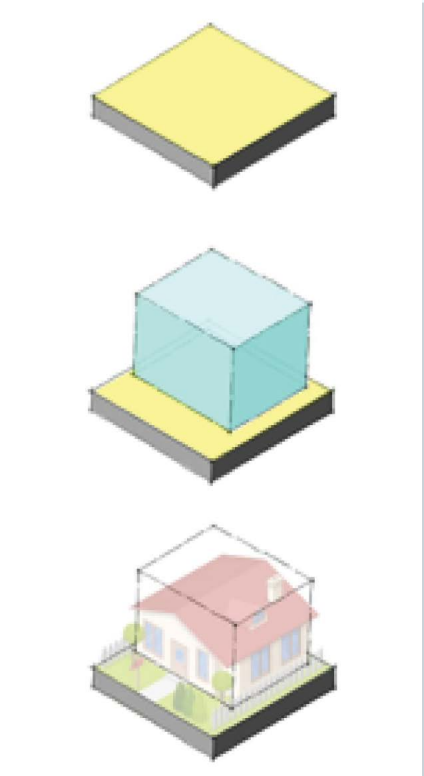
5.1

Development Permit Area Guidelines

5.1.1 Development Permit Area Guidelines Policy Context

DPA Guidelines ensure that development is sensitive to its context, provides broader benefits, and minimizes negative impacts. The Guidelines apply to forms of development with greater impact or to the development of more sensitive lands. For example, to higher-density residential development, infill development in existing residential areas, and development in or near natural areas and in the hillsides. Much of the city is not subject to DPA Guidelines: single-family areas (with the exception of those in environmentally sensitive, hillside and riparian areas, and carriage houses and small lot development), civic and institutional uses and industrial areas.

- **Land Use Designations** established in this OCP guide growth through the designation of future land use and infrastructure servicing policies as a means to articulate community vision and anticipates anticipated long-term needs.
- **Zoning** is contained in the Zoning Bylaw and regulates the specifics of scale and type of development (e.g., "**how big is the box?**"), including: permitted uses, building heights and setbacks.
- **Development Permit Area** (DPA) guidelines help manage the form and character of commercial and intensive/ multifamily residential development, and maintain quality standards as a condition of Development Permit approval. Additionally, DPAs guide development in terms of hillside, environmentally-sensitive and riparian areas.



5.1.2 Application Of Development Permits

All development in the Development Permit Areas defined in this section of the Official Community Plan requires an application for a Development Permit. The application will be evaluated in respect to compliance with the respective Guidelines. While some Development Permit Areas apply citywide, others are for specific areas and maps have been provided for reference (Maps 3-6).

5.1.3 Exemptions

Pursuant to Part 14, Section 488(4) of the Local Government Act, issuance of a Development Permit is **not** required for the following:

- Routine building repairs and/or maintenance including "like for like" replacement of roofing, siding, windows and/or doors
- Internal renovations that do not affect the external appearance of a building or increase the floor area
- Building Code and safety requirements (e.g., fire exits, ramps, etc.)
- Works authorized by a Temporary Use Permit
- Single Family Dwellings with the exception of Intensive Residential DPA small lot development (see 5.3.1) and in Environmental (Section 5.5.2) and Riparian DPAs (Section 5.5.3)
- Additional exemptions for specific DPAs are provided in their respective Exemptions sections below.

5.1.4 Variances

Setbacks, Height and Public Amenity Variances

The following variances to zoning standards may be considered as a component of a Development Permit Application subject to Section 490(1)(a) of the Local Government Act, provided that the resultant built form of the proposed building is consistent with the General OCP Development Permit Area Guidelines and the overall intent of the Zoning Bylaw:

1. Minor variances to setbacks may be considered to:
   a.) retain existing mature trees
   b.) accommodate desirable architectural criteria, such as porches, balconies, projecting design features, awnings, and canopies, provided that the building face still meets required setbacks.
2. Minor variances to the maximum permitted height of a building of approximately 2 meters may be considered to accommodate a landmark architectural feature on corner sites, provided it is consistent with the General Guidelines.
3. Minor variances to at-grade amenity area requirements may be considered, provided the variance does not reduce at-grade amenity space to less than 10% of total amenity area or reduce the total amenity area, and that it is visible from the public realm / building's sidewalk.
4. Minor variances to impermeable surface requirements provided other means of managing stormwater are incorporated into the design.
5. Minor variances to signage where signs are incorporated into building design and meet general objectives.

Parking Variances

The following variances to parking standards may be considered as a component of a Development Permit Application subject to Section 490(1)(a) of the Local Government Act:

1. Variance to reduce the required number of commercial parking spaces to zero.
2. Variance to reduce the required number of residential parking spaces for intensive residential, multi-unit residential development, and/or the residential portion of mixed used developments to one space/dwelling unit.

provided that:

1. The development is within 400 meters of a transit stop;
2. The development includes design elements intended to encourage alternative transportation, such as secure bike or scooter parking, or employee shower facilities (in the case of commercial developments); and
3. The variance will not reduce the number of required parking spaces for persons with disabilities.

Landscape Variances

The following variances to landscaping standards may be considered as a component of a Development Permit Application subject to Section 490(1)(a) of the Local Government Act:

1. Variances to landscape buffer requirements may be considered in cases where the proposed building locations make establishment of a buffer difficult or impossible or where trees will not thrive. In cases where the buffer is reduced, compensatory planting elsewhere on site or in the adjacent public realm is required.
2. Variances to retaining wall height in cases where appropriate terracing and planting are incorporated to reduce massing.

5.1.5 How To Use These Guidelines

Multiple Guidelines

There are areas of the city where multiple Development Permit Areas will overlap, which case all overlapping guidelines apply. Refer to the Development Permit Area descriptions and maps – (Maps 3-6) to determine relevant DPA guidelines.

Accordingly, the overall structure of the Guidelines is organized into:

- General Guidelines that apply to all DPAs;
- Use-specific Guidelines that apply to specific land uses and/or groups of related uses (Intensive Residential, Multifamily Residential, Commercial and Mixed Use) as further defined in the DPA Guidelines, Future Land Use Plan section (see Chapter 3) and in zoning.
- Area-specific Guidelines that apply to specific land areas (Downtown, Hillside, Riparian, and Environmental)

Within the General, Use-specific and Area-specific Guidelines, the content is organized in the following way:

1. **Designation** pursuant to Part 14, Section 488.1 of the Local Government Act and including:
   a.) protection of the natural environment, its ecosystems and biological diversity;
   b.) protection of development from hazardous conditions;
   c.) protection of farming;
   d.) revitalization of an area in which a commercial use is permitted;
   e.) establishment of objectives for the form and character of intensive residential development;
   f.) in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
   g.) establishment of objectives to promote energy conservation;
   h.) establishment of objectives to promote water conservation;
   i.) establishment of objectives to promote the reduction of greenhouse gas emissions.

2. **Justification** – the rationale for incorporating this set of guidelines.
3. **Intent and Objectives** of the Guidelines which identify what the guidelines intend to achieve, including specific definition/clarification of the justification(s) as noted above.
4. The **Area** to which the guidelines apply, with reference to land use, zoning or a map indicating specific geography.
5. **Exemptions**, which apply in addition to the general exemptions identified in Section 5.1.3.
6. In the case of **Form and Character Guidelines**, guidelines specifically related to:
   a.) Site Planning and Context to consider building siting and adjacencies
   b.) Architecture to consider building form and character
   c.) Landscape Architecture to consider landscape design and function
   d.) Special Considerations to include sustainability measures and/or other site/context-specific guidelines.

Language of Guidelines

The specific level of requirement of individual guidelines is determined by the following words:

- "**Shall**" or "**must**" and/or the use of the adjective "**required**" means that the definition and/or guideline is an absolute requirement.
- "**Shall not**" or "**must not**" and/or the use of the adjective "**prohibited**" means that the definition and/or guideline is absolutely prohibited.
- "**Should**" and/or the use of the adjectives "**recommended**" and/or "**encouraged**" reflects a strong positive preference of the Guidelines. In particular circumstances, there may exist valid reasons to not apply a particular Guideline, but any approval will require demonstration that an alternative solution is consistent with the overall intent of the Guideline, in the opinion of the Director of Development Services.
- "**Should not**" and/or the use of the adjectives "**not recommended**" and/or "**discouraged**" reflects a strong negative preference of the Guidelines. In particular circumstances there may exist valid reasons to apply an alternate solution, but which will require demonstration that the alternative is meet the intent of the Guideline, in the opinion of the Director of Development Services.
- "**May**" and/or use of the term "**optional**" means that the Guideline is discretionary.



5.2

General Guidelines

5.2.1 A Framework For Design

What do Design Guidelines do?

Design Guidelines help manage the form and character of neighbourhoods. In support of the goals and objectives of the OCP, the guidelines are intended to:

- identify, reflect and strengthen Penticton's best qualities, and;
- direct the "look & feel" of future development.

Design Guidelines address built form and character and consider site planning, building architecture, landscape architecture and other special conditions (e.g., lighting, public art, signage, etc).

5.2.2 General Guidelines

The following General Design Guidelines apply to all development requiring a Development Permit:

Site Planning

Designing in Context

Contextual designs feel better because they 'fit.' In light of Penticton's complex and unique landscape, views and urban patterns, it is important that designs reflect this character. Guidelines address site conditions and context, including: sensitivity to on-site features (e.g., terrain and sun angle), adjacencies (e.g., street interface and existing uses), potential impacts (e.g., overlook and shading) and other related opportunities (e.g., energy conservation).

G1. Prior to site design, analysis shall be undertaken to identify significant on-site and off-site opportunities and constraints, including built and natural elements (e.g., structures, slopes and drainage, significant landscape features, etc.)

G2. Applications shall include a comprehensive site plan – considering adjacent context for building and landscape architectural design and neighbourhood character analysis – to demonstrate that the development is sensitive to and integrated within its context and surrounding uses and neighbours.

- All site / landscape plans should incorporate the boulevard.

G3. Private and semi-private open spaces should be designed to optimize solar access (see *Figure G3*).

G4. Views through to the mountains and the lakes should be carefully considered and incorporated into the design of new development.

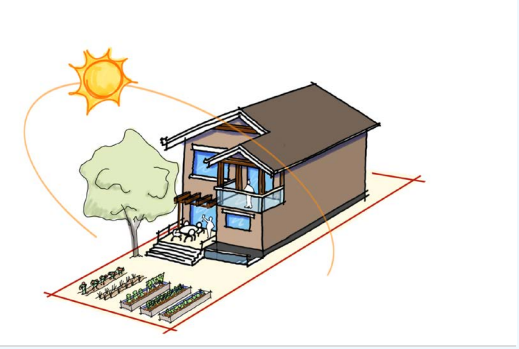


Figure 5-1 - G3

Framing Space

In consideration of Penticton's relatively low-scale urban form, future intensification and development should explore how buildings actively frame space(s) as a means to expand and enhance the public realm. The following guidelines aim to promote positive interactions with particular care and attention to transitions between private and public spaces.

G5. Siting of buildings should support strong street definition by minimizing front yard setbacks while sensitively transitioning to neighbouring building setbacks.

G6. Building placement and orientation should respect significant public water, mountain and ridgeline views.

G7. All designs shall consider Crime Prevention Through Environmental Design (CPTED) principles and balance the reduction of crime and nuisance opportunities with other objectives to maximize the enjoyment of the built environment.

G8. Secondary buildings should create comfortable and social, semi-public and semi-private spaces within interior courtyards and/or side-yards.

Prioritizing Pedestrians

A high-quality pedestrian environment is a central quality of any welcoming neighbourhood. Penticton is fortunate to have an extensive neighbourhood street network that links distinct areas in a reasonable walking distance. The following guidelines aim to optimize the quality and connectivity of pedestrian infrastructure and reduce conflict between pedestrians and vehicles.

G9. Pedestrian connectivity to adjacent properties is encouraged. With the exception of private yards, open spaces shall be designed for public access and connectivity to adjacent public areas (and publicly-accessible private spaces).

G10. Development of larger parcels should provide pedestrian connections to adjacent public areas and create an effective street-fronting block scale of 60m-190m.

G11. Barrier-free pedestrian walkways to primary building entrances must be provided from municipal sidewalks, parking areas, storage, garbage and amenity areas.

G12. Where feasible, indicate pedestrian ways with continuity of paving treatments/paving materials.

G13. Entry to ground-level residential units should be no more than 1.8m (6.0 ft.) above the grade of adjacent public sidewalks and walkways (see *Figure G14*).

G14. The outdoor space of a residential unit should be raised no more than 1.2m (3.9 ft.) above adjacent public sidewalks and a "front stair" pedestrian connection shall be provided (see *Figure 5-2*).

G15. Fencing facing an active public realm should be lowered and transparent or semi-transparent.

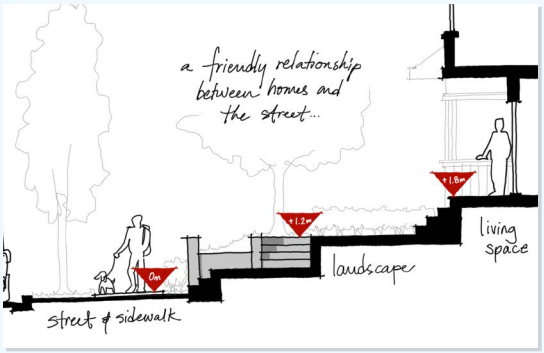


Figure 5-2: G13, G14

Cars and Parking

The following guidelines are intended to reduce the impacts of automobile infrastructure – including access and parking – and to further support a high quality pedestrian realm. (see *Figure 5-3 and Figure 5.4*)

G16. Site and building access must prioritize pedestrian movement, minimize conflict between various modes of transportation and optimize use of space:

- Off-street parking and servicing access should be provided from the rear lane (where one exists) to free the street for uninterrupted pedestrian circulation and boulevard landscaping (see *Figure 5-4*).
- Where possible, shared automobile accesses should be considered to optimize land use, and to reduce impermeable surface coverage and sidewalk crossings.

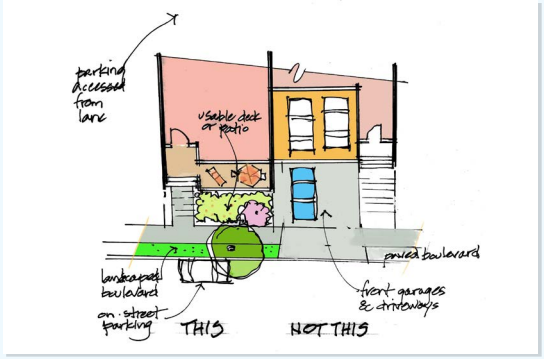


Figure 5.3



Figure 5-4: G16

G17. On-site parking location and design should minimize visual impact and provide safe connections for pedestrians:
- Parking between the front of buildings and the street is not permitted.
- Parking should be located at the rear of buildings/sites.
- Shared parking (where varying uses have parking demands that peak at different times of the day) is encouraged to reduce parking requirements.
- Outdoor surface parking areas should incorporate pathways that provide safe, accessible and comfortable pedestrian connections to entries/destinations.

G18. Attached parking structures, their access and associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize visual impact to the public realm.

G19. All multifamily developments should accommodate sustainable modes of transportation through:
- Provision of bike parking and/or safe storage of alternative transportation/ mobility equipment (bikes, mobility scooters, etc.).
- Provision of electric vehicle charging stations.
- Internal circulation and/or upgrades to adjacent rights-of-way to accommodate alternative transportation (e.g., multi-use pathways, separated bike lanes, etc.).

Architecture

Design for Our Climate

In response to Penticton's semi-arid climate, design buildings and landscape architecture that reflect a love for indoor/outdoor living resulting from low annual rainfall and hot summer temperatures.

G20. Designs should respond to Penticton's setting and climate through use of:
- passive solar strategies;
- optimized placement of windows to maximize natural light;
- energy-efficient building design;
- passive solar principles;
- landscape design and plantings that provide cooling through shade in summer months;
- selecting roof materials to minimize heat loading and increase reflectivity.; and,
- strategies for cross-ventilation.

Friendly Faces, Friendly Neighbours (Orientation & Massing)

Massing (the three-dimensional form) and articulation (how the parts fit together) of architecture are tools that can reduce the apparent size of large buildings and help ensure the sensitive transition to adjacent buildings and open spaces. It can also provide visual interest for pedestrians. New development should consider the scale of its neighbours and avoid abrupt transitions in height and massing between adjacent buildings.

G21. Orientation of buildings should face public spaces (e.g., street and lane) with a preference for ground-oriented types (e.g., a front door for everyone or every business).

G22. Massing of larger buildings should be composed of multiple volumes to reduce visual impact on the pedestrian realm.

G23. Articulation of building mass should include horizontal (minor) setbacks and stepbacks (along upper storeys) to provide visual interest and enrich the pedestrian experience. Balconies and/or cantilevered upper floors may be considered as a means to breaking up massing while promoting overlook and/or weather protection.

G24. Street-facing units should utilize a layering of elements – including but not limited to street-facing entries, stairs, stoops, porches, patios and landscape elements – to create transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkway, ramp, stair), semi-private (e.g., stoop, balcony) and private areas.

G25. Where appropriate, stepped massing should be utilized to transition and improve the relationship between developments of differing scale. In areas where there is an OCP Land Use Designation change, adjacent building heights should not be greater than one-and-a-half storeys higher than existing adjacent development with additional storeys terraced back with a minimum stepback of 3.0 metres. (see *Figure 5-6*).

G26. Building designs should minimize impacts on the privacy of adjacent dwellings, including private open spaces.

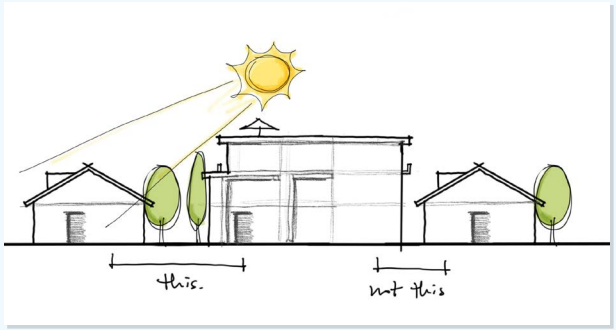


Figure 5-5

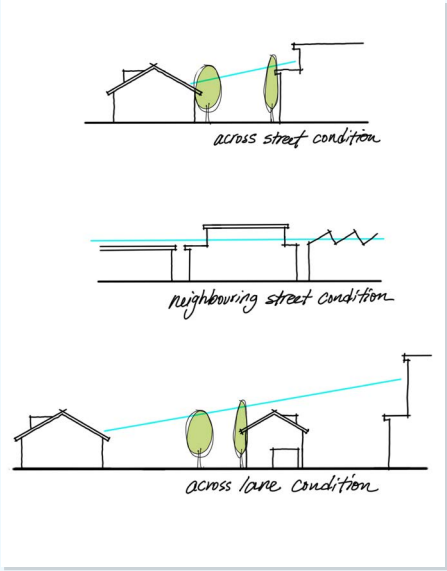


Figure 5-6: G25

Eyes on the Street

Create active and safe shared spaces through orientation of primary building entrances, windows, porches/ balconies to the public realm, sidewalks and other shared open spaces.

G27. Development should activate the public realm (e.g., sidewalks) and shared open spaces by placing active uses at street-level.

G28. Entries should be visible and clearly identifiable from the fronting public street.

G29. Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas (see *Figure 5-7*).

G30. Extensive blank walls (over 5m in length, and including retaining walls) along the street should be avoided.

G31. Provide screening (e.g., varied materials/textures, murals, greenwalls or vines) on solid walls that exist as a function of an internal program (e.g., for privacy, merchandising, etc.).



Figure 5.7: G29

Landscape Architecture

Design with Nature

Landscape design must reflect Penticton's natural environment. Further, local climate and landscape requires that designs are considerate of extreme temperatures, low annual rainfall and erodible soils.

G32. Stream and Riparian Protection (see Riparian DPA section)

- Sites adjacent to creeks, lakes and wetlands should retain or enhance fish and/or riparian habitat, through:
  - » Retention, enhancement and restoration of trees and shrubs that shade streams and stabilize soil, with a preference for native species;
  - » Management of post-development total yearly flow, magnitude (in individual events), and duration to mimic pre-development conditions; and,
  - » Management/restriction of access to protect stream banks and meet Riparian Area Regulations (RAR)

G33. Water Conservation and Plant Maintenance: Xeriscaping, Irrigation & Mulching

- Employ xeriscaping principles (see Glossary) in landscape design that reduce the need for supplemental water from irrigation.
- Employ strategies such as stormwater management reuse (including rain gardens and water reclamation) to minimize impact on infrastructure and the use of potable water.
- Encourage landscaping using native drought-tolerant plant species rather than water-hungry varieties.
- All trees and vegetated landscaping should be irrigated using a sub-surface irrigation system, programmed to maximize efficient water use (e.g., drip irrigation).
- Where appropriate, increased depth of top soil is recommended as a means to retain water and ensure more drought-tolerant landscapes.
- Trees should be planted to provide shading for shrubs and grasses and south and west faces of buildings.
- Where appropriate, mulching may further reduce irrigation demand by retaining soil moisture.

Enhance the Urban Forest

Urban forests are recognized for the economic, social, and environmental benefits they provide. In addition to considerations for form & character, enhancement of Penticton's urban forest will support health and well-being for all.

G34. Tree retention

- New development should retain, where possible, existing mature and native trees and protect their root systems;
- Pre- and post-development tree surveys are required must be undertaken.

G35. Tree planting

- Where space permits, landscaped areas, boulevards and setback areas adjacent to streets should be planted with trees with appropriate soil volumes to ensure longevity.
- All areas with planted trees must be irrigated
- All development fronting a public street shall plant a landscaped area fronting the public road with regularly spaced street trees no further than 10 metres apart, and at least 2.5 meters tall at the time of planting.
- The planting of additional trees is strongly encouraged, particularly if existing trees cannot be preserved, in order to maintain and expand the urban forest canopy.

Functional Use of Landscapes

Designs should be prepared by a professional with experience in the planning, design and implementation of high-quality landscapes designs.

G36. Habitat: designs should provide for and/or enhance habitat value (e.g., birds, pollinators, etc.) through the use of selected plant material (food & nutrients) and/or structural/grading improvements (e.g., hibernacula, pools, etc.).

G37. Stormwater management: mitigate impacts of runoff by diverting stormwater to infiltration galleries or other appropriate green infrastructure.

G38. Screening & Buffering

- Where appropriate (and in consideration of FireSmart principles and native ecosystems), screen walls and/or landscape buffers (e.g., berms, shrub beds, hedges and/or trees) should be used to manage transitions and/or conflict between incompatible uses (e.g., industrial uses and/or parking);
- Buffer design should complement neighbourhood character and landscape setting (refer to "**Materials Selection – Hardscapes and Softscapes**")
- Notwithstanding the screening regulations in the Zoning Bylaw , landscape buffers should be utilized to reduce the visual impact of service areas and surface parking, including:
  - » Planting between internal collectors (not used for direct access to parking stalls) and aisles that provide direct access to parking stalls;
  - » Planting at the end of aisles;
  - » Planting between each block of 4 parking spaces; and,
  - » Planting around utility kiosks, containers and/or dumpsters.

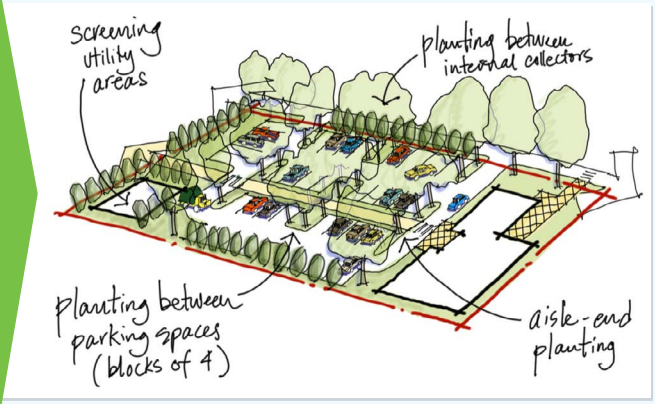


Figure 5-8: G38

G39. Defining the Public- and Private Realms

- Clearly signaled transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkways, ramp, stair), semi-private (e.g., stoop, balcony) and private (e.g., entry) realms shall be clearly defined to enhance both the privacy of residences and the pedestrian experience, and may include:
  - » Landscape terracing (e.g., grading, retaining);
  - » Structures (e.g., fences, pergolas, trellises),
  - » Planting (e.g., low hedges) and/or
  - » Changes in surfacing materials.

G40. Energy

- Landscape designs should support shading strategies (passive cooling) with deciduous plantings that allow increased solar gain in winter months;
- Landscape designs should accommodate windbreaks (perpendicular to the direction of winter prevailing winds) to reduce heat loss in winter.

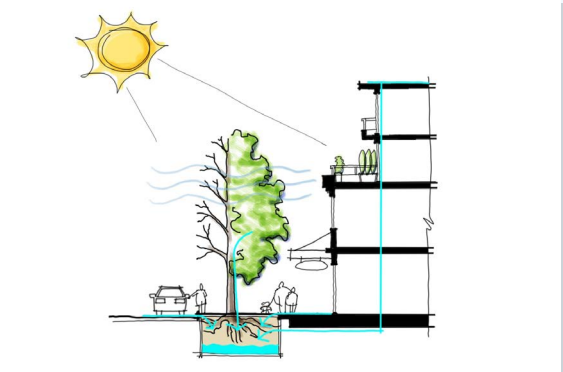


Figure 5-9: G40

Materials Selection – Softscapes & Hardscapes

The material and quality of landscapes – in public and private spaces - play an important role in defining the character of Penticton. Material selection (plants and construction materials), high quality landscape design and materials will enhance landscape performance, visual character and aesthetic quality while reinforcing a positive, green image of Penticton.

G41. Softscapes

- Plant materials (size) and planting densities should be designed to meet and exceed the British Columbia Landscape and Nursery Association (BCLNA) Standards;
- Landscape designs should consider opportunities for seasonal interest (e.g., colourful foliage and/or flowering at various times of the year).
- Structural diversity in plant palette composition – including combinations of groundcovers, shrubs of various heights and trees – is encouraged.
- Landscape design shall consider aesthetic qualities, plant suitability and soil volumes to ensure "right plant, right place" and to maximize growth to maturity of plants and trees.
- Plant selection should emphasize local/native plants and/or similarly hardy/well-adapted plants to Penticton's desert climate.
- Invasive species are prohibited.
- Synthetic turf is prohibited.

G42. Hardscapes

- Material selection should reflect an extension of overall functional design and should emphasize local, natural, climate appropriate materials.
- Landscape construction should prioritize robust, durable and easily-maintained materials.
- Retaining walls should use natural-looking textures and natural colours.
- Colours should complement Penticton's natural setting and associated palette.
- Minimize the use of impervious surfaces and/or incorporate rainwater management strategies where surface runoff is captured.
- Where feasible, minimize the use of low albedo (heat-absorbing) surfacing materials to reduce heat island effect (i.e., use lighter-coloured, more reflective materials).

Special Considerations

Corner Lots

Corner lots are often the focal point of any streetscape, and should:

G43. Address both fronting streets in a pedestrian-friendly way, preferably with pedestrian entrances and/or windows on both facades;

G44. Support wayfinding by framing views (or open space) and/or utilizing landmark architectural elements (if appropriate);

G45. Utilize corner entrances, angled facades at intersections, and stepped designs in areas of higher pedestrian traffic and commercial uses. Where open space is proposed for a corner lot, amenities like seating, drinking fountains, and garbage receptacles should be incorporated into open space designs.

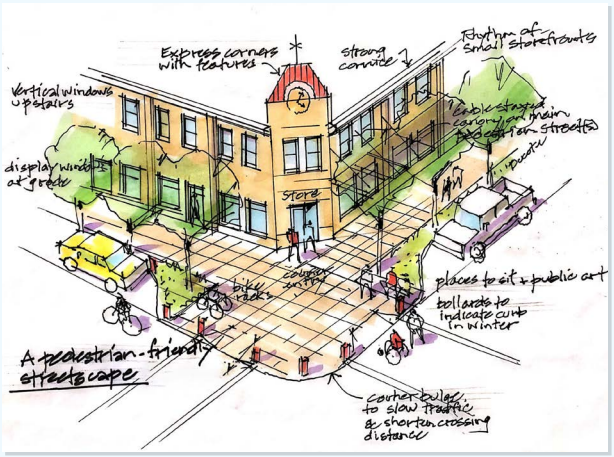


Figure 5-10: G45

Public Art

Public art provides opportunity to celebrate public space and create a sense of place.

G46. Opportunities for the inclusion of public art should be explored in public and semi-public open spaces, especially plazas.

G47. Historical references should be carefully and collaboratively chosen.

Lighting

Lighting is essential to wayfinding and safety at night. Equally important is the scale, intensity, quality, location and direction of lighting.

G48. Lighting shall be provided for all building entrances, walkways, driveways, parking areas and loading areas and should be sufficient to provide clear orientation, personal safety and site security, including allowing for overlook from adjacent buildings.

- The scale and intensity of lighting should be adapted to its setting and application:
- Lighting design shall prioritize pedestrian-scaled lighting while ensuring vehicular access and parking is sufficiently lit for safe maneuvering;
- Light fixtures should utilize “cut-off” (zero intensity at or above an angle of 90°) luminaries to minimize glare;
- Warmer light sources (<4000k) are strongly encouraged.

G49. Minimize light pollution through the use of full cut-off lighting, avoiding light reflectance, and directing lighting downwards. Exceptions may be made for signage and architectural lighting (e.g., enhancing special features or aesthetic qualities).

G50. Avoid lighting that illuminates streams, wetlands, lakes and other natural areas.

G51. Avoid negative light impacts on neighbours.

Signage

G52. Signage should complement overall form and character as an extension of associated building and landscape designs.

G53. All signage shall comply to the City of Penticton’s Sign Bylaw, (which regulates the number, size, type, form, appearance and location of signs).

Utilities, Mechanical Services and Servicing

As essential components of the city's built infrastructure, these elements must be intentionally integrated in the overall design to mitigate impacts on form and character.

G54. Mechanical/Utility cabinets and transformer pads (units) shall be located at the rear of the property, behind the building.

G55. Where this is unachievable, units may be located at the edge of the front yard and must be incorporated into landscaped areas and screened from the street.

G56. Units shall not obstruct private views onto public space that might otherwise provide safety through passive surveillance.

G57. Units shall not be installed in in riparian setbacks (SPEA) and Environmental Protection areas

Waste Management

Notwithstanding the screening regulations in the Zoning Bylaw, management of garbage and recycling must be integrated in the overall design to mitigate impacts to form and character.

G58. Garbage/recycling areas and other similar structures should be located out of public view in areas that mitigate noise impacts and which do not conflict with pedestrian traffic,

G59. Garbage and recycling bins should be contained within screened enclosures that are coordinated with the overall design.

G60. Clear access to refuse/recycling areas must be provided.

Fences

Notwithstanding the fencing regulations in the Zoning Bylaw, fencing design should provide a level of privacy to the development but not present an unfriendly solid wall to the public street.

G61. Fencing located along a street edge should be low and/or not create a solid barrier (i.e. it should be visually transparent).

G62. Fencing along the street edge should be supplemented with low profile landscape plantings.

G63. All plans should show intended fencing.

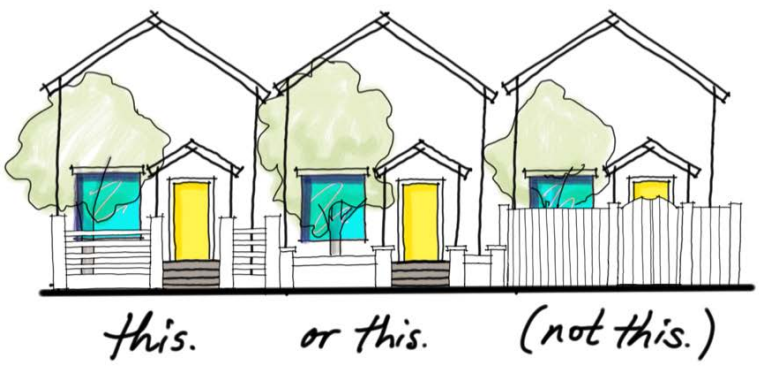


Figure 5-11: G63



5.3 Use-Specific Guidelines

In addition to the General Guidelines in Section 5.2, the following Guidelines regulate form and character for developments defined by specific uses.

There are three use-specific guideline categories:

- Intensive Residential Development Permit Area Guidelines
- Multifamily Residential Development Permit Area Guidelines
- Commercial / Mixed-Use Development Permit Area Guidelines

The two types of residential development, although similar in use, are distinguished by differences in scale, which has implications for form and character.

Commercial & Mixed-Use guidelines address the form and character of buildings and streetscapes along commercial frontages.

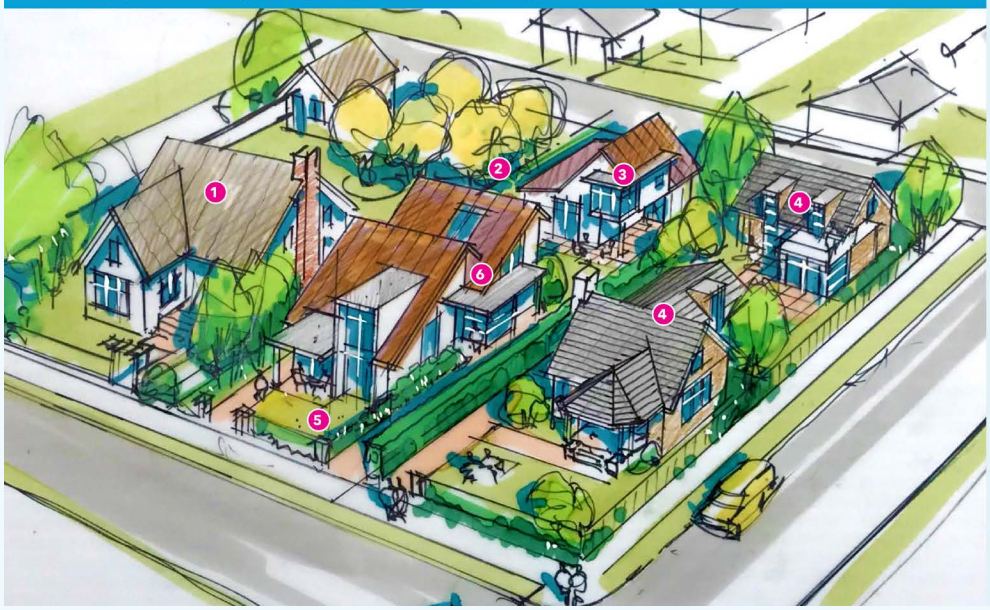
5.3.1 Intensive Residential Development Permit Area

Intensive Residential includes single detached houses with a carriage house, small lot residential development and duplexes.

5.3.1.1 Designation

The Intensive Residential Development Permit Area establishes objectives for the form and character of intensive residential development pursuant to Section 488.1(1)(e) of the Local Government Act.

ILLUSTRATION OF STRATEGIES



1. Existing home unchanged
2. New infill: 3 units with back to back duplex and laneway house
3. Use compatible and appropriate materials
4. Existing residence retained with new addition and laneway carriage house
5. Respect outdoor and yard setbacks
6. Respect roof forms and massing of adjacent homes

Figure 5-12

5.3.1.2 Justification

Intensive Residential is located in lower-density residential neighbourhoods, primarily in areas serviced with lanes, close to neighbourhood-scale amenities (services, parks) and where gentle densification is most appropriate.

Guidelines will outline strategies for access to sunlight, respecting the privacy of existing residents, and transitioning scale of buildings and density with an emphasis on neighbourliness.

5.3.1.3 Intent

Specifically related to “infill” residential development within established neighbourhoods, the intent of the Intensive Residential Guidelines is to manage form and character that strengthens livability, neighbourliness, and visual interest.

5.3.1.4 Objectives

New development should recognize and respect local scale and patterns of development with the following objectives:

1. Introduce new housing that fits with and relates to its context.
2. Accommodate diverse and eclectic form and scale while ensuring a clear hierarchy of primary and secondary buildings on a site
3. Ensure transition of scale with smaller forms to protect privacy and "right to light" (sun exposure for livability)
4. Ensure "friendly faces" along residential frontages and secondary edges (where applicable) with comfortable relationship to the street.

5.3.1.2 Area

For the purpose of this DPA, an Intensive Residential Development Permit is required prior to issuing of a Building Permit for any of the following:

- property proposing a carriage house
- property currently zoned for, or will become zoned for, a duplex (RD zones)
- property containing an existing single-family dwelling that is being converted into a two-family dwelling (duplex)
- small-lot residential development, which includes the following:
  - a lot with an overall area of less than 4,200 square feet (390m²)
  - a single-family lot with less than 10m in lot frontage
  - a lot that has an overall area of less than 5,000 square feet (464m²) and that proposes a single-family dwelling with secondary suite

Where the Intensive Residential Development Permit Area overlaps with other DPAs, all applicable guidelines will be considered.

5.3.1.6 Exemptions

A Development Permit will not be required for the exemptions as indicated in Section 5.1.2 EXEMPTIONS, plus:

- minor exterior alterations to carriage houses and small lot residential development that do not require a Building Permit .
- minor exterior alterations that do not require a Building Permit where the footprint of the building is not increased by more than 10 percent of the existing footprint.

5.3.1.7 Intensive Residential Guidelines

In addition to the following Intensive Residential Guidelines, Development Permit Applications must also adhere to the General Guidelines (Section 5.2.2).

Site Planning

Designing in Context

Recognizing the intent to maintain single family character, new buildings should respect existing scales of development. In addition to the zoning's siting regulations (e.g., minimum setbacks), the placement of new buildings should consider the context of adjacent homes and the transition between existing and new development.

IR1. Building siting

- Front and rear yard setbacks should relate to those of existing neighbouring buildings. (see Figure 5-13).
- The primary building's front setback should be no greater than 6.0m so that homes engage with the street.

IR2. Intensive residential (infill) development should offer a diversity of housing to support objectives related to affordability and ageing in place.

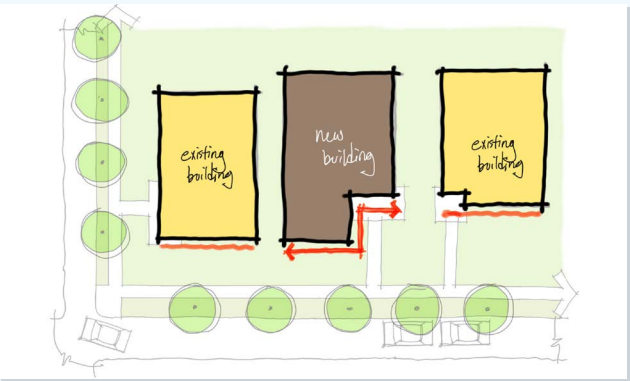


Figure 5-13: IR1

Special Considerations

Accessory Dwellings and Accessory Buildings : Carriage Houses, Garages, and Sheds

As cities grow, they need to balance densification with existing neighbourhood character. Allowing carriage homes is one of the more sensitive densification strategies for single family neighbourhoods, and Penticton is fortunate to have a gridded network of streets and lanes in many places that can potentially support them. The following guidelines direct development of both accessory dwellings (carriage houses) and buildings (non-dwellings – garages, sheds, etc.)

IR3. General Guidelines apply to accessory dwellings and buildings.

IR4. Scale – accessory buildings (garages, storage sheds, covered patios/decks, greenhouses) and accessory dwelling units (carriage houses) shall be modest in scale:

- Floor area and Coverage – Accessory dwellings and buildings shall be no more than 60% of the floor area of the principal building and no more than 15% coverage of the lot
- Height – detached covered accessory dwellings and structures must not exceed the height of the principle building.
- Fit – accessory buildings and dwellings should follow considerations for site and neighbourhood character fit:
- Frontages – buildings that face the lane or side street should address them in a positive way. This should include windows and doors facing the lane, planters, trellises and planted strips.
- Style – exterior finish and trim should visually match the primary structure.
- Roof pitch - should be the same as the predominant roof pitch of the primary structure.

Carriage Houses

In addition to being a sensitive infill strategy, carriage houses provide more housing choice, as well as rental units for a variety of users such as aging family members, adult children, caregivers. The following guidelines to ensure fit of additional dwellings in existing neighbourhoods.

IR5. Designing in Context: Appropriate Locations

- Carriage houses should only be built on sites serviced by lanes or on large lots where impact on neighbours is negligible.
- Construction of carriage house or repurposing of existing buildings as carriage houses in SPEAs (Streamside Protection and Enhancement Areas) and environmental protection areas is prohibited.

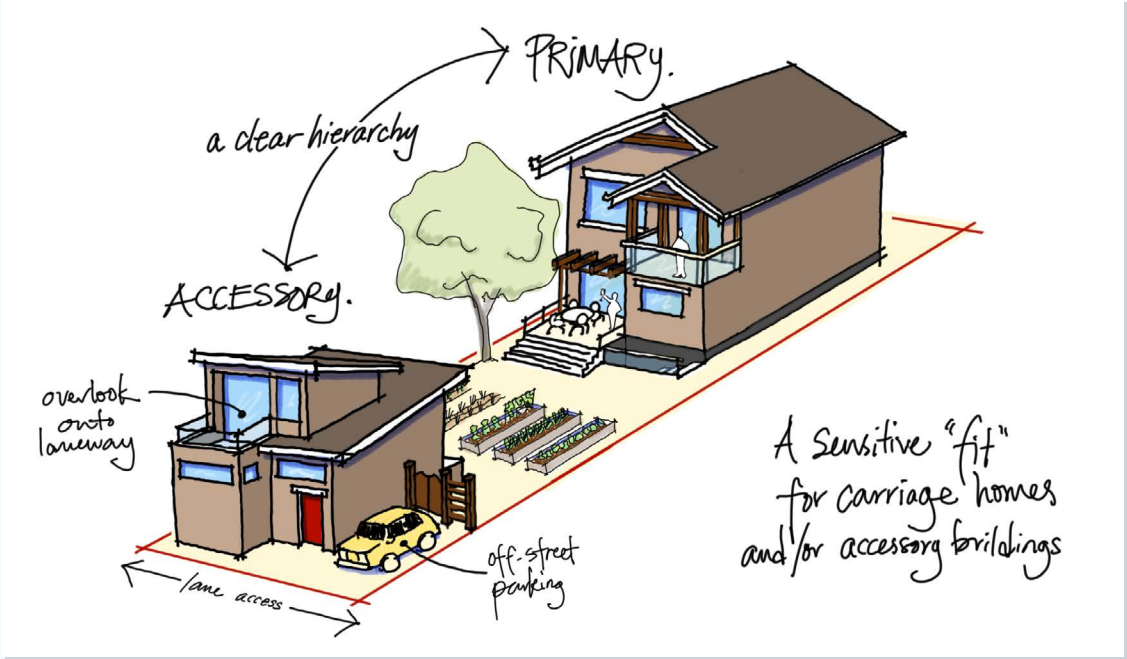


Figure 5-14: IR6

IR6. Friendly Faces, Friendly Neighbours | managing height and size

- Carriage homes shall not dominate the site. One-storey carriage houses (12-15ft) are encouraged to limit impact on neighbours. Where carriage houses are more than one storey tall the second floor is restricted to 60% of the footprint of the carriage house.

IR7. Limiting Overlook

- Upper floor balconies must overlook the lane (or street if on a corner lot). Ground floor outdoor spaces may open onto the site's shared yard space
- Limit upper level sideyard and garden facing windows and/or design them to increase privacy and reduce overlook on neighbouring properties, particularly homes where windows into private uses such as bedrooms may exist. If the distance to a neighbouring dwelling is less than 1.5m, transparent windows are not permitted

IR8. Parking

- One additional off-street parking space shall be provided per carriage house. The parking space may be:
  - » integrated in ground floor (and counted toward the carriage house's footprint / floor area) or
  - » a carport so long as it is architecturally integrated with the carriage house or
  - » off-street surface lot

5.3.2 Multifamily Residential Development Permit Area

Multifamily Residential includes a wide range of higher-density housing forms, including multiplexes, row-houses, townhouses, low-rise apartments, and high-rise apartments.

5.3.2.1 Designation

The Multifamily Residential Development Permit Area establishes objectives for the form and character of commercial, industrial or multifamily development pursuant to Section 488.1(1)(f) of the Local Government Act.

ILLUSTRATION OF STRATEGIES



1. Prominent entrances and/or lobbies
2. Stepped roofs help transition scale and provide outdoor amenity spaces for residents
3. Design of facades to feature local materials creates visual interest and helps break up the appearance of large, monolithic forms.
4. "Faced" with townhomes, apartments better engage the street and activate the sidewalk with front doors and patios.
5. Landscape design helps transition between public and private spaces on the ground level with plant material and low walls.

Figure 5-15

5.3.2.2 Justification

Certain neighbourhoods and areas along prominent corridors and around the Downtown have been designated for multifamily development to accommodate the demand for housing choice, increased affordability and living close to amenities and services. The Multifamily DPA Guidelines ensure successful integration of this housing into their neighbourhoods.

5.3.2.3 Intent

Guidelines for multifamily housing are a means to enhance neighbourhoods and create sensitive transitions in scale and density by addressing issues such as privacy, landscape retention and neighbourliness.

5.3.2.4 Objectives

New development should recognize and respect local scale and patterns of development with the following objectives:

1. Ensure social spaces and support for active living (through provision of amenity spaces and indoor-outdoor relationships)
2. Avoid shadow/shading impacts to public parks and priority pedestrian realm
3. Encourage high quality materials and design.

5.3.2.5 Area

The Multifamily Residential Development Permit Area applies to all multifamily development within the city for properties currently zoned for multifamily residential (RM zones and containing multifamily residential uses. This includes multiplexes, cluster housing, rowhouses, townhouses and apartments. Where the Multifamily Development Permit Area overlaps with other DPAs, all applicable guidelines will be considered.

5.3.2.6 Exemptions

A Development Permit will not be required for the exemptions as indicated in Section 5.1.2 EXEMPTIONS, plus:

- internal renovations
- external renovations that do not affect the form and character of the building or site (to be determined by the Development Services Department)
- subdivisions where no building is being proposed

5.3.2.7 Multifamily Residential Guidelines

Notwithstanding the following Multifamily Guidelines, Development Permit Applications must also adhere to the General Guidelines (Section 5.2.2).

Site Planning

Framing Space

An multifamily residential buildings require thoughtful planning around design of shared spaces and provision of public amenity space. Penticton's climate and seasonal variations provide opportunities for year-round outdoor activity for residents.

MF1. All multifamily developments should incorporate community amenity spaces that provide opportunity for recreation and play and address the needs of all age groups likely to reside within the development.

MF2. In an effort to promote community and social sustainability, multifamily developments should exhibit a preference for courtyard forms with views into them from ground-oriented ground floor units.

MF3. Amenity spaces should incorporate vegetation for the purposes of active and passive recreation and/or visual interest, and incorporate safe play areas in interior courtyards.



Figure 5-16: MF2

Parking

Access to visitor parking should be visible and accessible, and should provide amenties such as EV (electric vehicle) charging stations.

MF4. Visitor parking should be:

- in public view,
- easily accessible near the main entry to the site, and
- clearly indicated by pavement markings and/or signs

MF5. Electric vehicle charging stations should be provided in larger developments

Architecture

Attractive Entries

To accommodate pedestrians and provide public amenity:

MF6. Entrances to apartment lobbies should be connected to adjacent sidewalks and provide seating, as well as clear pedestrian-oriented signage. Public art is also encouraged.

Special Considerations

Tall Buildings

In the context of Penticton's relatively-modest urban scale, tall buildings over six storeys (often known as towers) are landmarks within the city. As a result, they require more careful design consideration so as to mitigate negative impacts (including shadowing and/or obstructing views) in accordance with the following guidelines:

MF7. Minimize shadowing on adjacent parks, public and private open spaces and priority pedestrian facilities.

MF8. Pay special attention to preserving or enhancing public views by:

- providing public places with significant views that are visible and accessible from adjacent streets and sidewalks;
- minimizing impacts on adjacent public streets and open spaces by:
  - » maintaining public, and – where feasible – existing private views (outlooks to the lakes and hillsides), and
  - » reducing perceived building bulk, e.g., by shaping towers so they read as 'point' towers rather than 'slab' towers.

MF9. To increase their attractiveness, taller buildings should demonstrate:

- high-quality cohesive design of form, materials and colour.

MF10. To create a positive street presence and contribution to the public realm:

- Tall buildings will be designed with podiums of ground-oriented residential or commercial uses at grade and point towers above. This will provide continuous frontage along the street and ensure active uses at the ground level.
- Building masses of podiums should be substantially broken up at least every 48m (160 ft.) to vary the spatial experience for a passer-by every 30 seconds at normal walking speed.

MF11. In cases where there are multiple tall buildings in one area, a minimum distance of 9m (29.5 ft) between them is required to permit open amenity space uses. Allow for the future development of a tower on an adjacent site (if appropriate) by providing a sufficient setback from an interior property line to address separation between towers.

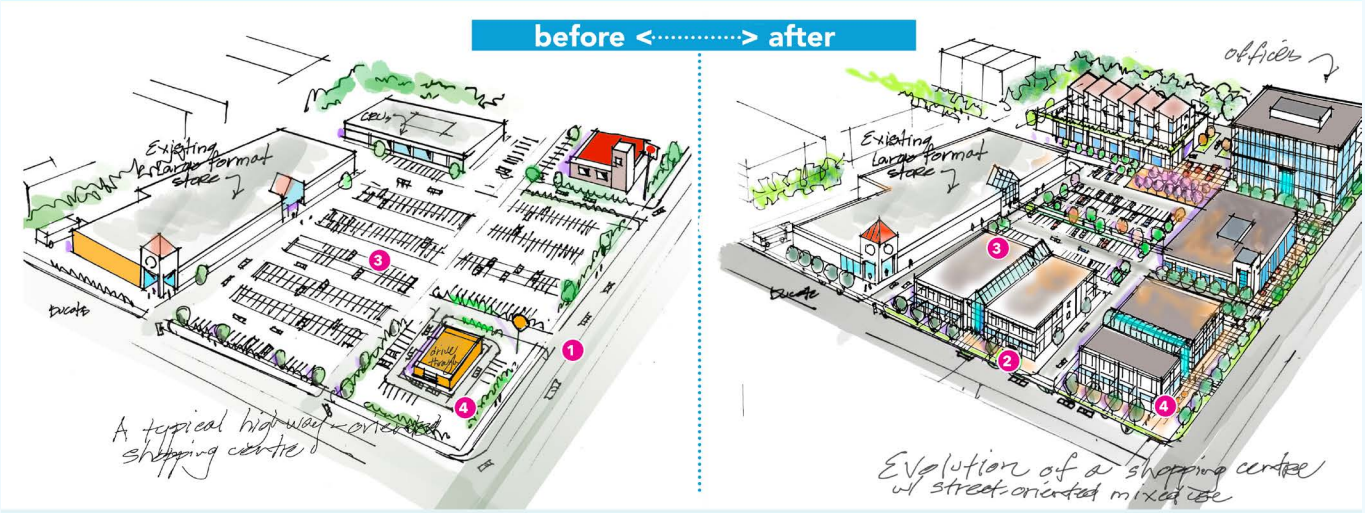
5.3.3 Commercial & Mixed-Use Development Permit Area

Commercial use refers to buildings used for commercial purposes only, while mixed-use buildings typically accommodate retail on the ground floor with office and/or residential above.

5.3.3.1 Designation

The Commercial & Mixed Use Development Permit Area is designated for the establishment of objectives for the form and character of commercial, industrial or multifamily development pursuant to Section 488.1(1)(f) of the Local Government Act.

ILLUSTRATION OF STRATEGIES



1. establish building forms, site planning principles and landscape standards appropriate to quality urban spaces thus avoiding the appearance that characterizes some 'strip plaza' type development
2. enhace streetscapes defined by street-fronting, attractive buildings and landscaping
3. transition extensive areas of surface parking
4. provide a comfortable and safe environment for pedestrians as well as vehicular traffic

Figure 5-17

5.3.3.2 Justification

Car-oriented commercial areas are common in parts of Penticton. The visual quality of these areas is important as an essential component of the image residents have of their own city. Further, given the importance of tourist commercial activity, it is important to ensure a high standard for the appearance and pedestrian orientation of these areas. Finally, as Penticton grows, these areas represent an opportunity to accommodate additional commercial services and residential uses within already developed areas of the city.

5.3.3.3 Intent

To encourage a wide range of developments that can support both commercial-only use and mixed-use (e.g., retail, office, residential) preserving affordable forms of commercial development and allowing for people to move into higher-density, higher-amenity neighbourhoods. These guidelines recognize established large-format retail and encourage retrofitting strategies to enhance walkability and liveability.

5.3.3.4 Objectives

New development should recognize and respect local scale and patterns of development with the following objectives:

1. Produce streetscapes defined by attractive buildings and landscaping
2. Transition extensive areas of surface parking to more pedestrian friendly and amenity-rich neighbourhood commercial
3. Provide an attractive, comfortable, safe environment for pedestrians as well as vehicular traffic
4. Establish building forms, site planning principles and landscape standards appropriate to quality urban spaces thus avoiding the appearance that characterizes some 'strip plaza' type development
5. Reflect multi-family residential design guidelines for mixed-use residential development

5.3.3.5 Area

The Commercial Development Permit Area applies to all commercial development within the city for properties currently zoned, or that will become zoned, for commercial (C and CT zones) and containing commercial uses.

Where the Commercial Development Permit Area overlaps with other DPAs, all applicable guidelines will be considered.

5.3.3.6 Exemptions

A Development Permit will not be required for the exemptions as indicated in Section 5.1.3 EXEMPTIONS, plus:

- internal renovations
- external renovations that do not require a Building Permit and do not affect the form and character of the building or site (to be determined by Development Services Department)
- subdivisions
- additions or renovations that are not visible from the public realm

5.3.3.7 Commercial & Mixed Use Guidelines

Notwithstanding the following Commercial & Mixed-Use Guidelines, Development Permit Applications must also adhere to the General Guidelines (Section 5.2.2).

Site Planning

Framing Space

Commercial and Mixed-Use building siting should create an active and attractive street.

CM1. Retail building frontages:

- shall meet the sidewalk at grade;
- are encouraged to be built to the property line so that a continuous commercial street frontage is maintained;
- may be set back at a maximum of 4.0m from the property line to allow for an active outdoor use such as a courtyard or patio, or to respond to a building setback from an adjacent property, where necessary (see *Figure 5-18*).
- may feature outdoor displays and patios provided a minimum 2.0m wide clear pedestrian zone within the public sidewalk is maintained.



Figure 5-18: CM1

CM2. Plazas

Outdoor eating areas and street-side plazas are encouraged and should:

- be located adjacent and connected to a public sidewalk and at centres of activity, such as transit exchanges, intersections of important streets and retail streets, thus providing a focal point for these areas.
- be framed by buildings on a minimum of two sides to create well defined edges. The buildings should have active uses facing the plaza such as shop entrances, food/beverage, or recreation/community.
- account for user comfort in their design by incorporating:
  - » protection from wind and excessive sun through appropriate siting and use of suitable plants and landscape structures (e.g., layered plantings, screen walls / trellises etc.).
  - » comfortable and functional furnishings such as lighting, seating, trash receptacles and restrooms in high-traffic locations.

CM3. Mixed-use developments require thoughtful consideration to create synergies in mix and placement of uses.

- Mixed-use buildings should be designed with compatible uses, with more public uses (e.g., retail, commercial) on the ground floors fronting high pedestrian traffic areas and more private uses (e.g., residential, office) on upper floors or along quieter streets.
- Mixed-use developments should be ground-oriented and should address, activate and, where setbacks allow, expand the public realm.
- Mixed-use developments require additional consideration for resident amenity spaces within and/or adjacent to buildings (see *Figure 5-20*).

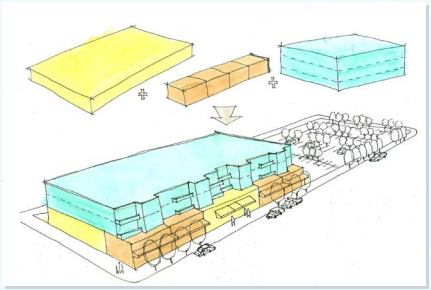


Figure 5-19: CM3



Figure 5-20

Parking

Design to minimize the visual impact of parking.

CM4. Locate parking areas to the rear or interior of a site rather than between the street and building.

CM5. Support a "Park Once" approach by locating and connecting parking to the greater pedestrian network.

CM6. Provide off-street parking access from secondary streets if lane access is not possible.

Architecture

Friendly Faces (Massing & Articulation)

Large-Format Retail / car-oriented commercial buildings should maintain a sense of pedestrian friendliness and visual interest (see the Illustration of Strategies)

CM7. Small Frontages: retail bays shall be no wider than 15 metres in order to create or maintain a fine-grained pattern of shops. A maximum spacing of 10 metres for entrances is desired along the key pedestrian-oriented high streets.

- A larger retailer may combine bays internally; however, the external bay articulation should be maintained (see *Figure 5-21*).

CM8. Building Projections: building projections that do not incorporate living space (e.g., roof overhangs, cornices and entry features) may encroach up to 1.25 metres into street right of way, provided that they are no less than 2.75 metres above the sidewalk.



Figure 5-21

Commercial Frontages

Commercial frontages should serve a range of functions that enliven the pedestrian realm through:

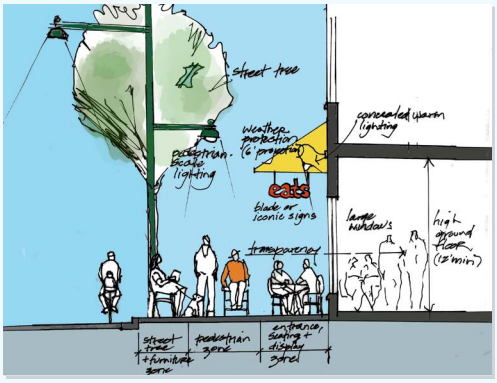


Figure 5-22: CM11

CM9. Clearly signed and generously sized entries to indicate primary pedestrian access.

CM10. Visual connection to the store interior maintained through at least 75% glazing along the primary store frontage. Windows shall be transparent and clear of obstructions (e.g., posters, decorative decals, reflective and highly tinted glass, etc.) looking onto display materials and/or active uses.

CM11. Outdoor spaces that serve to complement the street realm (e.g., street-side plazas, outdoor eating and cafe seating areas);

CM12. Blank walls should be no greater than 20% of the storefront along the primary store façade; secondary façades should be no greater than 50% blank.

- Where blank walls exist as a function of a building's internal program (e.g., merchandising and/or "back of house"), opportunities for creating interest shall be explored, including: murals, architectural design features, etc.

Special Considerations

Weather Protection

CM13. Awnings and canopies are encouraged on all buildings with street-oriented retail at grade to form a sheltered environment for pedestrians. Other commercial, light industrial and multifamily apartment residential uses shall have awnings overtop of main entrances.

CM14. Design awnings and canopies as an extension of the architectural expression of the building façade.

CM15. Canopies should have a minimum vertical clearance of 2.75m measured from the sidewalk. Canopies should preferably extend out over the sidewalk by at least 1.8m while maintaining a minimum 0.6 m setback from the outer face of the curb.

CM16. Placement of awnings and canopies should balance weather protection with daylight penetration. Avoid opaque canopies that run the full length of façades.

Signage

CM17. Notwithstanding the City of Penticton's Sign Regulations Bylaw, the following are preferred or acceptable types of commercial signage:

- Projecting two-dimensional or blade signs suspended from canopies and awnings, maintaining minimum clearances from sidewalks and driveways for safety and to reduce vandalism.
- Flush-mounted fascia signs
- Externally lit signs
- Small vertical banners and projecting signs
- Cut-out or silhouette letter signs mounted on storefronts.

CM18. Notwithstanding the City of Penticton's Sign Regulations Bylaw, the following the following are strongly discouraged types of commercial signage:

- Internally lit plastic box signs
- Large signage on awnings
- Pylon (stand alone) signs
- Rooftop signs

CM19. Signage on commercial buildings shall clearly identify uses and business name and be pedestrian-oriented (e.g., installed along the business's primary pedestrian corridor and access).

CM20. Signage directing traffic to parking shall be provided and visible from the street.

Integrated Lighting, Signage and Weather Protection Design

Integrated lighting and signage design can make a positive contribution to the pedestrian experience through a combination of street, sidewalk, and architectural lighting and signage.

CM21. A signage and lighting program for commercial developments should be designed, with signs, lighting, and weather protection architecturally integrated from the outset. The signage and lighting plan should be provided with the Development Permit application.

Live / Work (Home Occupation)

Live/work is regulated under zoning as "Home Occupation". Live/work units contain a street-oriented workspace that is for use by the resident within the dwelling unit. Live/work units can at times serve as quasi-retail space, offering an affordable alternative for artists and local entrepreneurs who would otherwise require a separate commercial space in addition to their primary dwelling unit. In mixed-use locations, the following guidelines apply:

CM22. Building Interface - live/work units may serve as gallery or retail space for residents. In such instances, the "work" portion of the unit should front the street.

CM23. Flexible Space - live/work units should have a minimum floor to floor height at-grade of 4.0m in order to provide workspaces that offer flexibility for such diverse uses as retail operations, graphic and visual arts, or small-scale manufacturing.

CM24. Buildings containing live/work uses should be identifiable by the design of frontages, for instance by:

- differentiating the living zones from the working zones architecturally through façade design and colour, e.g., with canopies and upper storey step backs
- reflecting its uses through variation in materials, roof lines, building articulation and/or fenestration pattern.



5.4

Area-Specific Guidelines

Area-Specific Guidelines regulate form and character of specific areas whose unique conditions require their own subset of guidelines.

In Penticton, there are two areas identified for guidelines:

- Downtown
- Hillside

Downtown, as a specific business, shopping, cultural, residential and entertainment area, is distinguished from other areas by an active, diverse and fine-grained mix of uses. Generally, emphasis for the Downtown Guidelines is in accommodating (and encouraging) the use of the public realm for all times of the day and year, and maintaining a consistent form and character within the Downtown, while allowing for individuality and visually interesting building design.

Hillside guidelines manage development on sloped terrain as a means to mitigate risk; better address environmentally sensitive qualities and moderate the visual impact of developed areas.

5.4.1 Downtown Development Permit Area



Notwithstanding the General Guidelines, the following Downtown Guidelines apply to sites located throughout the Downtown.

5.4.1.1 Designation

The Downtown Development Permit Area is designated for the establishment of objectives for the form and character of commercial, industrial or multifamily development pursuant to Section 488.1(1)(f) of the Local Government Act.

5.4.1.2 Justification

Penticton's Downtown is well established and vibrant: the five-block Main Street and intimate, fine-grained stretch of shopfronts along Front Street – which together make up the Downtown Core – are central to the town's identity and contribute to its "small town feel."

The "transitional areas" within Penticton's downtown include a wide range of uses and services complementary to the "high street" retail frontages concentrated along Main Street and Front Street. Recognized for their own unique character, these areas provide opportunities downtown neighbourhood development of diverse housing, commercial services and community amenities as growth in the Downtown continues.

5.4.1.3 Intent

The intent of the Guidelines is to maintain and strengthen a vibrant, active and livable downtown by creating a high-quality public realm, and supporting local businesses and creating opportunities for people to live in the Downtown.

The intent of the additional Guidelines for the Transitional sub-areas is to encourage a unique form of mixed-use development and adaptive reuse within these areas to strengthen neighbourhood identity and increase amenity (parks and plazas) in support of residential development, while continuing to complement the Main Street and Front Street commercial areas of Downtown.

The guidelines support and build on the vision and intent outlined in the ***2012 Downtown Plan***. Proposed development should employ that Plan's urban design and land use principles in their design.

5.4.1.4 Objectives

New development should recognize and respect local scale and patterns of development with the following objectives:

- Complement the existing built form
- Recognize a unique sense of place and history
- Take advantage of strategic opportunities for landmark buildings.

5.4.1.5 Area

A Development Permit shall be required in the Downtown Development Permit Area as shown on **Map 3: Downtown Development Permit Area**. All development in the identified Downtown Development Permit Area must meet the intent of the General Downtown Design Guidelines.

Where the Downtown Development Permit Area overlaps with other DPAs, all applicable guidelines will be considered.

5.4.1.6 Exemptions

A Development Permit will not be required for the exemptions as indicated in Section 5.1.3 EXEMPTIONS, plus:

- internal renovations
- external renovations that do not require a Building Permit and do not affect the form and character of the building or site, such as like-for-like replacement (to be determined by Development Services Department)
- subdivisions
- additions or renovations that are not visible from the public realm

Relaxation of Downtown Guidelines may be considered in cases of re-use/adaptation of existing structures at the discretion of the Director of Development Services pursuant to Section 490(1)(a) of the Local Government Act



5.4.1.7 Downtown Guidelines

Notwithstanding the following Downtown Guidelines, Development Permit Applications must also adhere to the General Guidelines (Section 5.2.2)

Site Planning

Framing Space

As the primary hub for both residents and visitors there is added importance for public realm and public amenity spaces in the Downtown. As Penticton continues to attract economic activity to its Downtown, every opportunity should be pursued to increasing the amount and quality, as well as maximize the use of these spaces.

DT1. Public spaces should be designed to accommodate various needs for seasonal use and for all times of the day and night with appropriate consideration of public safety and health.

DT2. Temporary parks are encouraged to animate vacant areas of the Downtown.

DT3. Pocket parks and plazas in the downtown are encouraged to increase social spaces and vegetation in the Downtown.

- New pocket parks and plazas should be encouraged as part of future development wherever appropriate, such as:
  - » In sidewalk upgrades for multifamily or mixed-use developments.
  - » In parking spaces, to allow temporary summer seating to be built and operated by the fronting business.

Special Considerations

Weather Protection

DT4. Awnings and canopies are encouraged on all buildings with street-oriented retail at grade to form a sheltered environment for pedestrians. Other commercial, and multifamily apartment residential uses shall have awnings overtop of main entrances.

DT5. Awnings and canopies should be designed an extension of the architectural expression of the building façade.

DT6. Canopies should have a minimum vertical clearance of 2.75m measured from the sidewalk. Canopies should preferably extend out over the sidewalk by at least 1.8 m while maintaining a minimum 0.6 m setback from the outer face of the curb.

DT7. Placement of awnings and canopies should balance weather protection with daylight penetration. Opaque canopies that run the full length of façades should be avoided.

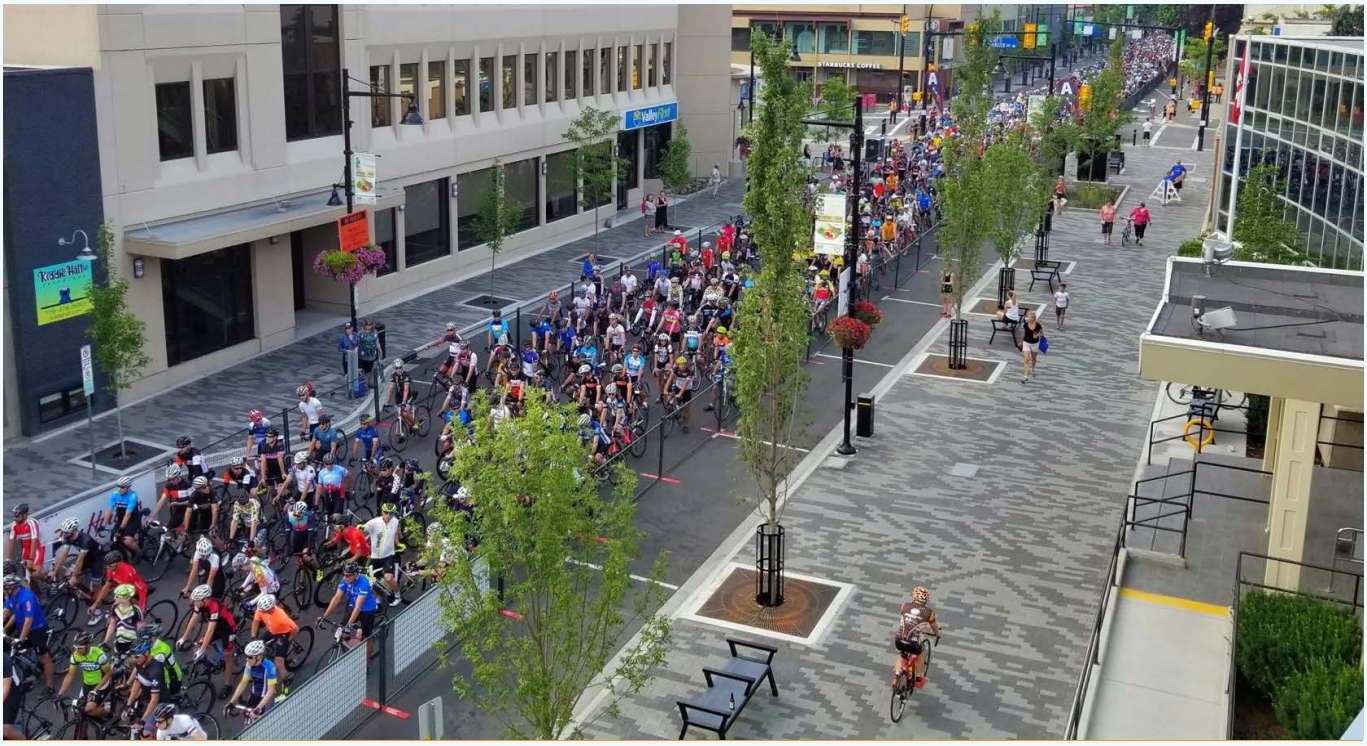
Signage, Lighting, Furniture, Public Art

The Downtown Plan identified and named distinct districts for the Downtown. The following guidelines provide strategies to distinguish these areas from each other.

DT8. Incorporate branding for Downtown character areas (see Penticton's Downtown Plan) through design of signage, lighting, furniture, public art designs / standards.

DT9. Lighting, signage, furniture and public art should be designed and located to enhance the entertainment experience and safety of the Downtown at night.

DT10. Wayfinding signage orienting pedestrians to specific amenities and areas of interest (features, attractions and businesses) should be incorporated into larger/ corner lot developments and in public places.



Downtown Core Design Guidelines

The Downtown Core area is recognized as the historical commercial centre of Penticton, with a well-established identity and character. As such, the guidelines seek to build upon existing uses, heritage and style of development.

The following guidelines apply to:

- The 100-300 blocks of Main Street
- The 200 and 300 blocks of Martin Street
- Front Street

ILLUSTRATION OF STRATEGIES



1. New residential infill (behind the high street) for a diverse range of downtown housing options
2. Rooftop garden and resident amenity
3. Ground-oriented townhouses
4. Improved lane for pedestrians
5. form and character of high street remains intact
6. Crime Prevention Through Environmental Design (CPTED) principles are considered in all aspects of public realm (and building interface) design

Site Planning

Designing in Context

DT11. Retain the presence of Downtown heritage sites and buildings by restoring and integrating existing heritage buildings in site planning. (e.g., the re-use of Pen Mar Theatre).

DT12. Storefront design should be informed by, and compatible with, the historic storefronts of the Core area and appear fine-grained rather than linear.

DT13. Upper floor setbacks or other architectural techniques that reduce the overall massing and height should be applied where a building is more than two storeys tall

DT14. In the case of large sites, vary the proposed streetwall frontages in order to reinforce the visual pattern and contextual scale created by existing traditional development on 30' wide building sites

DT15. Promote an infill development strategy focussed on commercial and/or mixed use buildings between two and five storeys in height (limited to three storeys on Main Street and the 00 block of Front Street), rather than large scale redevelopment (lot consolidations and large-scale demolition and rebuilding).

DT16. Maintain existing building stock on Main Street and Front Street to support independent retailers/ commercial establishments and preserve historic character.

Framing Space

DT17. The setback of any one development should be within 10% of the setback of adjacent developments along a street frontage. For instance, if a neighbouring development has 6m building setbacks, adjacent massing should have a maximum variation of 0.6m (5.4m or 6.6m setback). Where appropriate, relaxations are supported.

DT18. Activate sidewalk space through busker stands and sidewalk cafés

DT19. Support the beautification of facades and storefronts in the Downtown

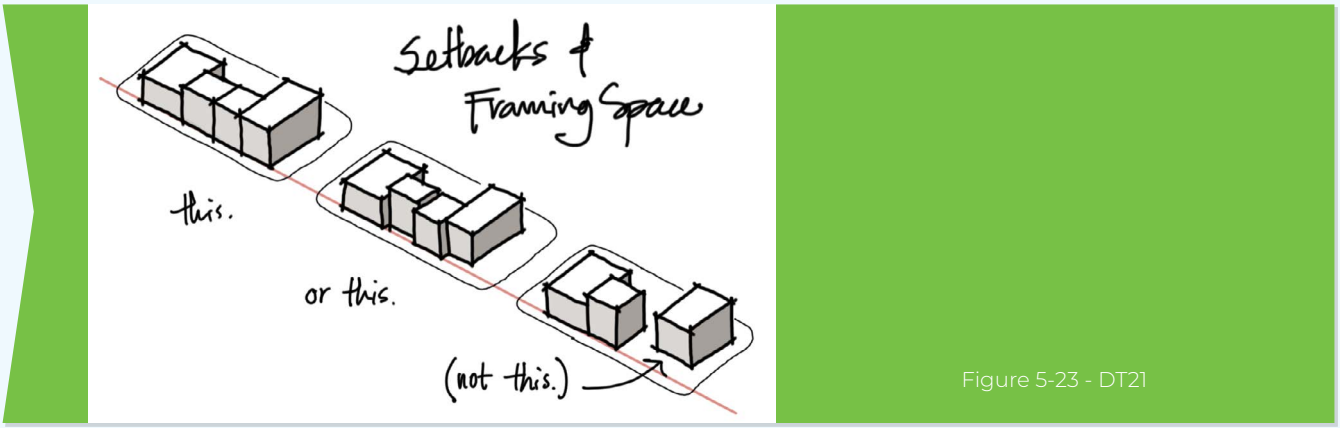


Figure 5-23 - DT21

Prioritizing Pedestrians

DT20. Add, enhance and maintain existing pedestrian connections, such as Main Street's mid-block walkways, and multi-use (walking, cycling) corridors, to establish strong linkages with neighbourhoods, adjacent areas, and complementary centres and uses.

Downtown Transitional Area Design Guidelines

The Downtown Transitional area reflects a shift from the traditional Main Street to neighbourhoods with remnant industrial buildings, and a greater presence of residential, live/work and other mixed uses (as opposed to strictly commercial).

The following guidelines apply to:

- The 100 & 200 blocks of Westminster Avenue West
- The 100 block of Winnipeg Street
- The 00 block and 100 block of Ellis Street, and
- Estabrook Avenue

ILLUSTRATION OF STRATEGIES



1. New mixed use infill for a diverse range of downtown housing options
2. Fixtures & street furniture with a unique identity
3. Live/work or artisan industrial ground floor use
4. Multi-use streets
5. Public open space in the form of a 'makers' yard
6. Loose chairs and tables
7. Adaptable reuse of appropriate existing structures

Site Planning

Design in Context

DT21. Maintain industrial character through preservation of existing buildings and integration of industrial design elements and references, such as bay doors, machinery and fixtures.

Architecture

DT22. Where consolidation of multiple development parcels occurs, building designs should be architecturally detailed so that the street façade mimics the original legal parcel widths along the street to retain the original lot size character.

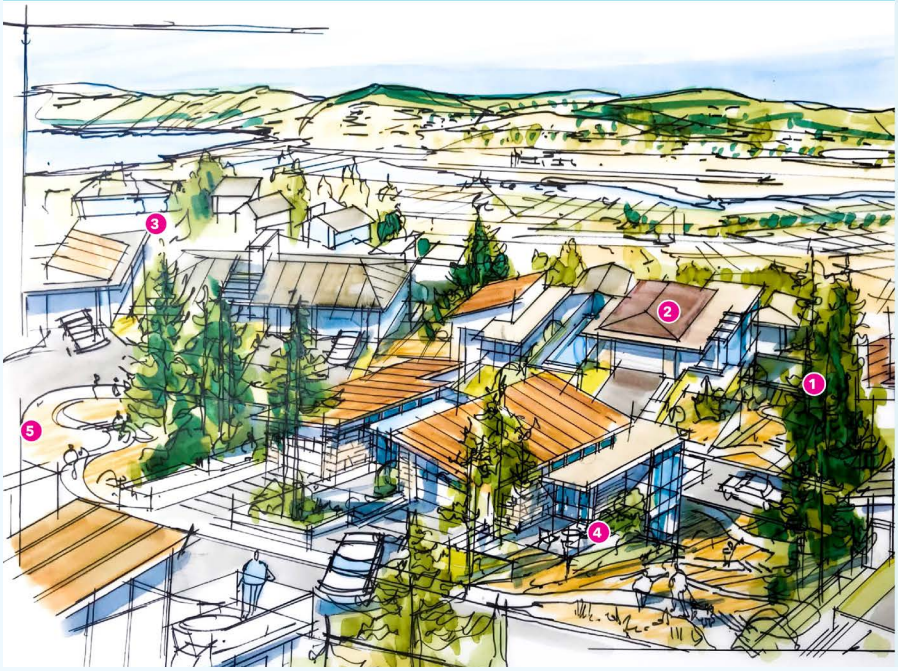
5.4.2 Hillside Development Permit Area

Hillside Development refers to development located on sloping terrain and requires a range of special considerations to mitigate risk and negative impacts.

5.4.2.1 Designation

The Hillside Development Permit Area is designated for the protection of development from hazardous conditions pursuant to Section 488.1(1)(b) of the Local Government Act

ILLUSTRATION OF STRATEGIES



1. Sideyard vegetation of hillside plantings help fit with the natural landscape and climate
2. Low-slung roof forms protect and enhance views towards the valley and lakes from above.e
3. Avoid unnecessary scarring of the hillside landscape to protect views back to the hillside through clustering of buildings on gentler slopes
4. Create a sense of built form growing from the land through stepped architectural forms
5. Create connections for people and wildlife through sidewalks and wildlife corridors.

5.4.2.2 Justification

Penticton is, in large part, defined by its unique topography, lakeside setting and views. The hillsides are a key part of its natural setting. Poorly designed and managed development on hillsides can have a negative impact on the natural environment, expose residents to risk, disrupt views to and from the hillside and create communities highly reliant on the automobile for travel.

This approach to hillside development includes strategies for mitigating risk, landscape retention, grading at the neighbourhood and lot level, and addressing form and character of architecture.

5.4.2.3 Intent

The Guidelines direct development on hillsides that respects the natural setting by minimizing risk from hazards, minimizing ecological and visual impacts, and creating development that 'settles' into the landscape. They are also intended to mitigate the typical hillside challenges of low connectivity and poor walkability by making special efforts to create pedestrian and cycling connections.

5.4.2.4 Objectives

New development should recognize and respect its environmental and geotechnical context, local scale and patterns of development with the objectives to:

1. Minimize and mitigate hazards from steep slopes, wildfire and flooding
2. Fit with the natural landscape and climate
3. Protect and enhance views towards the valley and lakes from above
4. Avoid unnecessary scarring of the hillside landscape to protect views back to the hillside
5. Create a sense of built form fitting with the land
6. Create movement connections for both people and wildlife

5.4.2.5 Area

A Development Permit shall be required in the Hillside Development Permit Area as shown on Map 4: Hillside Development Permit Area. All development in the identified Hillside Development Permit Area must meet the intent of the Hillside Design Guidelines.

In areas where Hillside and Environmental Development Permit Areas overlap, nothing in this section is intended to relieve or supercede the direction provided by the Environmental Development Permit. Environmental protection measures are to be integrated and stipulated in Hillside Development Permits.

5.4.2.6 Exemptions

A Development Permit will not be required for the exemptions as indicated in Section 5.1.3 Exemptions

5.4.2.7 Variance

So long as street frontages are generally consistent along building lines, variances to reduce front yard setbacks will be considered as a means to shorten driveway lengths , at the discretion of the Director of Development Services pursuant to Section 490(1)(a) of the Local Government Act

5.4.2.8 Hillside Guidelines

Notwithstanding the following Hillside Development Permit Area Guidelines, Development Permit Applications must also adhere to the General Guidelines.

Submission Materials

In support of Hillside Development Permit Area applications, the following additional submissions will be required:

i. Site Features Inventory identifying:

- Potential hazards and hazard areas including indicators of slope stability hazards or concerns.
- Property lines, easements, rights-of-way;
- Natural pre-development site contours;
- Geotechnical assessment;
- Existing human-made features such as roads, curbs, sidewalks, utilities, trails, buildings, structures, fences, and retaining walls;
- Natural physical features including but not limited to knolls, ridgelines, rock outcrops, surface and ephemeral watercourses, seeps, springs, gulleys, ravines, and cliffs;
- Prominent views;
- Identification of significant environmental attributes;
- Tree inventory.

ii. Development Concept Plan identifying:

- The proposed site plan outlining the location of roads, shared driveways, lanes, major utility features (mains, pump stations, reservoirs, detention ponds, etc.), lots, building envelopes, parks, trails and open spaces;
- Grading concept plan including identification of proposed large cut and fill areas.

Site Planning

Designing in Context

HS1. Hillside development applications shall identify significant on-site and off-site natural features:

ENVIRONMENTAL ASSESSMENT

- Prior to site planning and subdivision, development proponents must retain a Qualified Environmental Professional (QEP), Qualified Professional Geotechnical Engineer, Registered Professional Forester, and any other required Registered Professional to analyze and map the existing natural features and functions of the hillside area to identify and describe:
  - » Environmentally Sensitive Areas (ESAs)
  - » wildlife corridors
  - » geological features (steep slopes, ridges, knolls, outcrops, gulleys etc.)
  - » significant vegetation (large trees, patches) and riparian features (streams, wetlands, springs)
- These shall be compiled into a composite geotechnical hazard and environmental basemap that forms the starting point for site planning.

HAZARD ASSESSMENT

- Site plans should be designed to preserve the important natural features, such as rock outcrops, watercourses, and ravines, as identified by the Qualified Environmental Professional, and provide adequate space for buffering.

Site Planning - cont'd

HS2. All development within the Hillside Development Permit Area shall be under the direct supervision of a Qualified Professional Geotechnical Engineer

HS3. Integrate assessment of wildfire behaviour (e.g., fire movement and topography) in hillside development planning and integrate ecologically-appropriate FireSmart principles at the neighbourhood-wide and site levels.

HS4. Development shall integrate parks & open space designs in site planning to capitalize on scenic view opportunities.

HS5. Planning for hillside environments should consider opportunities to integrate development into existing landscape functions whereby:

- Environmentally Sensitive Areas (ESAs) are avoided;
- Natural areas further buffer and connect landscape features, provide recreational amenity (trail corridors) and compliment active parks; and
- Landscape retention reduces visual impacts within development areas. (see *Figure 5-24: HS5*)

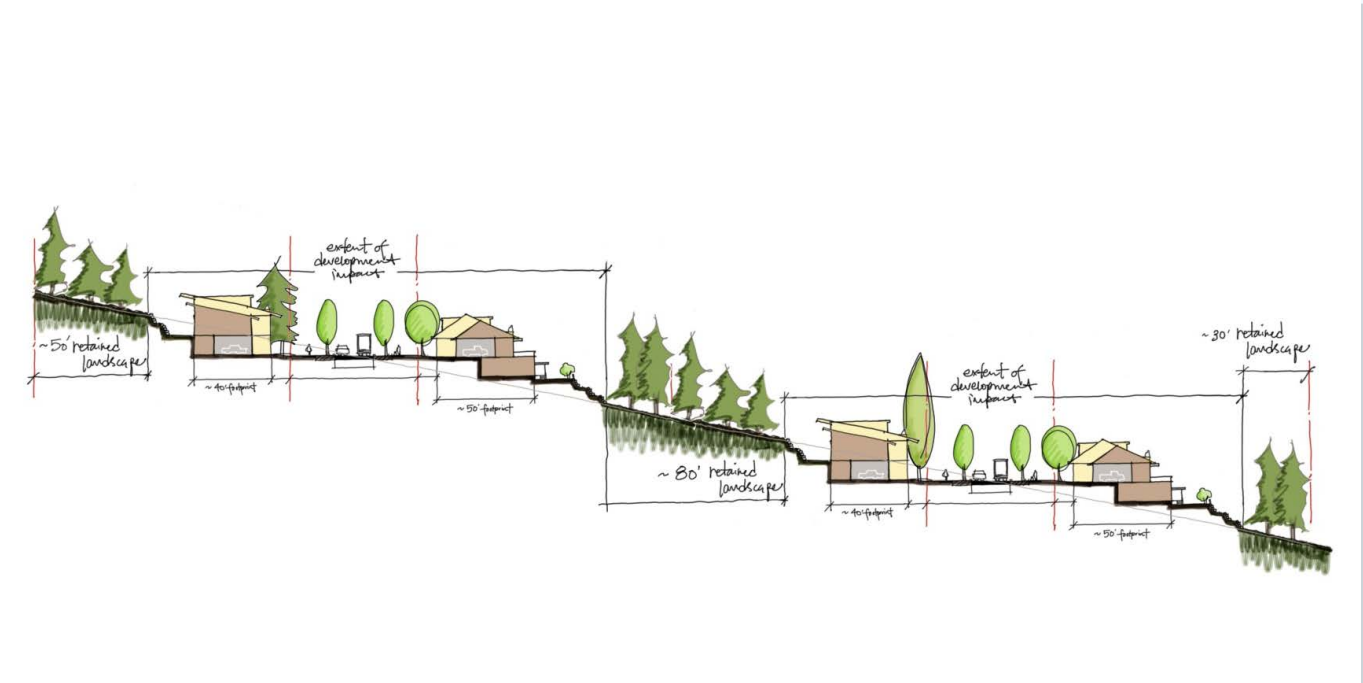


Figure 5-24: HS5

HS6. Retain the greatest possible hillside area in its natural condition. In addition to protecting environmentally-sensitive and riparian areas, developers should retain a target of 30% of the natural landscape in its existing condition and grade, and/or achieve a similar outcome through a restoration plan that mimics the natural slope and prioritizes ecologically-appropriate revegetation (see Figure 5-25: HS6).

Strategies to achieve this target:

- Avoid development or reduce density on the steepest slopes and cluster more density on flatter areas to reduce impact
- Retain and enhance significant natural scenic features, such as gullies, rock outcrops and knolls
- Create larger sideyards and backyards and leave these in a natural state
- Avoid development of engineered flat individual building lots; and instead preserve the natural topography (e.g., as part of the backyard)
- Apply low-impact development design such as shared driveways and narrower street standards, sidewalks on one side, separated sidewalks etc.
- Careful route roads along natural site contours to minimize unnecessary cut and fill



Figure 5-25: HS6

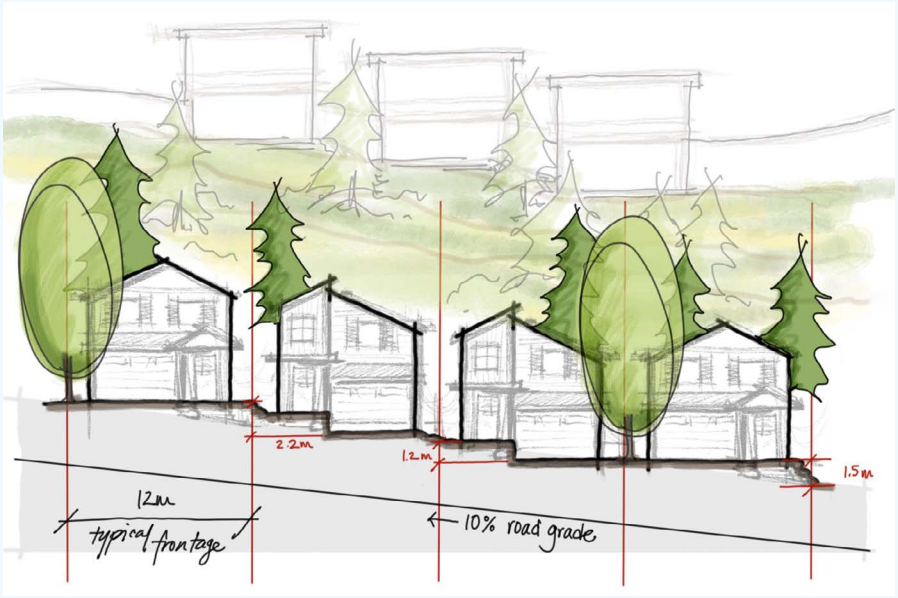


Figure 5-26: HS8

HS7. All house sites shall be identified and surveyed and lots pre-graded at the time of subdivision registration to ensure that the grading plan works and achieves the objectives in HS6 noted above.

HS8. Consider views by offsetting lot lines to allow for views of mountains and lakes between buildings (see *Figure 5-26: HS8*).

Streets and Parking

HS9. Apply a "lighter on the land" approach to engineering and access to achieve significant reductions in hillside view impacts and landscape scarring through special design requirements for streets in hillside environments, including:
- narrower streets,
- reduced on-street parking, and
- lower design speeds.

HS10. Consider increased cul-de-sac lengths with emergency vehicle access to reduce impacts to hillsides in challenging topographic conditions.

HS11. Emergency vehicle access lanes shall generally have a minimum hard packed surface width of 4 metres. Emergency vehicle access lanes should generally be designed to achieve a maximum grade of 11%. In steeper areas the City may consider varying this requirement to allow stretches with grades of up to 15%.

HS12. Maximum driveway slopes shall not exceed 20%.

Architecture



Figure 5-27: HS13



Figure 5-28: HS13



Figure 5-29: HS14

Building Orientation and Massing

The following architectural guidelines aim to foster a better fit of buildings in the land, to minimize disturbance and to maintain the views of ridgelines.

HS13. Use stepped building forms that retain the slope by using building foundations, and low, stepped retaining walls where necessary (see *Figure 5-27 & 28: HS13*).

HS14. Promote low slung / horizontal architecture that nestles into the landscape and internalizes retaining walls as part of the building design (see *Figure 5-29: HS14*).

HS15. Use low-pitched or flat roofs made of non-reflective materials

HS16. Avoid reflective materials and use local, natural materials and colours where possible

Landscape Architecture

HS17. Keep retaining walls to a maximum of 4' high before stepping back to a distance of a minimum of 4', unless the retaining wall is integral to and integrated with the architecture of the home, in which case it may extend up to 8'.

HS18. Retaining walls should use natural-looking textures and natural colours

HS19. Reconstructed slopes must be replanted with appropriate native plant material to blend with existing/ surrounding hillside setting and to stabilize the soil

Special Considerations

Lighting

HS20. Street lighting will be provided on hillside streets only at street intersections.

Steep Slopes

HS21. Approval of development on natural slopes of more than 30%, shall be limited to a lot-by-lot basis. Each home will require a suitable design for the site so as to adhere to Hillside design standards and require:

- a geotechnical study prepared by a Qualified Professional Geotechnical Engineer demonstrating the feasibility of development prior to approval;
- a site grading plan demonstrates that works with and is consistent with the hillside environment;
- minimum grading as is necessary for the building platform. Flat yards are not permitted, and
- visual impact assessment demonstrating adherence to the above Guidelines.









5.5 Riparian And Environmental Guidelines

Background

Penticton is located in a region of Canada with a large number of unique species, many of which are at risk and not found elsewhere in the province or in Canada. The South Okanagan-Similkameen is very biologically diverse due to the region's milder climates and variety of landscapes. At risk species and ecosystems overlap the areas where people live, making it important to consider and plan development to avoid and mitigate impacts of development on environmental values. Unique sensitive ecosystems like grasslands and shrub-steppe are found here, but are very rare elsewhere in Canada. Wetlands were historically rare in the Okanagan's dry landscape, and today 85-95% of this already-rare ecosystem have been lost to development, roads, agriculture and other land uses. Streams, lakes and their shorelines have also been extensively modified. Our lack of remaining wetlands and modified shorelines have greatly reduced our natural capacity to protect water quality, prevent erosion, have resilient development, and adapt to changing climate.

5.5.2 Riparian Development Permit Area

5.5.2.1 Designation

The Riparian Development Permit Area establishes objectives for the protection of the natural environment pursuant to Section 488.1(1)(a) of the Local Government Act.

5.5.2.2 Justification

The Riparian Areas Protection Act requires Penticton to protect riparian areas from the effects of residential, commercial, institutional and industrial development. The Riparian Development Permit Area is designated to protect, enhance and restore riparian habitat. This development permit helps protect water quality, fish and fish habitat, limit flooding impacts, support biodiversity and encourage habitat restoration in priority areas identified in the Penticton Creek Master Plan and Ellis Creek Master Plan.

5.5.2.3 Area

The Riparian Development Permit Area applies to all privately-owned land located within 30 m of the high water mark or top of a stream's ravine bank within city boundaries. **Map 5: Riparian Development Permit Area** identifies the known watercourses within the city of Penticton. The Riparian Development Permit Area includes all watercourses or water bodies within city limits. Should a stream or other watercourse not identified on the map be found on or adjacent to a project subject to development, however, it is the responsibility of the proponent to contact the City of Penticton to determine whether or not the Riparian Development Permit Area applies.

Where the Riparian Development Permit Area overlaps with other Development Permit Areas, all applicable guidelines are to be considered.

5.5.2.4 Objectives

1. To protect and enhance water quality and prevent contamination of water from land use and development activities throughout the Riparian Development Permit Area.
2. To regulate development activities within riparian assessment areas as a means to protect aquatic habitat, enhance, conserve and restore watercourses and their riparian areas.
3. To regulate development activities and support riparian restoration within riparian restoration areas as a means to restore fish habitat, and protect recognized ecological, cultural and public amenities associated with Penticton Creek and Ellis Creek.

5.5.2.5 Exemptions

The following lists potential qualifying exemptions:

1. The repair, maintenance of and improvements to all existing public structures, facilities, open spaces, trails, roads, and utilities which is meant to include but not limited to: sanitary sewer, storm sewer, water, natural gas, cable, hydro-electric, telephone.
2. Acceptance by the City of Penticton of a report prepared by a Qualified Environmental Professional concluding that there is no watercourse associated with the development or adjacent areas described on the Riparian Development Permit Area Map.
3. A subdivision involving a lot consolidation or a boundary adjustment where no new lots are being created and each remaining lot provides, outside of any riparian / environmental protection assessment areas, a building envelope of sufficient area to permit the construction of a standard sized building within the setback established by the Zoning Bylaw.
4. The only proposed development is the installation and maintenance of fences or signs, where no vegetation needs to be removed or disturbed.
5. Where the only proposed development is environmentally-sensitive removal of infested, diseased, or hazardous trees in accordance with 'Best Management Practices for Tree Topping, Limbing and Removal in Riparian Areas' (Provincial Guidelines) as indicated in a report by a Qualified Environmental Professional or ISA certified Arborist with Wildlife and Danger Tree Assessor training, and the provision of environmental monitoring to ensure the tree removal is carried out in accordance with the report recommendations.
6. The proposed works are site restoration, ecological enhancement, general parks maintenance and works in accordance with established Best Management Practices and applicable Provincial and Federal regulations, as required, under purview of the city of Penticton Parks Department.
7. The development consists of the farm use of existing active agricultural areas, not involving the construction of buildings for farm or non-farm use over 10 square metres in floor area, or not altering natural areas for farm or non-farm uses.

5.5.2.6 Riparian Development Permit Area Guidelines

RP1. A riparian assessment report authored by a Qualified Environmental Professional following the Professional Practice Guidelines for Legislated Riparian Area Assessments in British Columbia must be submitted to the City of Penticton, including;

- description and map of all pertinent aspects of the proposed development;
- confirmation of the boundaries of the Riparian Assessment Area, and within that, the proposed width of the Streamside Protection and Enhancement Area (SPEA) and supporting rationale;
- description of the natural features, functions and conditions in the riparian area that support fish life processes;
- recommended measures necessary for conserving, restoring or enhancing the integrity of the riparian area; and
- supporting professional opinion that either the development as proposed will not result in the Harmful Alteration, Disruption or Destruction (HADD) of fish habitat, or that no HADD would result if the recommended measures in the assessment report were implemented.

RP2. The City may require the applicant to provide the City with financial security as a condition of the issuance of a Development Permit. The value of the financial security will be based on a cost estimate, prepared by a Qualified Environmental Professional and accepted by the City. Financial security may be used where, in the opinion of City staff:

- landscaping is prescribed
- an unsafe condition has resulted as a consequence of contravention of a condition of a permit; or
- where damage to the natural environment has resulted as a consequence of a contravention of a condition of a permit.

RP3. A Qualified Environmental Professional is required to provide ongoing monitoring of Development Permit conditions and submit a post-development report to the city of Penticton confirming that conditions of the permit have been met.

RP4. Riparian Assessment Regulation Assessments must be reviewed by a Qualified Environmental Professional and updated if more than two years has passed before development proceeds or if proposed development plans are changed.

RP5. The Riparian Assessment Area Development Permit shall not be issued prior to confirmation that the Assessment Report has been submitted to the Province by a Qualified Environmental Professional.

RP6. The city of Penticton will not issue a Development Permit for a Streamside Protection and Enhancement Area (SPEA) defined by the Riparian Areas Regulation that is narrower than 10m. For lots that meet the definition of hardship in the “Protocol for Management of Riparian Area Regulation variances”, a landscaping plan will be required to prescribe restoration measures and enhance riparian function in the SPEA.

RP7. Landscaping should support riparian functions including erosion prevention and protection of water quality, and be limited to native species.

5.5.3 Environmental Development Permit Area

5.5.3.1 Designation

The Environmental Development Permit Area establishes objectives for the protection of the natural environment pursuant to Section 488.1(1)(a) of the Local Government Act.

5.5.3.2 Justification

The Environmental Development Permit Area is designated to protect important sensitive ecosystems and biological diversity including valuable habitat for species at risk and other wildlife. This Development Permit Area designation provides an important mechanism for Penticton to support compliance with Migratory Birds Convention Act, Species at Risk Act, Wildlife Act and other relevant Provincial and Federal policy and legislation applicable to development activities on private land.

There are two categories within the **Environmental Development Permit** Area:

Environmental Protection Areas are applied on known very high-sensitivity areas to retain bio-diversity, support wildlife movement corridors, and protect the natural environment from disturbance or degradation including tree cutting, dumping and uncontrolled access. These areas include oxbows, wildlife corridors and ravines, the Esplanade and silt bluffs, and the Skaha Bluffs.

Environmental Assessment Areas are applied to potentially environmentally-sensitive areas to ensure that environmental values are considered in development planning.

5.5.3.3 Area

Environmental Development Permit Area Guidelines apply to all areas identified on Map 6: Environmental Development Permit Area. Specific individual guidelines apply to Environmental Protection Areas and Environmental Assessment Areas which are part of the larger Environmental Development Permit Area.

5.5.3.4 Objectives

1. To protect ecosystem services, biological diversity, wildlife and important wildlife habitats, features and functions throughout the Environmental Development Permit Area;
2. To minimize disturbance to Environmental Development Permit Areas and to ensure that development within these areas proceeds according to specified guidelines.
3. To maintain ecosystem connectivity within connectivity corridor areas and to ensure that development within these areas proceeds according to the specified guidelines
4. To plan land development and new subdivisions carefully in a manner that identifies and protects sensitive ecosystems and species, consistent with applicable guidelines.

5.5.3.5 Exemptions

1. The removal of hazardous and invasive trees and other species, and a report prepared by a registered professional in BC or an ISA Certified Arborist who is qualified as a Wildlife/Danger Tree Assessor has been submitted; and this report concludes that the tree(s) proposed for removal is (are) hazardous and recommends their removal.
2. The proposed works are site restoration, ecological enhancement, general parks maintenance and works in accordance with established best management practices and Provincial approvals, as required, under purview of the city of Penticton Parks Department and directed by advice from a Qualified Environmental Professional.
3. The activity involves the environmentally-sensitive removal of trees and shrubs designated as hazardous by a Professional Forester registered in BC in accordance with provincial FireSmart standards as outlined in a site-specific wildfire hazard report, with provisions in place to ensure that tree removal is carried out in accordance with the report recommendations.
4. A subdivision involving a lot consolidation or a boundary adjustment where no new lots are being created and each remaining lot provides, outside of any riparian / environmental protection assessment areas, a building envelope of sufficient area to permit the construction of a standard sized building within the setback established by the Zoning Bylaw.
5. For land development without construction where the development is occurring solely for the restoration of an environmental feature or the hand removal of an invasive species. A restoration plan prepared by a Qualified Environmental Professional must be presented to the city of Penticton prior to development.
6. Where development consists of the farm use of existing active agricultural areas, not involving the construction of buildings for farm or non-farm use over 10 square metres in floor area, or not altering natural areas for farm or non-farm uses.
7. All Environmental Protection and Environmental Assessment Areas applicable to the development are included in a registered covenant as assessed by a Qualified Environmental Professional.
8. There is change of use or alteration of an approved existing building or structure in which the building or structure “footprint” is not altered or increased or addition to buildings and structures that are less than 10m² in area (Environmental Assessment Area only).

5.5.3.6 Environmental Development Permit Area Guidelines

General

E1. Issuance of an Environmental Development Permit requires the submission of an environmental assessment report authored by a Qualified Environmental Professional (QEP) that is a Registered Professional Biologist in British Columbia or a team that includes a Registered Professional Biologist in British Columbia (RPBio).

E2. The submitted environmental assessment must be prepared in accordance with the City of Penticton's *Terms of Reference for Environmental Reports*.

E3. Construction of underground service utilities may be considered provided that disturbance to the natural environment is minimal, and restoration and enhancement of disturbed areas is undertaken upon completion of construction and is addressed in the Environmental Report and implemented under the guidance of a Qualified Environmental Professional.

E4. Construction standards for trail development may be varied to minimize impacts on the environment.

E5. The applicant may be required to provide the City with financial security prior to the issuance of a Development Permit. The value of the financial security will be based on a cost estimate, prepared by a qualified professional and accepted by the City, of the total cost of any rehabilitation and/or restoration prescribed in the environmental assessment report or resulting from unauthorized damage caused by construction or site disturbance in contravention of a Development Permit.

E6. A Qualified Environmental Professional is required to provide ongoing monitoring of Development Permit conditions and submit a post-development report to the city of Penticton confirming that conditions of the permit have been met.

E7. Environmental Assessments must be reviewed by a Qualified Environmental Professional and updated if more than two years passes before development proceeds or if development plans change.

Applied to Environmental Protection Areas

E8. Environmental Protection Areas shall remain free of development and in their natural condition except for fencing, trails, buildings or works required for the preservation or public enjoyment of the natural habitat.

E9. Dedication of natural watercourses is required in Environmental Protection Areas

E10. Construction of access roads may be considered in Environmental Protection Areas providing disturbance to the natural environment is minimal and restoration and enhancement of disturbed areas is undertaken upon completion of construction.

Applied to Environmental Assessment Areas

E11. Development shall be planned away from native trees and trees containing active nest sites or cavities. If removal of native trees cannot be avoided (e.g., when native trees block the only possible access route, where they pose an imminent danger or where leaving them would sterilize the lot), mitigation should include restoration and replanting with equivalent native trees, consistent with applicable Federal and Provincial legislation.

E12. Plan development to avoid destruction of Critical Habitat for Endangered and Threatened Species under the Federal Species at Risk Act, unless Federal permits are issued to allow this.

E13. Plan development to avoid Provincial Red Listed ecosystems and species and to minimize impacts on Provincial Blue Listed ecosystems and species



Chapter 6

Implementation



Implementation Approach

This Official Community Plan is intended to guide the City of Penticton's priorities, initiatives and strategies moving forward. While not all actions in the OCP need to be undertaken, under the Local Government Act, all City bylaws and works must be consistent with the OCP. This section outlines the implementation approach, with direction on how the OCP guides subsequent work, how progress is evaluated, and under what conditions amendments to the Plan may be considered.

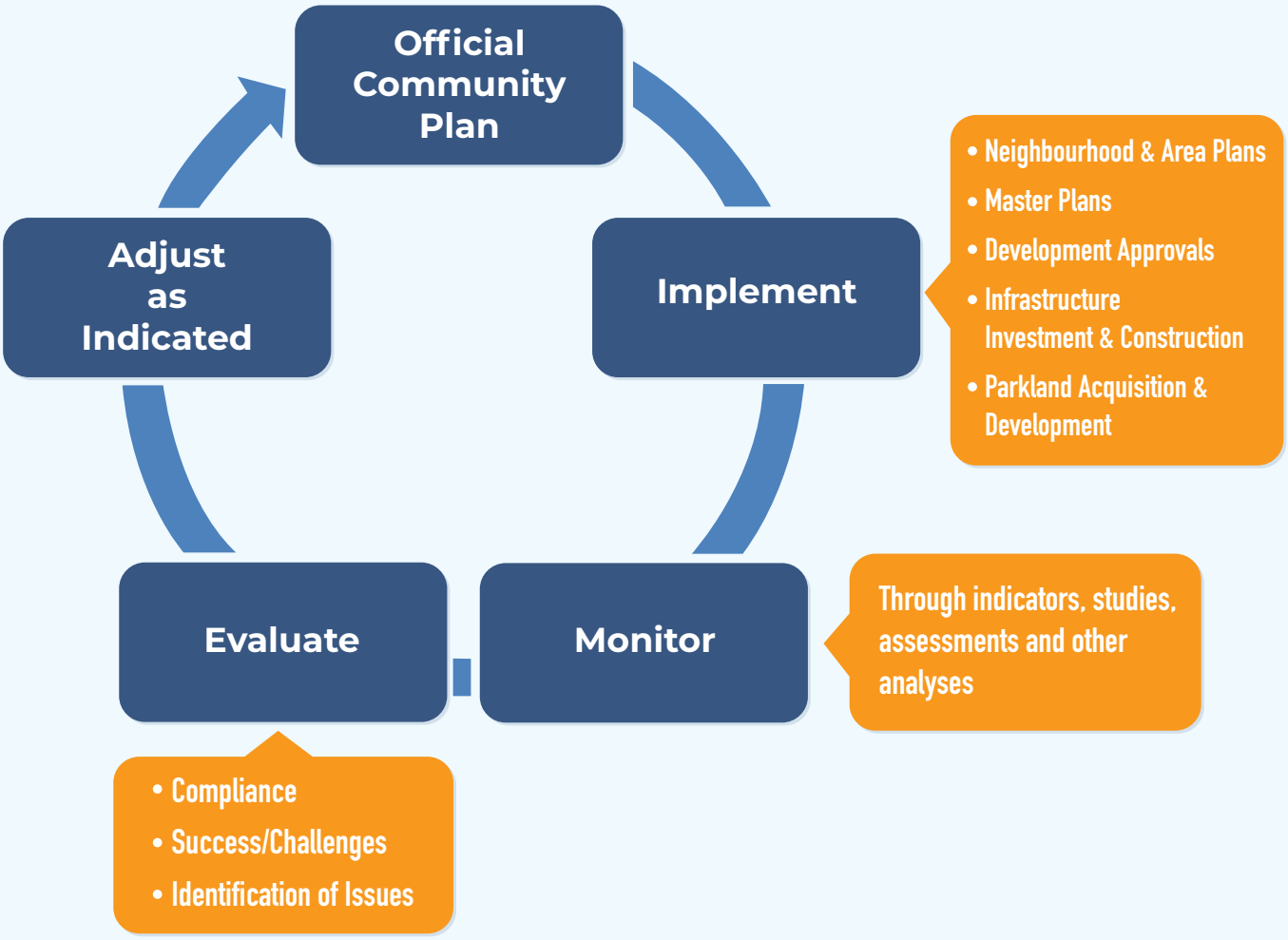
OCP Amendments and Plan Review

Long-term Review of the OCP

The time horizon of this OCP is 25-30 years; this is how far forward our population projections and land capacity analyses look, and the basis for direction in the goals and policies and the Future Land Use Plan. Recognizing that the world changes quickly, the intention, however, is to comprehensively update the OCP every five-to-ten years to take into account new trends, unanticipated changes and influences, and to integrate new learning and opportunities. The City will anticipate, support and resource the comprehensive updating of the OCP within this timeframe.

Amending the OCP

Recognizing that the OCP is a "**living document**" amendments to the OCP may be initiated by the City if the evaluation cycle depicted below indicates the need to adjust. All OCP amendments require public consultation and a Public Hearing.



OCP Land Use Designation Amendments

Respecting the vision and values in this OCP, but also providing for innovation and adaption as new opportunities arise, proposals to amend OCP Land Use Designations by landowners may be considered by City Council with the following considerations:

- Alignment with broad OCP vision and goals
- Provision of demonstrable social, economic and environmental benefits to the community
- Assessment of cost and other implications for infrastructure – parks, roads, utilities, water, sanitary and storm sewer, public facilities
- Suitability to context – form, character and design
- All proposed amendments will be accompanied by meaningful public engagement, in addition to the required notification, and a formal Public Hearing.

Monitoring Progress of the OCP

Monitoring and evaluation of the OCP's progress, relevance and effectiveness will be achieved through annual reporting to Council and the community of key indicators. Progress will be tracked by identifying measureable targets defined by clear and available data, or generating new data if required. Progress towards (or away) from these defined target indicators will form the basis of the annual reporting by the City's Planning Department. The indicators will span all policy areas in the Official Community Plan.

Examples of OCP Indicators		
Housing	Net new homes built per year	Defined target (e.g., 150)
	% of new houses as rental	Defined target (e.g., 25%)
	Rental vacancy rate	Progress towards target
Transportation	% of commutes by active modes and transit	Upward trend
	kms of separated bike lanes, trails and multi-use pathways	Upward trend
Economy	Creation of new industrial and commercial floorspace	Upward trend
Environment & Resilience	% of land area as natural and conservation area	Upward trend
Agriculture & Food Systems	% of land base in ALR	Holding steady or increasing
Parks & Recreation	Hectares of active parkland per 1,000 population	Defined target (2.5 ha/1,000)

Failure to meet targets or apparent trends away from targets may require a 'rethink' of strategies to achive the underlying goals and policies, and potentially could warrant an amendment to the OCP, supported by appropriate and meaningful community engagement. The broad vision of the OCP, and the supporting goals and policies intended to achieve it, should not, in principle, be deviated from. Generally, major new direction should be achieved through a comprehensive review of the OCP in a five-to-ten year interval.

Master Plans and Neighbourhood Plans

Master Plans and Bylaws to Update

Direction for planning and development, engineering, parks and recreation, heritage and culture are provided by a range of City of Penticton master plans, bylaws and strategies. These will need to be reviewed, and if necessary adjusted or renewed, to be brought into alignment with the vision and goals of the OCP.

The following plans have a direct impact on the growth and development of Penticton and will require review and updating, where warranted, as part of the OCP's implementation strategy and reflecting policy changes and legislative requirements by senior governments:

Plan/Strategy/Bylaw	Short Term (1-2 Years)	Medium Term (3-5 Years)	Long Term (>5 Years)
Agriculture Plan		✓	
Arts and Culture Facility Strategy		✓	
Community Climate Action Plan	✓		
Community Energy Emissions Inventory	✓		
Community Wildfire Protection Plan		✓	
Comprehensive Development Plan	✓		
Corporate Climate Action Plan	✓		
Development Cost Charge Bylaw		✓	
Development Procedures Bylaw	✓		
Economic Development Strategy			✓
Food System Strategy		✓	
Heritage Strategy		✓	
Housing Needs Assessment		✓	
Official Community Plan			✓
Parks and Recreation Master Plan			✓
Subdivision and Development Bylaw	✓		
Transportation Master Plan	✓		
Urban Forest Strategy	✓		
Zoning Bylaw	✓		

Neighbourhood Plans and the OCP

Neighbourhood plans may be newly created or revised after adoption of the OCP. These plans will clearly indicate how they conform to the OCP and how they will help achieve the OCP's vision, goals and policies. Neighbourhood plans must additionally take into account infrastructure and servicing costs, social benefits, ecological impacts, and transportation impacts. Neighbourhood planning exercises will be accompanied by a community engagement strategy that outlines the level of engagement, specific engagement tools, and the roles of key stakeholders.

Temporary Use Permits

Uses not otherwise permitted in the Zoning Bylaw may be permitted on a temporary basis in all parts of the City of Penticton through issuance of Temporary Use Permits, as identified and defined in Section 492 of the Local Government Act. Uses can be permitted for a maximum of three years, with the possibility of one renewal of up to three years, and approval of which will be assessed based on:

- Compatibility with its Land Use Designation
- Minimizing conflict with adjacent land uses
- Avoiding impacts on environmentally-sensitive areas
- Not creating a significant increase in the level of demand for services
- Not permanently altering the site where it is located

Maps

Map 1: Future Land Use
Map 2: Transportation Network
Map 3: Downtown Development Permit Area
Map 4: Hillside Development Permit Area
Map 5: Riparian Development Permit Area
Map 6: Environmental Development Permit Area
Map 7: Water Network
Map 8: Sanitary Network

Appendices

Appendix 1 – Glossary

Definitions are provided for plain language convenience and are not intended to limit the statutory authority where the same term is defined within local government legislation.

Active Transportation: any form of human-powered transportation: walking, cycling, wheelchairs, skateboards, and other non-motorized modes of travel.

Affordable Housing: housing is considered to be affordable when a household spends less than 30% of its pre-tax income on adequate shelter. Households that spend more than 30% of their income on shelter are deemed to be in core housing need.

Carriage House: a second dwelling unit located on a residential lot with an existing single detached dwelling or duplex. A carriage house may be a purpose-built structure, or a renovated garage or accessory building.

Crime Prevention Through Environmental Design (CPTED): a planning approach that recognizes how the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and an improvement in safety and quality of life.
Development: new construction and redevelopment, as well as subdivision and land and/or building alteration.

Development (in Environmentally Sensitive and Riparian Development Permit Areas):

a.) removal, alteration, disruption, or destruction of vegetation;
b.) disturbance of soils;
c.) construction or alteration of buildings and structures;
d.) creation of non-structural impervious or semi-impervious surfaces;
e.) flood protection works;
f.) construction of new roads, bridges, trails, and utilities, meant to include sanitary sewer, storm sewer, water, natural gas, cable, hydro-electric, telephone, and other;
g.) development of drainage systems;
h.) development of utility corridors;
i.) subdivision as defined in Section 872 of the Local Government Act.

Development Permit Area: an area that has been designated under the Local Government Act as requiring issuance of a Development Permit prior to the commencement of development.

Duplex: a building designed exclusively to accommodate two households living independently in separate dwelling units above, below, beside each other or back-to-back to each other.

Environmentally Sensitive Areas: place that have special environmental attributes worthy of retention or special care. These areas are critical to the maintenance of productive and diverse plant and wildlife populations. Examples include rare ecosystems, habitats for species at risk and areas that are easily disturbed by human activities.

Food System: all processes and infrastructure involved in feeding a population: growing, harvesting, processing, packaging, transporting, marketing, consumption, and disposal of food and food-related items. It also includes the inputs needed and outputs generated at each of these steps.

Ground Oriented Housing: housing that provides direct outdoor access to and from each dwelling unit and private open space at grade level, rather than from a common entrance or hallway

Household: a person or group of persons who occupy the same dwelling.

Household Income: the sum of the incomes of all people aged 15 years or older residing at a single address.

Housing Continuum: the range of shelter and housing options, from emergency shelters and transitional housing, to supportive housing for vulnerable populations including seniors and people with mental illness, to public and not-for-profit affordable rental housing, to market rental, to home ownership.

High-rise Buildings: buildings that are greater than six storeys in height

Infill: more intensive development in areas well-served with public infrastructure, such as transportation, water, wastewater, and other utilities.

Intensification: development of a property, site, or area at a higher density than currently exists through redevelopment; the development of vacant and/or underutilized lots within previously developed areas; infill development; and the expansion or conversion of existing buildings.

Low-rise Buildings: buildings that are one to three storeys in height

Mid-rise Buildings: buildings that are four to six storeys in height

Mixed-use: the combination of more than one use, such as residential, commercial (office and/or retail), or institutional uses, in the same building or development.

Multifamily Residential: development where the building or buildings on a lot are used for three or more dwellings

Neighbourhood Commercial: small-scale commercial amenities within minor neighbourhood centres that provide retail sales or limited service functions (e.g. small grocery store, coffee shop, neighbourhood pub, or convenience store), while serving as walkable gathering places for surrounding neighbourhood residents.

Public Realm: the space around, between and within buildings that are publicly accessible, including streets, squares, parks and open spaces. These areas and settings support or facilitate public life and social interaction

Qualified Environmental Professional: a professional qualified and registered in British Columbia and trained to undertake the riparian assessment methods, in accordance with the Provincial Riparian Areas Regulation.

Redevelopment: any proposed expansion, addition, or major façade change to an existing building or structure, or a proposed development on a formerly occupied site.

Rowhouses: side-by-side single-family dwellings sharing common walls with one or two adjacent units. Each unit is either on its own legal parcel or is stratified, with a formal street address and its own front and back yard.

Riparian Assessment Area: the area where the assessment occurs to determine the Streamside Protection and Enhancement Area (SPEA) and measures.

a.) for a stream, the 30 meter strip on both sides of the stream, measured from the high water mark;
b.) for a ravine less than 60 meter wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 meters beyond the top of the ravine bank;
c.) for a ravine that is 60 meters wide or greater a strip on both sides of the stream measured from the high water mark to a point that is 10 meters beyond the top of the ravine bank;
d.) for a lake or pond, the 30 meter strip around the high water mark.

Social Housing: housing is owned by a not-for-profit organization, a co-op or a government. Rents are subsidized (usually by the government) making it possible for people with lower incomes to find housing they can afford. Household income must be below certain limits in order to be eligible.

Solar Access: the ability of one property to continue to receive sunlight across property lines without obstruction from another's property (buildings, foliage or other impediment).

SPEA: Streamside Protection and Enhancement Area.

Stacked Townhouse: typically two residential units stacked one on top of the other in a row of four or more stacked pairs sharing one legal parcel. The units may have more than one storey each, and all units have their own front entrances facing the street or a courtyard.

Stream: any natural or human-made watercourse that contains water on a perennial or seasonal basis, is scoured by water or contains observable deposits of mineral alluvium or has a continuous channel bed, including a watercourse that is obscured by overhanging or bridging vegetation or soil mats.

Townhouse: side-by-side attached ground-oriented houses with individual entrances to the front or rear, and typically with small front and/or rear yards.

Universal Design: the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability.

Watercourse: a natural source of water supply including a lake, pond, river, creek, spring, ravine, gulch, or wetland, whether or not usually containing water, including ice, but does not include an aquifer.

Xeriscaping: the process of landscaping or gardening that reduces or eliminates the need for supplemental water from irrigation. Also known as water-wise gardening and dryland gardening.

Shaping your future.

penticton.ca/ocp

CONTACT US

Official Community Plan

171 Main Street
Penticton, BC V2A 5A9

T: (250) 490-2400
F: (250) 490-2402
E: ocp@penticton.ca

Map 1: Future Land Use

O f cial Community Plan

—

0 0.25 0.5 1

Kilometres

Scale: 1:12,500

Legend

- Road
- Stream
- City of Penticton Municipal Boundary
- Parcel
- Penticton Indian Band
- Waterbody

O f cial Community Plan - Future Land Use

- Agriculture
- Rural Residential
- Detached Residential
- In fl Residential
- Ground Oriented Residential
- Urban Residential
- Urban High Density Residential
- Commercial
- Tourist Commercial
- Mixed Use
- Downtown Mixed Use
- Industrial
- Natural and Conservation Areas
- Parks
- Institutional and Civic
- Landf ll and Landf ll Bu fer
- Airport
- First Nations

2021-10-01 12:30 PM

Terms of Use :- The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and should not rely upon the information without independent verif cation as to the accuracy or suitability thereof.

Okanagan Lake

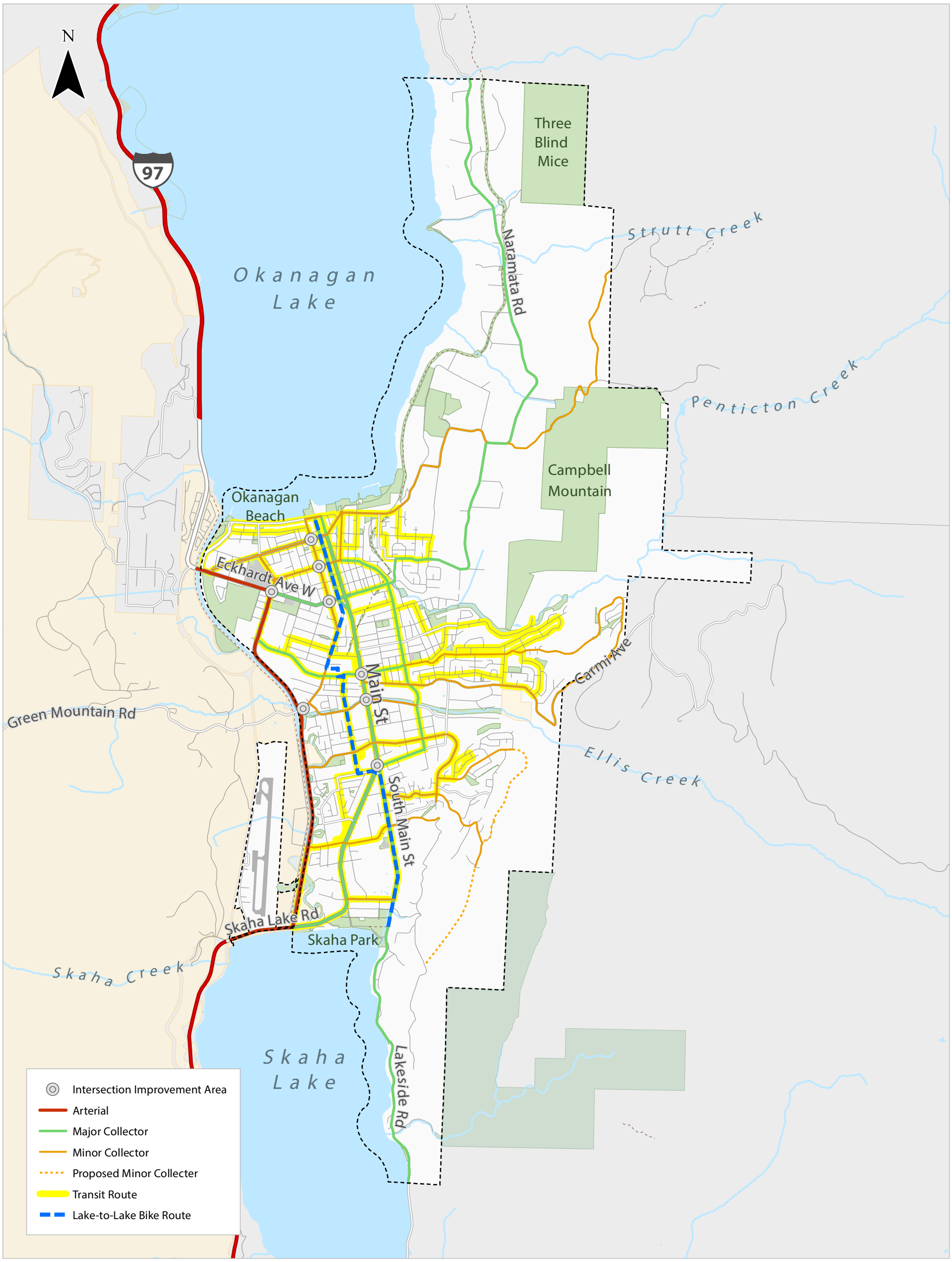
Skaha Lake

Amended By Bylaw No.

2021-08	2021-25					

Map 2: Transportation Network

Official Community Plan



Cartographer: Ronnie Padda
Date: October 27, 2020-4:23:07 PM
Terms of Use : The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and should not rely upon the information without independent verification as to the accuracy or suitability thereof.

Amended by Bylaw No. 2020-48 on November 17, 2020

Miles
0 1 2 3

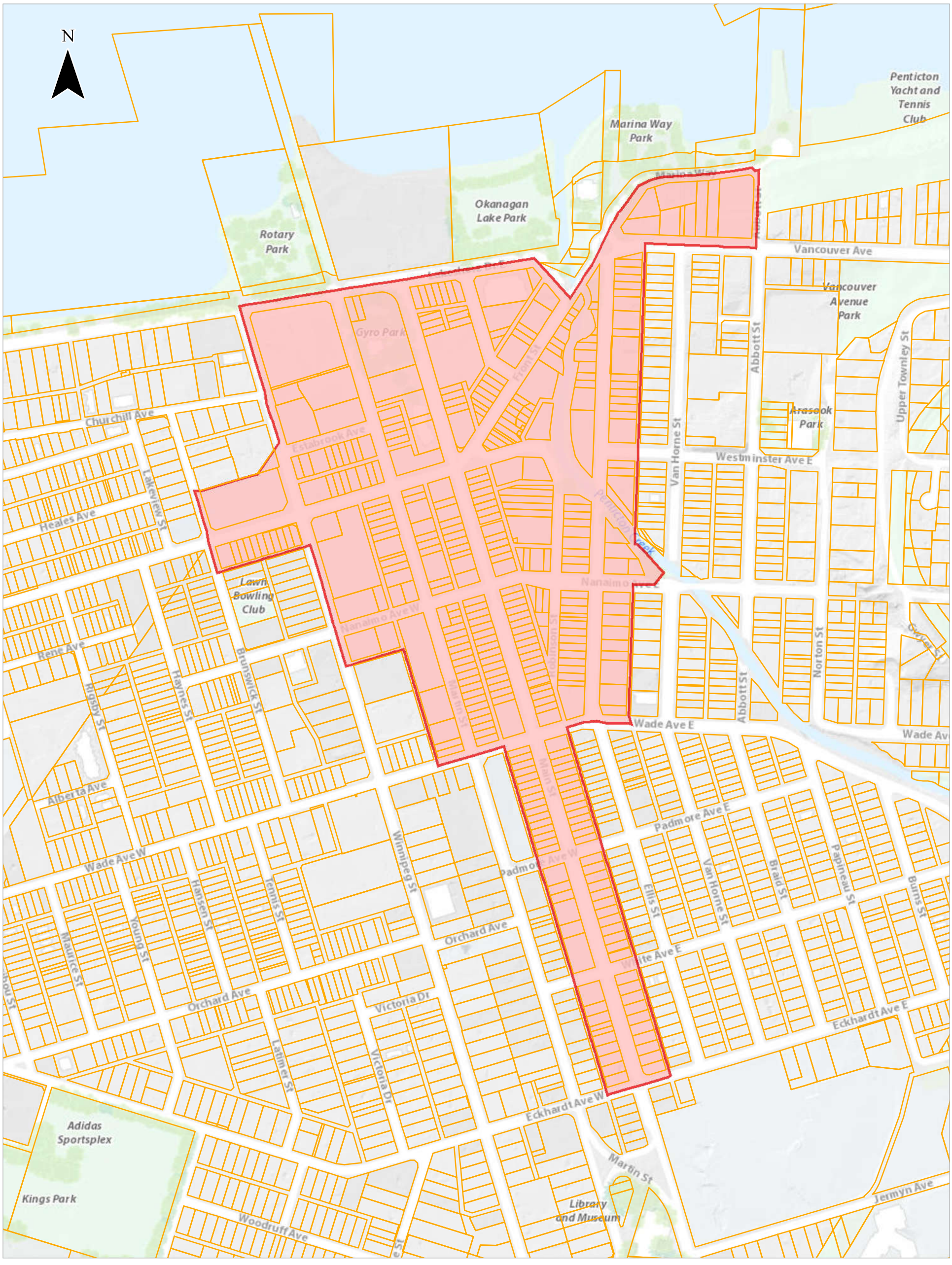
Kilometres
0 1 2 3 4 5

1:50,000

Highway
Arterial
Collector
Local
Trail
Watercourse
City of Penticton
Recreation Facility
Park
PIB
Waterbody

Map 3: Downtown Development Permit Area

Official Community Plan



Cartographer: R. Padda
Date: June-26-19-2:53:09 PM
Terms of Use : The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and should not rely upon the information without independent verification as to the accuracy or suitability thereof.

Feet
0 100 200 300 400 500

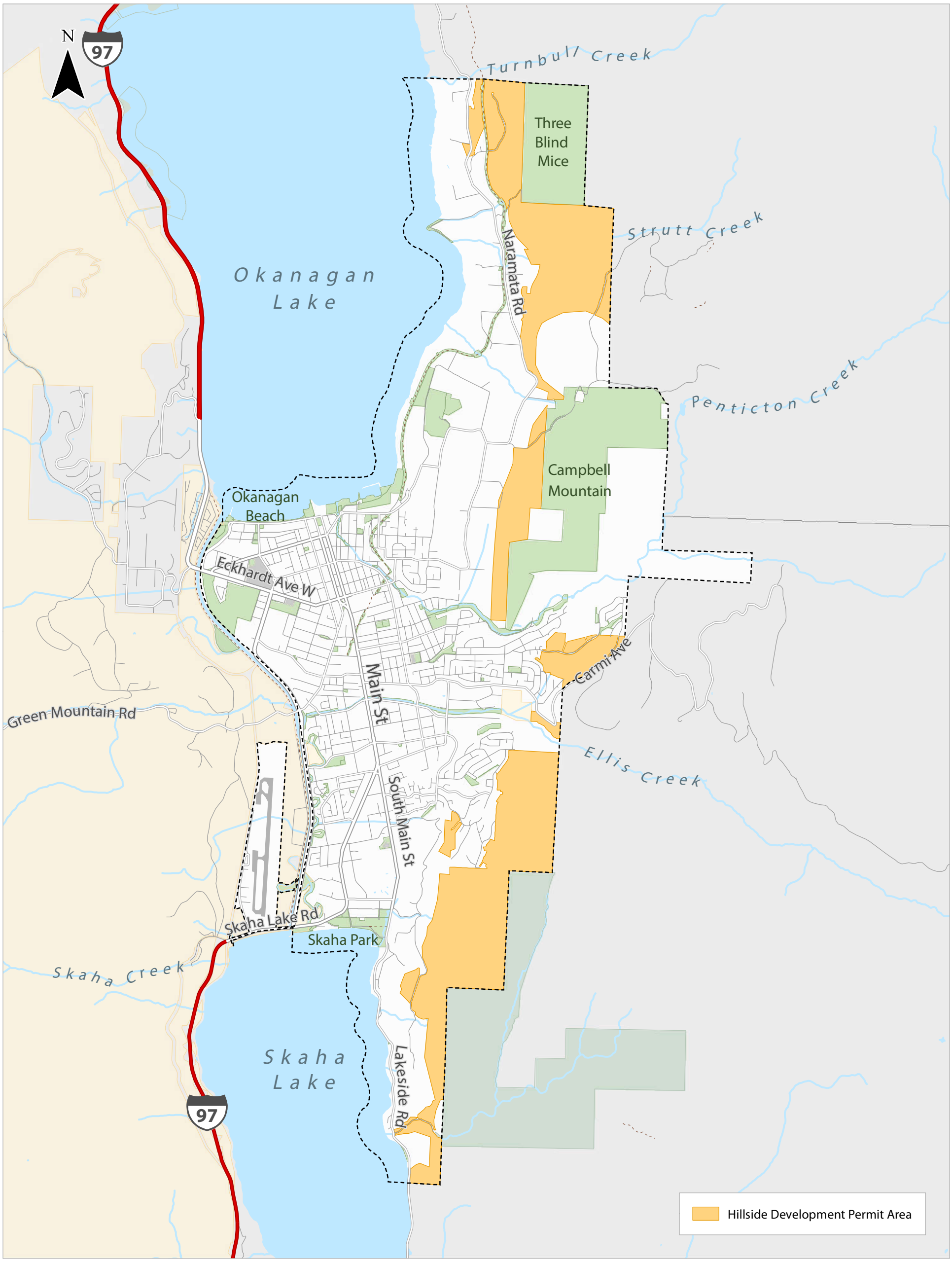
Meters
0 100 200 300 400 500

1:5,000

Downtown Development Permit Area

Map 4: Hillside Development Permit Area

Official Community Plan



Cartographer: R. Padda
Date: June-26-19-2:53:31 PM

Terms of Use : The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and should not rely upon the information without independent verification as to the accuracy or suitability thereof.

Miles
0 1 2 3

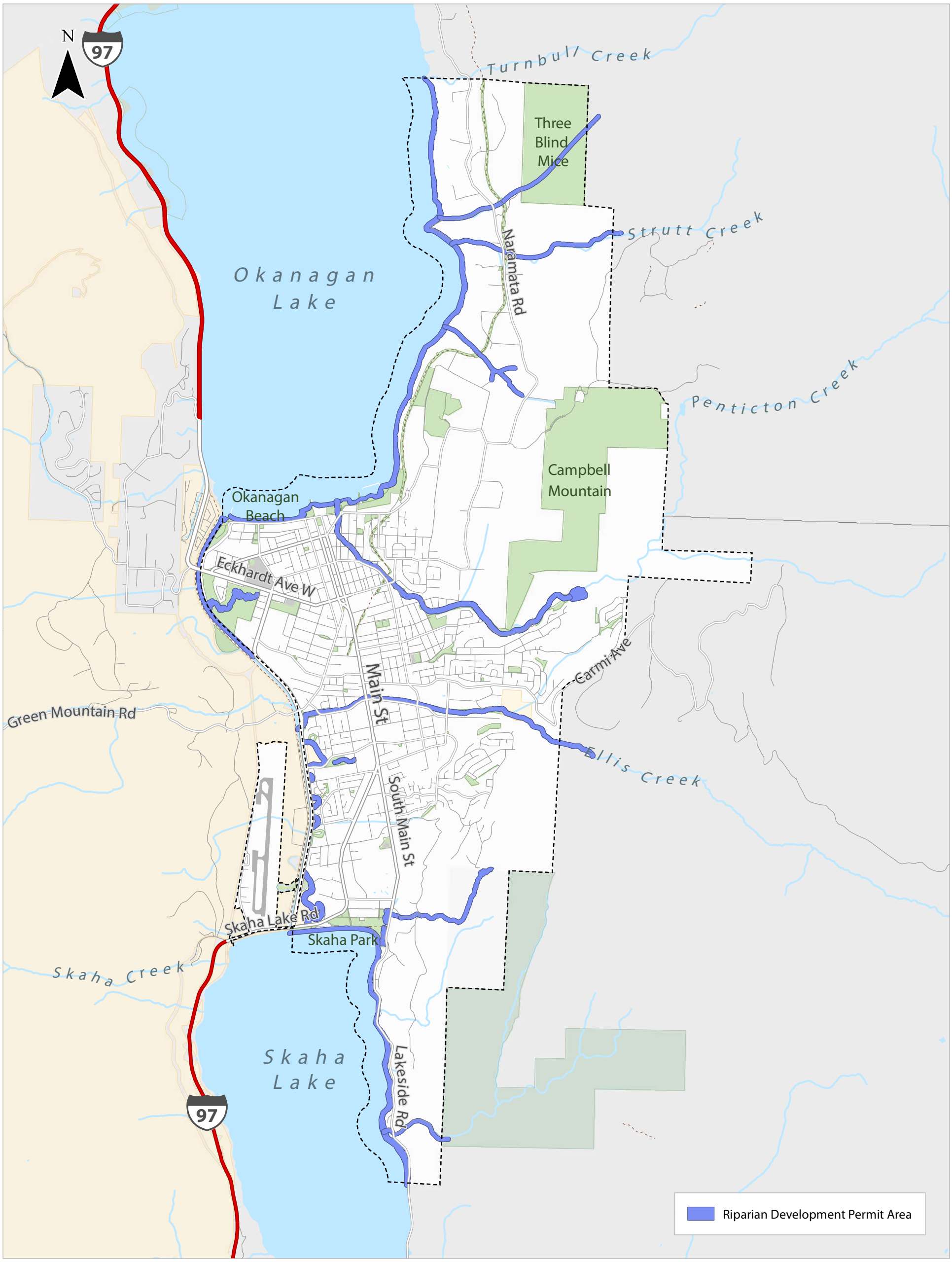
Kilometers
0 1 2 3 4 5

1:50,000

- Highway
- Arterial
- Collector
- Local
- Trail
- Watercourse
- City of Penticton
- Recreation Facility
- Park
- PIB
- Waterbody

Map 5: Riparian Development Permit Area

Official Community Plan



Cartographer: R. Padda
Date: June-26-19-2:54:25 PM
Terms of Use : The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and should not rely upon the information without independent verification as to the accuracy or suitability thereof.

Miles
0 1 2 3

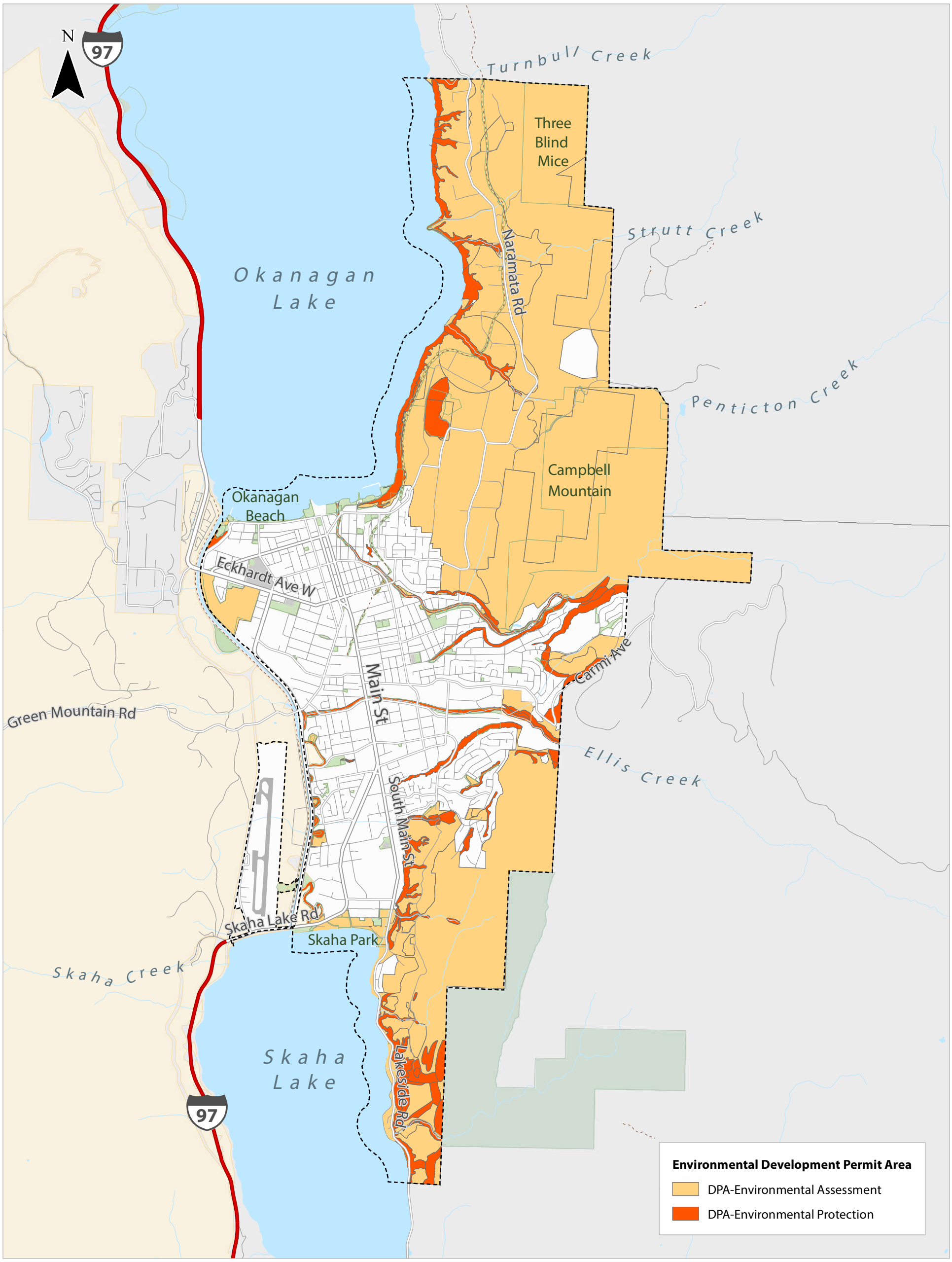
Kilometers
0 1 2 3 4 5

1:50,000

- Highway
- Arterial
- Collector
- Local
- Trail
- Watercourse
- City of Penticton
- Recreation Facility
- Park
- PIB
- Waterbody

Map 6: Environmental Development Permit

Official Community Plan



Cartographer: R. Padda
Date: June-26-19-2:54:49 PM
Terms of Use : The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and should not rely upon the information without independent verification as to the accuracy or suitability thereof.

Miles
0 1 2 3

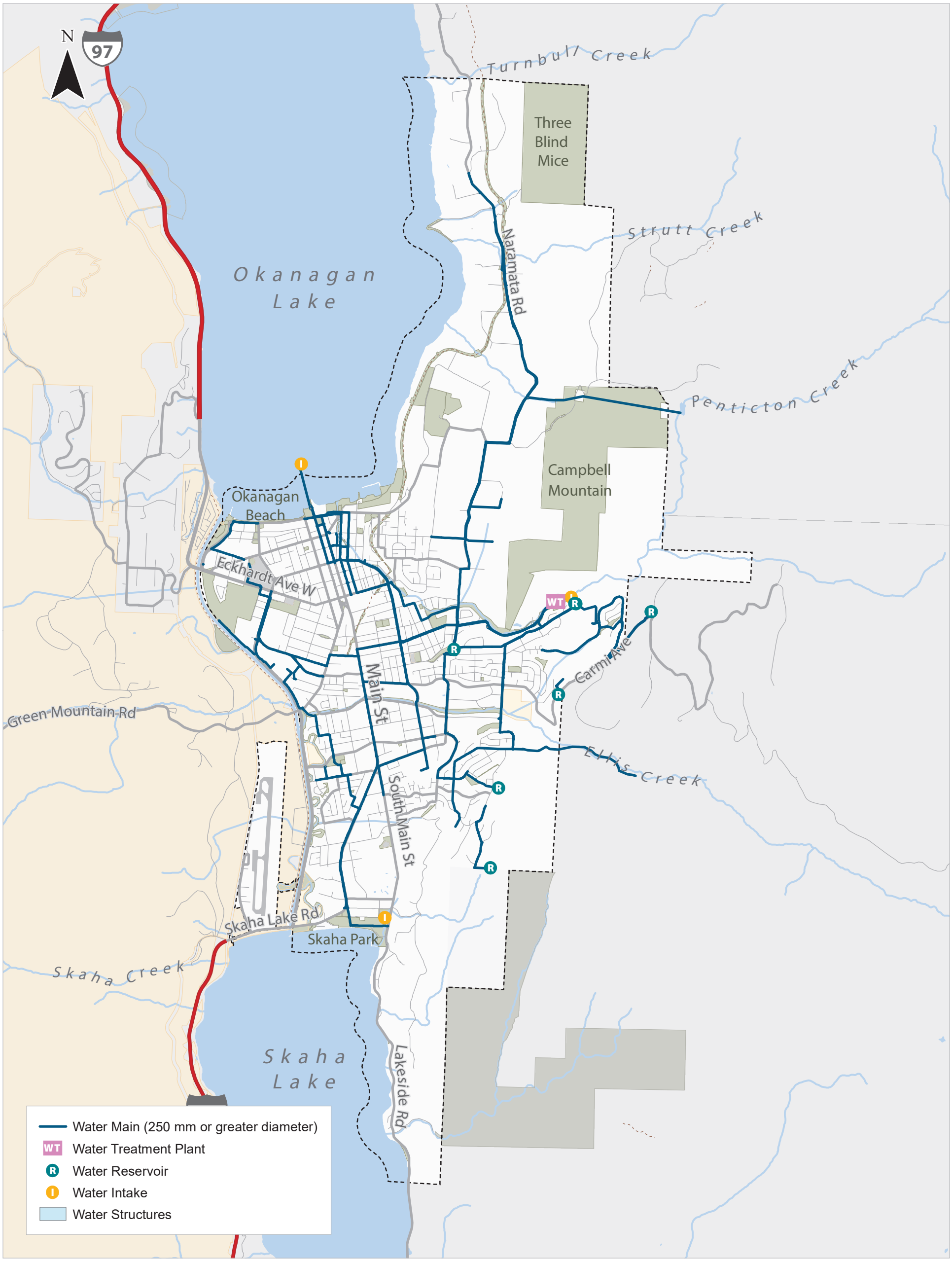
Kilometers
0 1 2 3 4 5

1:50,000

- Highway
- Arterial
- Collector
- Local
- Trail
- Watercourse
- City of Penticton
- Recreation Facility
- Park
- PIB
- Waterbody

Map 7: Water Network

Official Community Plan



Cartographer: R. Padda
Date: Friday, June 28, 2019-10:23:02 AM
Terms of Use : The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and should not rely upon the information without independent verification as to the accuracy or suitability thereof.

Miles
0 1 2 3

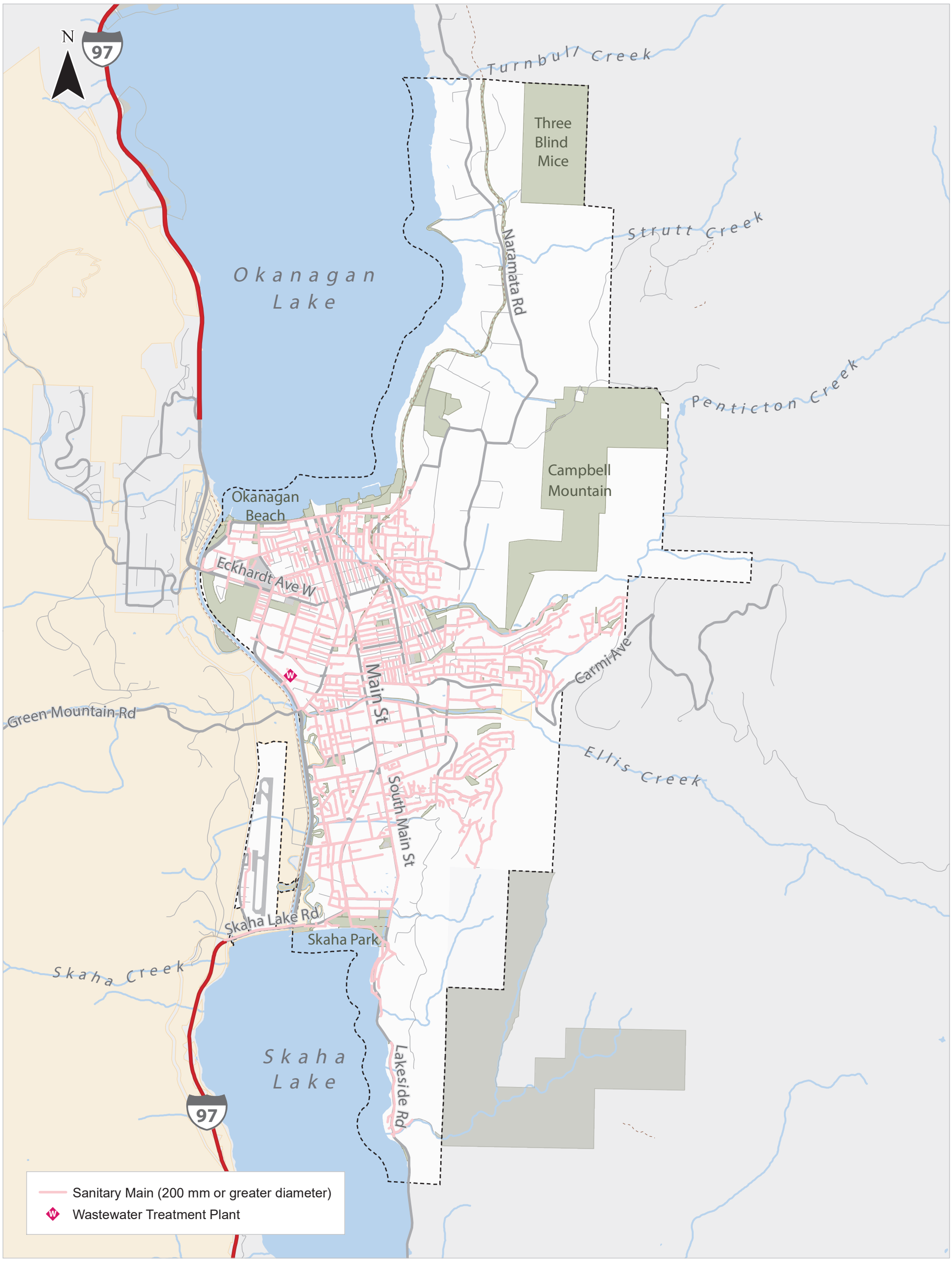
Kilometers
0 1 2 3 4 5

1:50,000

- Highway
- Arterial
- Collector
- Local
- Trail
- Watercourse
- City of Penticton
- Recreation Facility
- Park
- PIB
- Waterbody

Map 8: Sanitary Network

Official Community Plan



Cartographer: R. Padda
Date: Friday, June 28, 2019-10:18:53 AM
Terms of Use : The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and should not rely upon the information without independent verification as to the accuracy or suitability thereof.

Miles
0 1 2 3

Kilometers
0 1 2 3 4 5

1:50,000

- Highway
- Arterial
- Collector
- Local
- Trail
- Watercourse
- City of Penticton
- Recreation Facility
- Park
- PIB
- Waterbody