



Council Report

penticton.ca

Date: March 5, 2024
To: Anthony Haddad, City Manager
From: Steven Collyer, Housing and Policy Initiatives Manager
Address: 1704 Government Street
Subject: Zoning Amendment Bylaw No. 2024-05

Staff Recommendation

THAT Council give first, second and third readings to “Zoning Amendment Bylaw No. 2024-05”, a bylaw to rezone Lot A District Lot 3429S Similkameen Division Yale District Plan 23195 Except Plan 37288, located at 1704 Government Street, from M1 (General Industrial) and C4 (General Commercial) to CD9 (Comprehensive Development – 1704 Government Street), to facilitate the construction of a high-density mixed-use development;

AND THAT Council, prior to adoption of “Zoning Amendment Bylaw No. 2024-05”, require a 1.0m road dedication along the Government Street frontage of the subject property be registered with the Land Title Office;

AND THAT Council direct staff to enter into legal agreements with the developer, prior to adoption of “Zoning Amendment Bylaw No. 2024-05”, to provide the following related infrastructure projects at appropriate phases of the development:

1. Full design and construction of the full width of Government Street, between Industrial Avenue and Carmi Avenue, including but not limited to curb, gutter, all ages and abilities level active transportation lanes, transit stop and sidewalk;
2. Full design and construction of Page Avenue from the subject property to Dartmouth Road, including but not limited to curb, gutter, sidewalks and drainage infrastructure, and accommodating the current industrial uses currently utilizing the road right-of-way;
3. Installation of all ages and abilities level active transportation lanes along Government Street, from Carmi Avenue to Duncan Avenue;
4. Upgrade of existing multi-use path along Ellis Creek, from Dartmouth Road to Government Street;
5. Installation of a crosswalk and sidewalk along Carmi Avenue, from Halifax Street to Dartmouth Street, including traffic calming along that section of Carmi Avenue;

6. Upgrade existing multi-use path along the north side of the site, from Government Street to Dartmouth Road, including installation of a new pedestrian/bike connection up to the new crosswalk on Carmi Avenue, between Halifax Street and Carmi Drive.

Strategic Priority Objective

Livable and Accessible: Proactively plan for deliberate growth; focused on an inclusive, healthy, safe and desirable place to live.

Proposal

The applicant has submitted this Zoning Amendment Bylaw application to apply a custom-made Comprehensive Development (CD) zone on the subject property to facilitate a high-density, mixed use development.

The applicant has submitted a Letter of Intent (Attachment 'A') and a preliminary plans package (Attachment 'B') which further describe their proposal for the subject property and request for the proposed new CD9 zone.



Figure 1 - Conceptual rendering of proposed development

The preliminary plans package shows the proposed development of 11 buildings ranging in height from 6 to 8 and potentially 12 storeys (Figure 1). Between 1,200 and 1,500 residential apartments are proposed at full build out, with a mix of strata and rental tenures. In addition to the residential uses, office and retail uses in several buildings closest to Government Street are also proposed. The zoning would allow the option for hotel and strata hotel uses on the site to support temporary accommodations. The development is intended to be built in phases over several years. The development concept is subject to some change and refinement as it proceeds through future approvals processes, including subdivision and development permit stages. The first phase is proposed along Government Street and Ellis Creek, which will allow the existing industrial and storage uses to continue during the initial phases.

Background

Site Context

The subject property is located on the east side of Government Street, across from Penticton Regional Hospital and north of Ellis Creek (Figure 2). The property is 4 hectares (10 acres) in size and is located at the edge of the industrial area. The property contains an industrial warehouse building, a portion of which was

used as the city's Emergency Winter Shelter in 2023/24. The building previously contained a modular home and trailer manufacturing operation and currently contains a wine bottle distribution business. Photos of the site are included in Attachment G.

Surrounding uses include industrial operations (Peerless Trailer Manufacturer) and a self-storage business (Complete Storage Centres) upslope to the east. Ellis Creek and a multi-use pathway run along the south edge of the site. Penticton Regional Hospital is located across Government Street to the west. An Interior Health office and medical office building, along with single detached homes are located upslope along Carmi Avenue to the north.

Currently the only access to the property is from Government Street, although there is road frontage onto Page Avenue to the west and Carmi Avenue to the north. The section of Page Avenue abutting the property is currently unconstructed and used for trailer and vehicle parking by Peerless Trailer Manufacturer. There is a significant grade change from the subject lands upslope to both Page Avenue and Carmi Avenue. The intent is to upgrade Page Avenue to be the second access point to the site.



Figure 2- Property location map

Current OCP Designation

Following a comprehensive public engagement period over June-July 2023 and public comments received at a statutory Public Hearing on October 3, 2023, Council adopted "Official Community Plan Amendment Bylaw No. 2023-34", to change the future land use designation on the site from 'Industrial' to 'Mixed Use' (Attachment 'E'), with a site-specific policy statement allowing for up to 12 storey buildings. The proposed Comprehensive Development zone was developed to align with the Mixed Use OCP designation and the development concept shared with the community during the 2023 consultation on the OCP amendment.

Current Zoning

The subject property is currently zoned M1 (General Industrial) on the majority of the site (Attachment 'F'). A smaller portion of the subject property is zoned C4 (General Commercial). That portion was rezoned in 1992 with the intent to allow for a medical office building which was never constructed.

No Public Hearing

A public hearing is prohibited by the *Local Government Act* on Zoning Amendment Bylaw No. 2024-05 because it is for a development with at least 50% residential floor area and is aligned with the Official Community Plan.

Required Applications

Several planning applications and approvals are required to build the proposed development, as outlined in the table below:

Application Required	Description	Approval Authority
Official Community Plan Amendment Bylaw (complete)	To change the OCP future land use designation on the subject property from 'Industrial' to 'Mixed Use', with a site-specific policy statement to allow a maximum building height of 12 storeys. <i>*Note: "Official Community Plan Amendment Bylaw 2023-34" was adopted by Council on October 3, 2023.</i>	Council
Zoning Amendment Bylaw	To change the zoning on the subject property from M1 (General Industrial) and C4 (General Commercial) to CD9 (Comprehensive Development – 1704 Government Street) which was custom-built for this proposed development.	Council
Subdivision	To approve the subdivision of the site into multiple lots (phases) over time. A number of technical servicing and engineering requirements are addressed in each subdivision.	Staff – Approving Officer
Development Permits	To approve the form and character at each phase of the proposed development. Detailed development plans and landscaping plans are required at the development permit stage. It is expected that based on the building sizes in this development, each Development Permit will be considered by Council as they would exceed the staff-delegated threshold in the Development Procedure and Delegation Bylaw.	Council

Financial Implication

As the development is built out, Development Cost Charges (DCC's) will be paid on a per-unit basis for residential units and a square metre basis for the commercial uses. Based on the rezoning plans package and the current DCC rates (as amended from time to time), it is estimated the development at full build-out could contribute approximately \$13M-16M to the DCC reserve accounts, which would help fund many growth-related infrastructure projects identified across the city.

The developer will be responsible for paying for any infrastructure installation or upgrades required for the proposed development, such as new roads, road frontage upgrades, intersection upgrades, water servicing, sanitary sewer servicing, storm water servicing and electrical servicing. All public infrastructure would be maintained by the City in perpetuity, with the maintenance costs offset in part by the additional taxation and user fees generated through redevelopment of the subject property. All private infrastructure would be maintained by future strata corporations and land owners within the development.

The proposed mixed use development would have a significant impact on municipal property tax revenues. Overall, 2% of property tax revenue in Penticton stems from light industrial uses, such as the current use of the subject property which pays approximately \$60,000 per year in property tax with current rates. 74% of property tax revenue in Penticton comes from residential properties while another 22% comes from

business properties (non-industrial). The potential property tax estimate, at full build out of the development, ranges from \$1.1M to \$1.8M per year, using current rates and without accounting for the proposed commercial space. A dense, mixed-use development results in highly efficient use of public infrastructure by providing more homes and businesses in the built-up area of the city.

Technical Review

This Zoning Amendment Bylaw application was reviewed by the city's Technical Planning Committee, a group of internal staff who review development applications. Staff worked closely with the applicant to address the additional information staff required to be included in the CD9 zone, the rezoning plans package, and the supporting technical reports and drawings.

Traffic Impact Assessment Report

The applicant has submitted an updated Traffic Impact Assessment report outlining the development's projected impact on surrounding road networks. The report focusses on pedestrian, bicycle and transit movements as well as vehicles. The scope of the Traffic Impact Assessment included Government Street, Carmi Avenue, Dartmouth Road, and Industrial Avenue.

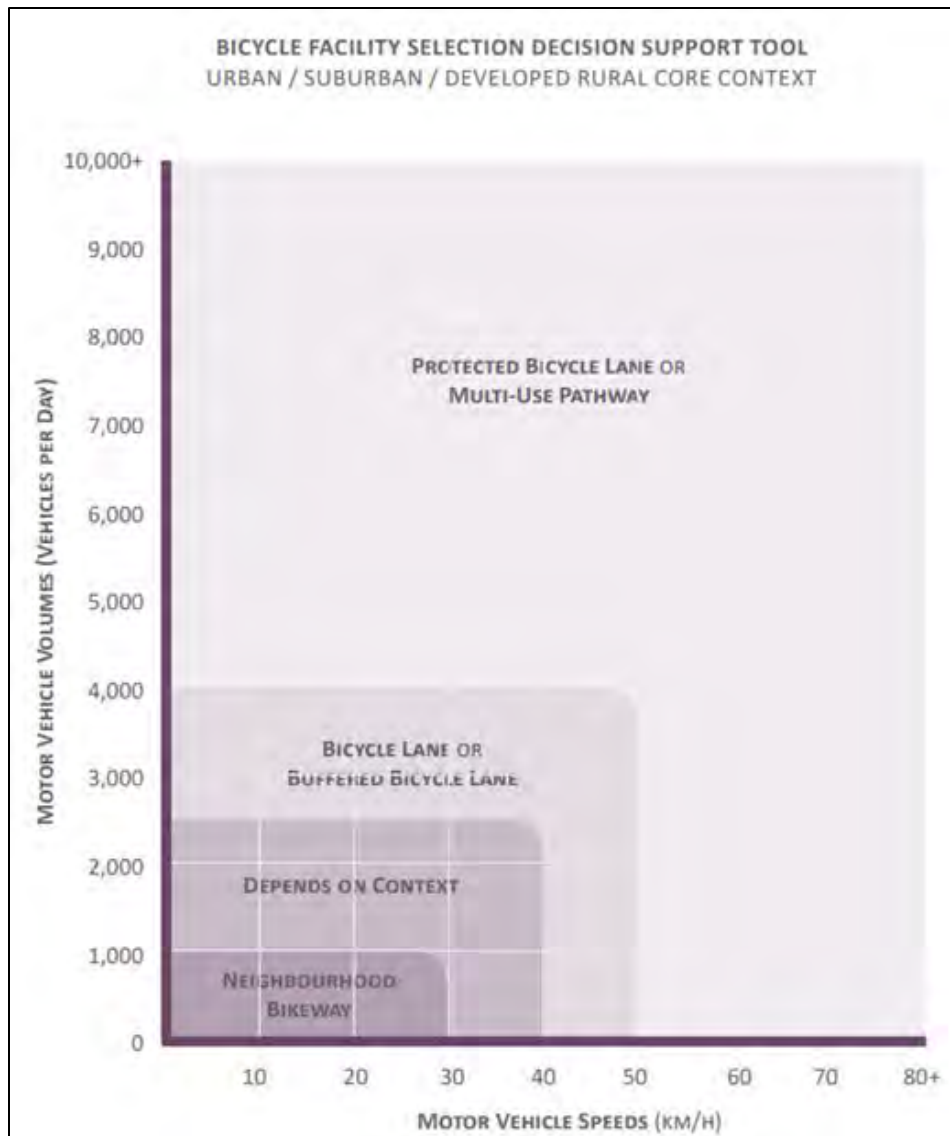
The report outlines options to help limit the impacts of additional traffic volumes in this area connected to the new development, including traffic signal coordination, various detailed intersection designs, and building in a way that supports active transportation (walking, cycling, and transit). The report contains many recommendations for improvements to area roads, intersections, pathways, and enhancements to existing transit service. Some of these findings highlight pre-existing deficiencies that would be exacerbated with the proposed development, and informed staff's recommendation related to off-site infrastructure works.

The Traffic Impact Assessment report estimates the number of trips, by different modes, at Phase 1 and at full build-out of the development as outlined in the table below:

Trip Type	Trips Per Day (Phase 1)	Trips Per Day (Full Build Out)
Vehicle	869	2,432
Public Transit	106	421
Walking & Bicycling	224	1,052

The current through-traffic volumes on Government Street range between 6,000-8,000 vehicles daily, depending on time of year and not including the proposed development volumes. Considering the existing bike infrastructure on Government Street, these volumes and speeds surpass the BC Active Transportation

Guide thresholds for protected lanes (Figure 3). Accordingly, the City's Master Transportation Plan recommends these existing painted bike lanes be upgraded.



*Figure 3 - Bicycle Facility Selection Decision Support Tool
(source: British Columbia Active Transportation Design Guide)*

The Traffic Impact Assessment also notes that the majority of trips are expected to utilize Government Street, Carmi Avenue, and the Ellis Creek Multi-Use Path to reach key destinations, with a significant portion of local trips expected towards the hospital across the street.

To support these additional trips and in recognition of the existing deficiencies in the City's infrastructure, the Traffic Impact Assessment proposed a number of infrastructure projects be completed:

- Upgrade Government Street along the frontage of the site and contribute to upgraded street lighting
- Upgrade Page Avenue to serve the development site
- Install a traffic light at the site entrance and Government Street, with pedestrian crossings

- Install protected bicycle lanes along Government Street (between Industrial Avenue and Carmi Avenue)
- Contribute to upgrading pedestrian signals at the Government Street/Carmi Avenue intersection
- Upgrade the bus stop on Government Street at Carmi Avenue and contribute towards making it a bus bay
- Install a new sidewalk on Government Street between Industrial Avenue and Warren Avenue
- Improve street lighting along Government Street at Industrial Avenue and Okanagan Avenue
- Reduce posted speed limit on a section of Carmi Avenue to 30km/h
- Upgrade multi-use path along Carmi Avenue (south side) between Government Street and Dartmouth Road
- Install new sidewalk and new multi-use path along Carmi Avenue (north side) between Halifax Street and Dartmouth Street
- Install a traffic light at the Dartmouth Road/Carmi Avenue intersection
- Install a new sidewalk along Dartmouth Road between Carmi Avenue and Warren Avenue
- Install a new sidewalk along Industrial Avenue between Dartmouth Road and the East Hospital Entrance
- Improve street lighting along Carmi Avenue at Halifax Street, Dartmouth Street, and Dartmouth Road

Through review of the Traffic Impact Assessment and discussions with the applicant, the off-site infrastructure requirements have been scoped down to those outlined in the staff recommendation, and further described in the following section. City staff will continue working with the developer on details of required infrastructure works associated with the new development, as conditions of future development approvals on the site.



Figure 4 – Artistic rendering of proposed development, view from Government Street

Recommended Off-Site Infrastructure Projects

Given the large scale of this proposed development, it will have impacts on infrastructure surrounding the site. Staff reviewed the Traffic Impact Assessment and are recommending the following projects be completed in relation to the proposed development. These projects are intended to support active transportation mobility to and from the site, improving its connections with the rest of the city. The proposed off-site infrastructure projects around the subject property are listed below and included on a map in Attachment 'D':

Recommended Off-Site Infrastructure Project	Details and Rationale
Full width upgrade of Government St, between Industrial Ave and Carmi Ave	• The Subdivision and Development Bylaw can only require one-half width of frontage upgrades between the property lines. • The subject property frontage consists of 125m of this 300m block • The full-width upgrade of Government Street is recommended to provide a new intersection to the site and hospital, pedestrian crossing, sidewalks, and curb, gutter, install all ages and abilities (AAA)-level active transportation lanes, and align the vehicle travel lanes with existing intersections. • Upgrade transit stop as required
Installation of all ages and abilities (AAA)-level active transportation lanes along Government St (from Carmi Ave to Duncan Ave)	• Provides a 260m connection between the development and the future Duncan Avenue all ages and abilities (AAA)-level active transportation lanes (City-funded project in future year), and the city's AAA active transportation network • Enhances cycling trips to destinations north of the site (I.e. IGA grocery store, KVR Middle School, Penticton Secondary School, the downtown and Okanagan Lake waterfront, McLaren Park).
Upgrade existing multi-use path along Ellis Creek, from Dartmouth Rd to Government St	• Upgrading the path between Dartmouth Road and Government Street would allow for potential hard surfacing, lighting, and enhanced facilities along this section of the route to improve its usability
Installation of a crosswalk and sidewalk along Carmi Ave, from Halifax St to Dartmouth St, including traffic calming	• Leading from the new connection to the path below, a cross walk is proposed at Carmi Avenue to a new sidewalk on the north side of the street • This provides a dedicated sidewalk along a busy road where currently there is no sidewalk • The sidewalk provides a connection to Dartmouth Street, leading to connections in the neighbourhood to the north including a larger path network connecting to Columbia School, Penticton Creek, and McLaren Park
Upgrade existing multi-use path along the north side of the site and provide a new pedestrian/bike connection up to the new crosswalk on Carmi Ave.	• An existing path exists along the north side of the subject property • A portion of the path has been upgraded to hard surface and with storm water infrastructure • To support active transportation and future connections from the development into this path, its proposed to be upgraded with enhanced surface and lighting, with a new connection installed leading up to Carmi Avenue

Entering into the appropriate legal agreements with the developer will determine the funding mechanism(s) for these projects to be completed as this development is built-out.

Required On-Site Infrastructure

The developer is responsible for all the costs associated with developing on-site infrastructure. This includes access from Government Street, extending Page Avenue into the site and upgrading its full length to city standards, and providing an internal road network, water mains, and sanitary sewer mains through the development site. At each phase of the development, the infrastructure for that phase shall be completed.

The applicant has submitted a draft concept intersection design for the site entrance and Government Street with a pedestrian crossing. The current concept is for a right-in, right-out intersection initially, with a full access intersection installed after initial phases of the development are complete. A pedestrian crossing is mandatory under both scenarios. The applicant will continue to refine and finalize the detailed intersection design with the City's Engineering team, as a condition of future subdivision.

Discussions with the developers and city's Engineering Department are also occurring regarding the ownership (private vs public) of the internal road network, which will be finalized through future development approvals.

Road Dedication

Staff are recommending that Council require a 1.0m wide road dedication along the Government Street frontage of the subject property. This requirement was identified with the applicant early in the process. Obtaining the road dedication as a condition of rezoning allows the 20m wide Government Street right-of-way to meet the required 21m width for collector roads as per the city's Subdivision and Development Bylaw. This additional width will improve the road right-of-way by providing more room for boulevard trees, sidewalks, bike lanes and overall an enhanced city realm adjacent to the development site. The applicant has designed accordingly to account for this 1.0m wide road dedication.

Future Approvals Considerations

Through technical review, staff also provided high-level comments regarding the site design, building design, stormwater management, and landscaping/open space design requirements associated with the proposed development. Those comments will guide the further refinement of the development plans through future approvals processes and assist in making final decisions on servicing levels and infrastructure design and ownership. The Technical Planning Committee will review any future applications related to this development, including the subdivision and development permit applications, to ensure those items are addressed prior to any construction beginning on-site.

Analysis

When reviewing a Zoning Amendment Bylaw application, staff encourage Council to consider how the application aligns with the Official Community Plan (OCP) future land use designation and relevant policies, among other considerations. This section of the report outlines how the proposed CD9 zone aligns with the Official Community Plan and outlines the unique permitted uses and development regulations of this custom zone.

Official Community Plan Alignment

In October, 2023, Council adopted “Official Community Plan Amendment Bylaw No. 2023-34”, to change the OCP future land use designation on the subject property from ‘Industrial’ to ‘Mixed Use’, with a site-specific policy allowing building heights to a maximum of 12 storeys (Figure 5).

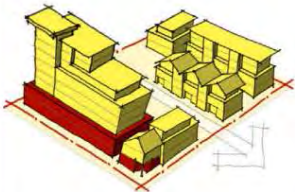
Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
	A mixed-use area allowing for intensive development with active and vibrant retail or service uses at ground level and multi-family residential and/or office uses. Site-Specific Mixed Use Policy Statement: 1704 Government Street: Allow a maximum building height of 12 storeys. (Bylaw No. 2023-34)	Higher-density mixed-use buildings	- Commercial (retail, service, office) - Residential	Up to 10 storeys	- C3 - C5

Figure 5- Excerpt from Official Community Plan Future Land Use Designations table

A comprehensive OCP policy review was completed and presented to Council during recent consideration of the OCP amendment. That OCP policy review has been revised and included as ‘Attachment C’, demonstrating the proposal is well-aligned with many OCP policies.

CD9 (Comprehensive Development – 1704 Government Street) Zone Details and Analysis

“Zoning Amendment Bylaw No. 2024-05” proposes a Comprehensive Development (CD) zone custom-made for this specific development. CD zones are typically used to allow for a unique mix of uses and development regulations that do not fit within the parameters of an existing zone.

The CD9 zone is included as ‘Attachment H’. The following sections outline the details and analysis of the CD9 zone regulations.

Permitted Uses

A number of different uses would be permitted in the CD9 zone. Apartments, flex units, and live-work units are permitted residential uses. The range of permitted commercial uses which could occupy the retail and office spaces in the future include health service offices, personal service offices, and patient care uses. Both ‘major’ and ‘minor’ day cares are permitted uses to support the identified child care need in the community. Industrial uses are permitted, but limited in permitted floor area and to indoor uses only, as the applicant plans to retain the existing warehouse on-site while building out some of the buildings. Public park is listed as a permitted use, and a minimum required size of 2,046m² has been established in the CD9 zone provisions to ensure a certain amount of public plaza and park space is provided on-site (see Parkland section below). The CD9 zone permits ‘tourist accommodation’ and ‘resort residential’, allowing the opportunity for hotel and strata hotel uses on-site. Tourist commercial and other commercial uses have been limited in floor area to less than 50% total gross floor area to ensure the majority of the development is for residential use.

however this is to account for the phasing of the development, with future property lines (phasing lines) between many of the buildings. In addition, the concept design provides increased setbacks for upper floors to avoid a 'solid wall' effect and help support a friendly pedestrian realm. The zoning allows commercial space right up to property line, which is considered suitable in this development as the commercial uses are intended to provide engaging and active streetscapes, similar to the mixed-use feel of areas around the downtown. With on-site parking provided underground, this frees the ground-floor level to be pedestrian focused and allows building setbacks less than what they would need to be to accommodate at-grade vehicle parking.

Through the public engagement period, there were concerns raised around the adjacency of the industrial properties to the east. On that side of the property, there is an existing treed natural bank setting the subject property approximately 10m (33ft) below the flat portion of the Peerless property. The proposed building setback is 6.0m. Balcony projections would be allowed to project up to 2.0m into that setback. This setback accounts for the natural feature on the site, helping to physically separating the new buildings from the adjacent industrial neighbours. While a 6.0m setback is proposed on that side, there is approximately 12.0m between the proposed buildings on the subject property and the flat, usable portion of the Peerless property to the east (Figure 8). To address adjacency concerns, staff will work with the developer through future approval stages to mitigate land use conflicts through different means.

Amenity Space

The CD9 zone will require amenity space at a minimum rate of 5m² (54ft²) per dwelling unit, resulting in approximately 6,000m² to 7,500m² (equivalent of 1.5-2.0 acres) of total amenity space on the site. This could be provided as a mix of private amenity space (i.e. balconies, patios) and shared amenity spaces (i.e. amenity rooms, gyms, community gardens, shared patios). This is the same ratio of amenity space required in the city's downtown zones, and given the proposed density of the site, meeting a higher amenity space requirement (i.e. 20m² per unit, which is required in other multi-family housing zones) would be difficult to achieve. The development plans include 2,046m² of land to be provided for public park use. These public park areas are intended to remain privately owned and maintained, but public access would be guaranteed through a right-of-way agreement. The site is also bounded by two green trail corridors on either side, which provide adjacent greenspace options for residents and visitors.

Density Bonus Provisions

Staff worked with the developer to incorporate density bonus provisions into the CD9 zone. The CD9 zone allows a base density aligned with the concept for 6-8 storey buildings, at 3.4 Floor Area Ratio. Floor Area Ratio is the ratio between the overall net floor area within the development compared to the area of the site.

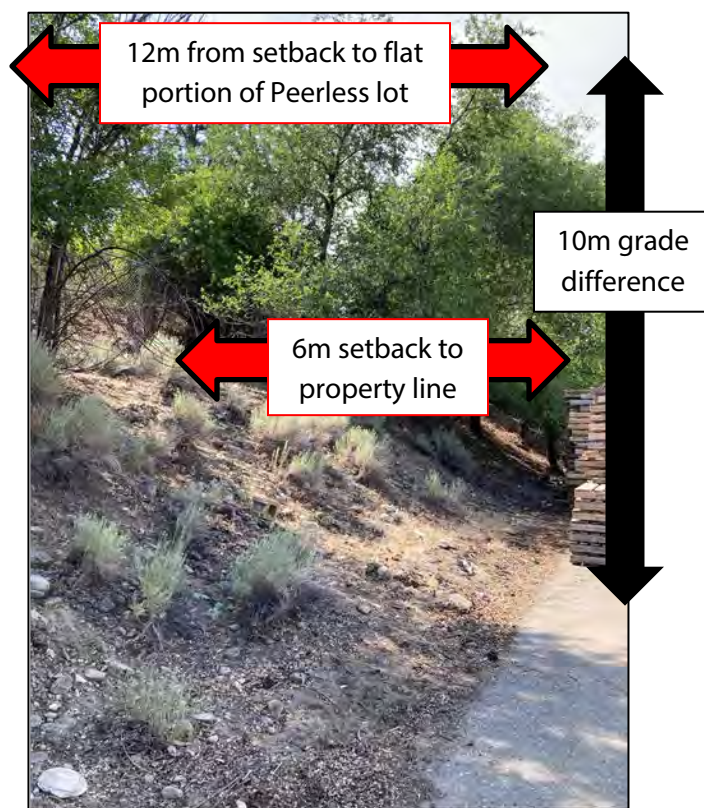


Figure 8- Image of treed bank at rear of property

The density bonus provisions would allow the Floor Area Ratio to be increased up to 6.4 FAR, allowing for development of up to 12 storey buildings on a portion of the site, only if at least 25% of the residential units gained through the additional density are secured as affordable housing units. Based on the current plans and depending on final unit mix, staff estimate this density bonus requirement could result in the provision of up to 90 affordable units in the development, if the maximum density is sought by the developer. The affordable housing units would be secured through agreements on title to ensure they are rented out for no more than 30% of the resident's gross income, or a similar measure of below-market rate rents. These units would likely be operated by a non-profit housing provider as non-market homes.

This density bonus scheme provides dedicated affordable housing units within the development, should the density be increased beyond the base concept. This would support a range of affordability and mixed-income households within the development, while helping address a wider range of housing needs.

Parkland

Staff worked with the developer to secure at least 2,046m² (0.5 acres) of land for public park use in the development in the CD9 zone regulations. This amount works out to approximately 5% of the total site area (Figure 9). The detailed design of this public space will be determined through future Development Permit applications. The space itself is planned to be secured through a statutory right-of-way on private property, with the agreement allowing for free and open public use. Staff will work with the developer through the future approvals processes and park design stages to ensure these spaces appear welcoming and open to the public. While remaining on private land and being privately maintained, this solution has been applied in other communities for similarly dense development where parking garages and utilities underneath the site makes public ownership of that land more complicated.

In addition to the park space to be provided within the development, the developer will contribute to enhancing the buffering and providing pedestrian connections to the Ellis Creek trail corridor and to the trail along the north side of the site.

Vehicle and Bicycle Parking Requirements

The CD9 zone outlines specific vehicle and bicycle parking requirements for this development. The proposed vehicle parking regulations differ from the typical Zoning Bylaw requirements, given the central location, density of development, and focus on active transportation options. There is a general goal of

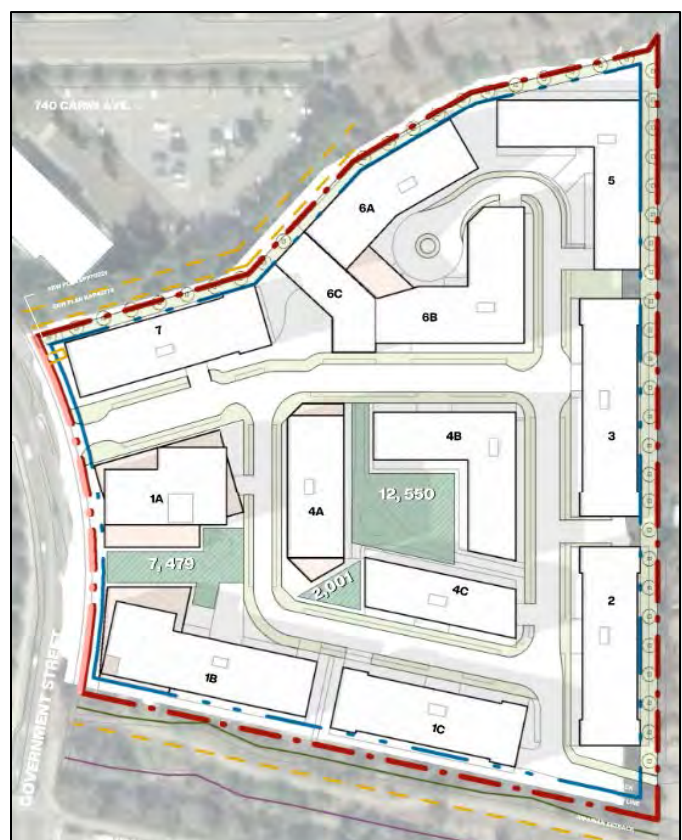


Figure 9 - Proposed parkland areas to be secured for public access, shown in green. Measurements shown in square feet

having at least one space per dwelling unit, with the exception of the smaller studio and flex units, and one-bedroom rental units. The proposed parking regulations are as follows in Figure 10:

Table 14.5 – CD9 Parking Regulations	
Use	Parking Ratio
Strata Residential	
- Studio	0.5 stalls per unit
- 1 Bed	1 stall per unit
- 2 Bed	1 stall per unit
- 3 Bed	1.25 stalls per unit
- <i>Flex unit</i>	0.0 stalls per unit
- Visitor	0.1 stalls per unit (excluding <i>flex units</i>)
Rental Residential	
- Studio	0.5 stalls per unit
- 1 Bed	0.5 stalls per unit
- 2 Bed	1 stalls per unit
- 3 Bed	1 stalls per unit
- <i>Flex unit</i>	0.0 stalls per unit
- Visitor	0.1 stalls per unit (excluding <i>flex units</i>)

Figure 10 - Table of vehicle parking requirements in the CD9 zone

The CD9 zone residential parking ratio is based on unit size, whereby a studio unit would require less parking than a 3-bedroom unit. A flex unit would provide options for a separate or expanded living space within a unit, and no parking would be required for the flex unit. The visitor parking space requirement is also proposed to be reduced from a typical ratio of 0.25 spaces per unit to 0.10 spaces per unit within the CD9 zone. Slightly lower parking requirements are proposed for rental units versus strata units. This custom parking ratio would result in approximately 1,850 spaces on-site, including residential and commercial. The development is intended to support the hospital across the street, encouraging walkability between the two sites, and is along a transit route and bike lanes to access nearby destinations including groceries, shopping, and employment. It is expected these factors will assist in reducing the number of vehicles needing to park on-site.

The CD zone includes the option for cash-in-lieu of parking. The CD9 zone parking requirements are not met on a phase-by-phase basis. Cash-in-lieu of parking would be charged at a rate of \$13,000 per parking space not provided. That money would be allocated between the Off-Street Parking Reserve (75%) and the Alternate Transportation Infrastructure Reserve (25%).

The proposed vehicle parking ratios are supported by enhanced bicycle parking requirements within the site. The proposed minimum requirement is 0.75 secure Class I bicycle parking spaces per unit, rather than the typical 0.5 spaces per unit. The CD9 zone also requires that a bike wash, repair, and maintenance space be provided in each building.

Commercial vehicle and bicycle parking requirements are not proposed to be customized in the CD9 zone and would therefore be required at the default ratios contained in the Zoning Bylaw.

Summary

Staff worked closely with the applicant to develop a Comprehensive Development (CD) zone for this high-density, mixed-use development that reflects a reasonable mix of uses, provides for the density envisioned by the OCP for the site, and supports community needs through minimum parkland requirements and density bonus provisions to secure affordable housing on-site if the applicant exceeds their base permitted density. The CD9 zone permitted uses and development regulations are considered to be suitable and appropriate for the proposed high-density, mixed-use development being proposed.

Should “Zoning Amendment Bylaw No. 2024-05” be given first, second and third readings by Council, staff will continue working with the developer on more technical details around the phasing and design of infrastructure works, and enter into legal agreements for those off-site works prior to adoption of “Zoning Amendment Bylaw No. 2024-05”.

Alternate Recommendation

Alternate Recommendation #1

Council may wish to proceed with giving “Zoning Amendment Bylaw No. 2024-05” first, second and third readings, but not apply the condition requiring all ages and abilities (AAA) level active transportation lanes between Industrial Avenue and Duncan Avenue to connect to this development. In this case, Council should choose to remove references to ‘active transportation lanes’ from the recommended list of off-site upgrades. Doing so would result in the City being fully responsible for these specific infrastructure upgrades at some point in the future. Staff are not recommending this option, as staff consider this condition to be reasonable based on a development of this scale and will support the diverse mobility options that the development is geared towards. .

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2. Full design and construction of Page Avenue from the subject property to Dartmouth Road, including but not limited to curb, gutter, sidewalks and drainage infrastructure, and accommodating the current industrial uses currently utilizing the road right-of-way;

3. Upgrade of existing multi-use path along Ellis Creek, from Dartmouth Road to Government Street;
4. Installation of a crosswalk and sidewalk along Carmi Avenue, from Halifax Street to Dartmouth Street, including traffic calming along that section of Carmi Avenue;
5. Upgrade existing multi-use path along the north side of the site, from Government Street to Dartmouth Road, including installation of a new pedestrian/bike connection up to the new crosswalk on Carmi Avenue, between Halifax Street and Carmi Drive.

Alternate Recommendation #2

Council may consider all the information presented in this report and decide to not proceed with further consideration of this Zoning Amendment Bylaw application. If this decision is made, Council should choose Alternate Recommendation #2, and the application would be closed and the zoning on the subject property would remain 'M1 (General Industrial)' and 'C4 (General Commercial)', which would not be aligned with the 'Mixed Use' OCP designation on the subject property. Staff are not recommending this alternate recommendation, as there is considered to be policy support for the proposed rezoning.

2. THAT Council not give first reading to "Zoning Amendment Bylaw No. 2024-05".

Attachments

Attachment A – Letter of Intent (applicant)
 Attachment B – Rezoning Plans Package (applicant)
 Attachment C – Official Community Plan Policy Analysis (staff)
 Attachment D – Proposed Off-Site Infrastructure Projects Map
 Attachment E – Existing Official Community Plan Map
 Attachment F – Existing Zoning Map
 Attachment G – Photos of Subject Property
 Attachment H – Zoning Amendment Bylaw No. 2024-05 (CD9 zone)

Respectfully submitted,

Steven Collyer, RPP, MCIP
 Housing and Policy Initiatives Manager

Concurrence

Director of Development Services <i>BL</i>	GM of Infrastructure <i>KD</i>	Director of Finance and Administration <i>AMC</i>	City Manager <i>ABH</i>
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Attachment A - Letter of Intent (applicant)

February 21, 2024

Penticton City Council
171 Main Street
Penticton, BC
V2A 5A9

Letter of Intent – Penticton Innovation District - 1704 Government Street – Rezoning Submission

Mayor Bloomfield and City Council:

Thank you for support to amend the OCP for our site in October. It demonstrated clear and decisive action and leadership in producing much needed housing in Penticton. It has been a pleasure to work with staff and engage with the community and stakeholders over the past several months.

I would like to start off with the Vision our team has articulated for the project:

Stryke seeks to revision and transform this property into the Penticton **Innovation District**. This development will leverage the world class location: within the Okanagan adjacent to Penticton Regional Hospital, to create a world class master planned community that will offer spaces for people to live, work and play.

The vision is to deliver a complete community, based around a synergistic relationship between the uses on site and the energy of the surrounding community. The community design will be balanced to deliver strong urban architecture, place making, and sustainable design to ensure the best outcome for project stakeholders.

Public areas will be designed for multiple active uses ranging from public events to private gatherings, and even designed to accommodate small festivals and food trucks, this community will be a microcosm of the best of the Okanagan, and B.C. It will be a “village” which will enhance the life of those that live and work within the community, and around it.

Rezoning Synopsis

This submission proposes the subject site be rezoned from an industrial (M1 with small C4-General Commercial subsection) to a CD – Comprehensive District. The site looks to provide mixed-use typologies, including ground-level retail, a mid-rise office tower and apartment style residential units. In line with the goals of Penticton’s Official Community Plan (OCP), the CD zone proposal considers a variance to the current Zoning Bylaw’s density, parking and setback guidelines. This CD zone is critical to the project, and it provides much needed flexibility in design, and use across the site.

Density

A 2.50 FAR minimum density is being proposed so that the site can adequately address both the City of Penticton and 2020 Regional Housing Assessment’s goal for additional housing stock in the Okanagan. Density bonusing will be utilized to allow for variance to respond to demand over the ±10-year timeline for the project. At full build-out, the **Innovation District** will provide between 1200-1500 new homes for the community. This site also provides an opportunity to create a mixed-use urban character adjacent the Penticton Regional Hospital and extend retail services to compliment those already existing in the area and expand upon those that are needed.

Parking

The subject site is proposing a stall-to-bedroom ratio parking schedule in lieu of the stall-to-unit ratio. In an effort to increase sustainability, the project has been designed to align

with progressive development standards, which leans towards a reduction in vehicle parking in favour of enhanced bicycle parking and facilities, increased pedestrian connectivity and encouraging greater use of transit networks. The proposed parking ratio is appropriate for mixed-use residential development and has been considered in conjunction with a transportation study. We are working with City staff and third parties to design non-vehicular movement options on and off the site, to reduce reliance on cars.

Setbacks

The building setbacks have been designed to support urban character and ground-plane interfacing for the pedestrian realm with both retail and residential uses. Each section has been carefully considered for what would be most appropriate for the end user the space. The project has also enlisted the study of a Qualified Environmental Professional (separate report attached) to help carefully consider and set out an appropriate setback to respect the Ellis Creek riparian zone to the south.

Neighbour/Adjacent Parcel Impacts

As the proposed project is a master-planned community there will be some unavoidable, temporary, impacts to and from surrounding neighbours and adjacent properties due to both the length of the project timeline and nature of repurposing the site use. The most notable of these impacts are noise and traffic. To mitigate the disruption of construction noise, a work schedule that adheres to local noise bylaw ordinances will be maintained. In consideration of long-term noise impacts to both neighbouring sites and residences of the **Innovation District**, an acoustic consultant will be employed for key development stages to consider noise buffering solutions with minimized visual impacts, in conjunction with the natural noise reduction that will occur with the landscape buffer.

The project has already engaged in a detailed transportation study with City staff and our own engineers, to reduce strain on the existing city infrastructure. As a result, a secondary access road (Page Avenue Extension) will be provided to minimize traffic impacts on the surrounding neighbourhoods, and further transportation studies will be refined as the project moves into development permit phasing.

Community Benefit

In addition to the much-needed housing in the City of Penticton, the project will offer many benefits to both future residents and members of the public. The current site is an underperforming industrial property that is entirely non-permeable to the pedestrian and cyclist realm. It also offers no additional services to the community at large, and very little economic benefit to the city via property tax or employment.

The **Innovation District** will add housing, infrastructure, connectivity and economic improvements to an already vibrant community. The addition of a mixed-use development pairs well with the adjacency to the Penticton Regional Hospital and leans into the desire of the OCP to create inviting, human-scaled urban realms.

Residential + Commercial Benefit

The project will add between 1200-1500 new dwelling units at full build out. These units include a mix of rental, market condo and seniors housing, to respond to a community with diverse needs. The commercial portion of the site will take its cue from the neighbouring hospital and provide medical-oriented services in addition to other retail conveniences and office space to encourage a live-work community.

Infrastructure

As part of the site revitalization, existing services and roadways will need to be upgraded to accommodate the new density and use. This infrastructure will be designed to future proof the site from having negative impacts on the neighbouring community.

Connectivity

By creating a mixed-use site, the pedestrian realm will be greatly expanded to connect many key community points that currently require circumventing the existing industrial site. A retail/residential mixed-used frontage is proposed all along Government Street to create an inviting and well-connected streetscape across from the hospital. In addition, the carefully considered riparian setback ensures that the site can also allow for connectivity to the pathway adjacent Ellis Creek. There has also been consideration for the potential to have a future pathway connection to Carmi Ave., allowing for great pedestrian connection to and from the Carmi neighbourhood.

Economics

There will be multiple economic benefits to the community as a result of this envisioned site. Not only will there be jobs created through the construction jobs, future retail and office uses, but significant additional property tax revenue through the densification of site use. With respect to the current site industrial use, the decommissioning of the on-site buildings will be slowly phased out and replaced by new commercial as both a source of employment and revenue. The number of jobs created on the site, will exceed the peak employment levels seen on the site, through its use as an industrial facility. Current phasing plans retain the use of the existing main structure through the first three two to three phases. The existing business has been engaged as part of the site redevelopment to ensure consideration throughout the redevelopment process.

The project team is excited to put forward the proposed rezoning to create the **Innovation District**. The project has been noted as the “[Most Significant Development Ever](#)” in Penticton, and we are humbled by the opportunity to bring this forward. Through this process, the site will be able to see its full potential as a beneficial community hub to create vibrant mixed-use addition to an already thriving and evolving Penticton.

Thank you for your time, consideration and feedback for this proposal. Please reach out to the team members listed with any questions regarding this submission.

Sincerely,



Rocky Sethi
Managing Director
Stryke Group
For: 1704 Government Street Limited Partnership

Attachment B - Rezoning Plans Package (applicant)



Rezoning Re-Submission

Penticton Innovation District

1704 Government Street, Penticton



Submitted to City of Penticton
by Arcadis Architects (Canada) Inc.
January 12, 2024

Table of Contents

Introduction

Project Intent 3

Project Team 4

Site Context

Location + Context 7

Site Surroundings 8

Policy Context 9

Response to OCP 10

Neighbourhood Context 11

Precedent Community Imagery 13

Proposed Development + Plans

Design Vision Sketches..... 16

Basic Programmatic Massing + Typology..... 19

Basic Programmatic Height 20

Proposed Development + Plans Cont'd

Zoning Compliance Tables 21

Landscape Zoning Compliance..... 24

Precedent Landscape Imagery..... 25

Overall Site Plan..... 27

Phasing Plans 28

Lot Coverage, Property Lines + Setbacks 30

Pedestrian Connectivity..... 31

Roadway Right of Way Diagram 32

Road Right of Way Sections 33

Preliminary Shadow Studies..... 35

Gross Area Plans 37

Appendices

Appendix A - Additional Documentation..... 40





Introduction

Project Vision

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Team

ARCHITECT:

Arcadis Architects (Canada) Inc.

1353 Ellis St Unit 202
Kelowna, BC V1Y 1Z9
T 250-980-3432

Contact:

Lauren Macaulay, Architect (AIBC)
Principal,
Business Unit Director
lauren.macaulay@arcadis.com



OWNER:

1704 Government Street Limited Partnership

#290 - 13777 Commerce Parkway,
Richmond, BC

Developer:

Stryke Group
Rocky Sethi
Managing Director



Site Context

Location + Context

Site Description

The 10 acre site at 1704 Government Street is located between the Carmi neighbourhood to the north, Penticton Regional Hospital to the west, and industrial areas to the south and east. It is approximately 1.5 km south of downtown Penticton, in the centre of the city between Lake Okanagan and Skaha Lake. Ellis Creek and an associated walking trail run along the south edge of the site.

The site is currently comprised of a large industrial warehouse and surface parking lot. The site has a flat topography within the property boundaries, with a significant elevation gain outside the property line to the north, towards Carmi Ave, an elevation drop to the south and an upward slope on the eastern border.

Penticton Airport Flight Path

The site does not fall under the Penticton Airport flightway.

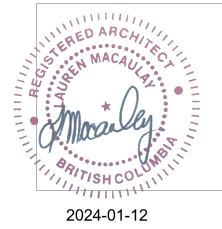
Penticton Regional Hospital Flight Path

This site is directly across from the Penticton Hospital and will maintain that the top of all buildings will not interfere with the flight path, to be agreed upon with IH.



Site Location

250m



Site Surroundings

As Penticton grows, new housing has been proposed, approved, and built in all areas including north and south of the site. The immediate surroundings include a stable residential neighbourhood in the central Carmi area.

Notably, the neighbouring community has evolved to include medical office space, housed within the residential community, particularly along Carmi Ave.

The adjacent hospital underwent a \$300M expansion which was completed in November 2021.



View of Government St. facing Penticton Regional Hospital



View of the 740 Carmi Ave, fronting onto Government St.



View of the residences north of the subject site



Mountain view facing west from Carmi Ave north of the site



View of walking trail along Ellis Creek



View of the south edge of the subject site, Industrial Ave facing west



Policy Context - 2045 Official Community Plan

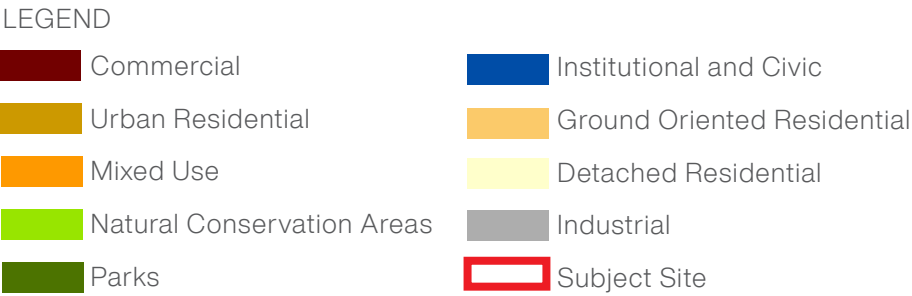
Overall Plan

Adopted in 2019, Penticton’s Official Community Plan Bylaw 2019-08 guides land use and planning decisions.

Land Use

The subject site is currently designated as Mixed Use Land per the OCP land use plan. It is the northwest edge of the industrial area surrounding Ellis Creek at the centre of the city, with Institutional and Civic uses to the west and a mix of commercial and residential uses to the north.

The site does not fall within the Downtown Development Permit Guidelines areas or Hillside Development Permit Areas.



Penticton OCP Future Land Use Plan

Response to OCP

1704 Government Street responds to the future intentions and objectives of the 2045 OCP. Encouraging a higher level of density around a high employment and service based area. The proposed uses are retail, residential, and office/healthcare.

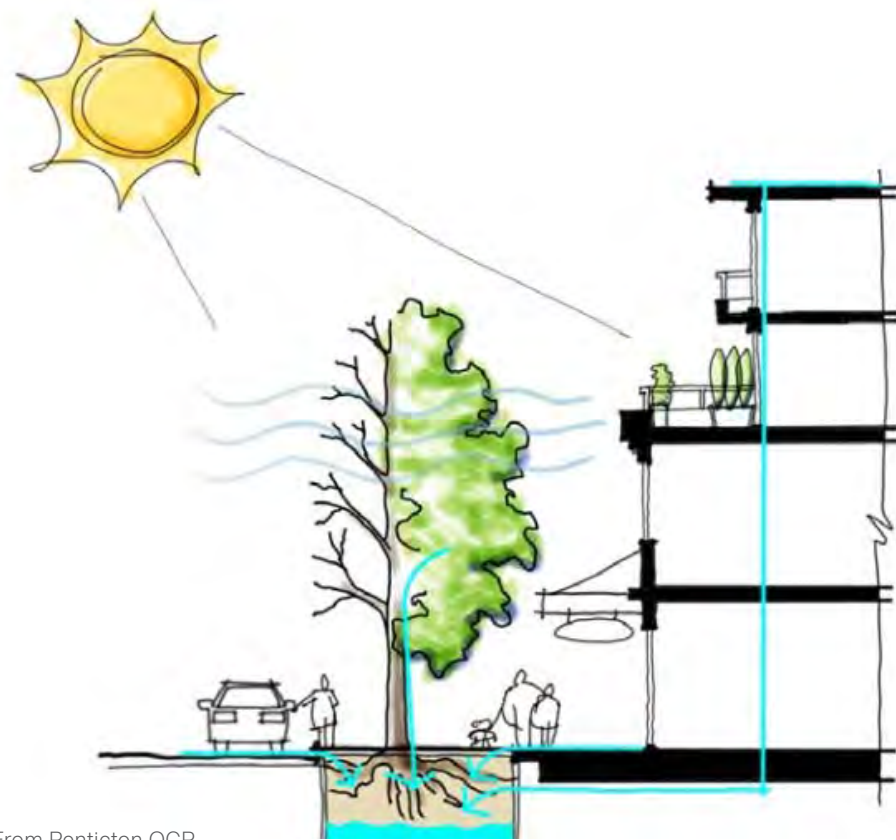
The proposed direction will allow the site to continue its role as employment lands, and will complement the hospital site with nearby medical offices and healthcare services or research centers. This concentration of healthcare uses will enable efficiencies for the health related industries co-located here. Additionally bringing in retail spaces will allow for the reintroduction of plazas and green space connections for the residents and the general public aligning with policy 4.1.6.2 .

The large site permits a comprehensive, integrated land use plan that will expand the adjacent residential and nearby commercial uses onto the site. This will strengthen the urban fabric of the central area of Penticton, and provide a community node outside of downtown. The new commercial will offer shops and services to healthcare workers and nearby residents, as well as serving the new, growing population. The introduction of multi-unit residential housing in this area will create a compact, efficient use of land that promotes affordable living and offers a variety of housing choices including family housing, ground-oriented residences. Providing this diversity in housing options allows for first time home buyer options as well as options for downsizing as per policy 4.1.3.4.



Response to OCP and Bylaw Guidelines

The Government Street site falls under the Commercial & Mixed-Use Development Permit area (5.3.3), an area with a high standard of urban design built on the following design objectives: produce streetscapes defined by attractive buildings and landscaping, transition parking to more pedestrian friendly and amenity rich zones, provide attractive and safe pedestrian and vehicular environments, establish built forms using quality urban design and reflect the multi-family design guidelines for mixed-use.



From Penticton OCP

GENERAL RESIDENTIAL & MIXED USE GUIDELINES

Relationship to the Street

- ✓ Development should activate the public realm and shared open shapes by placing active uses at street-level (CM1, CM3)
- ✓ Entries should be visible and clearly identifiable from the fronting public street (CM19, G28)
- ✓ Development should orient windows porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas (G29, CM3, CM4)
- ✓ Extensive blank walls along the street should be avoided (CM12, G30)
- ✓ Provide screening or visual interest on solid walls that exist as a function of an internal program (CM12, G31)

Scale and Massing

- ✓ Varied height and typology breaks up massing across site (G22, G23)
- ✓ Ground plane private patios will be used as natural buffer zones between public sidewalks and private residences to create a human scaled, activated and inviting pedestrian realm (G13, G27)

Site Planning

- ✓ The unique condition of retail frontage on Government Street and the stepped back office and residential is tailored to the surroundings and context (CM3)
- ✓ CPTED principles such as lighting, sight lines, clear entrances and natural surveillance are included in the design, with particular attention given to creating clear sight lines from the street realm at commercial frontages (G29, CM10)
- ✓ Traffic calming measures such as street narrowing at intersections with pedestrian crossings (4.2.7.4)
- ✓ Publicly accessible gathering spaces and retail plazas at the West boundary of the site to encourage community interaction (CM2)

Site Servicing, Access and Parking

- ✓ Garage access and back of house uses are consolidated and accessed from interior site streets to mitigate traffic impacts on adjacent roadways (G16, CM4)
- ✓ Parking will be a mix of below grade structures and selected on-street spaces to support retail business (G18)
- ✓ Each building will be equipped with bicycle parking facilities to encourage sustainable modes of transportation (G19)

Streetscapes, Landscapes, and Public Realm Design

- ✓ On-site open spaces are designed to be functional, engaging, and attractive through the positioning towards sunlight, centralized courtyard gathering spaces and comfortable amenities such as seating, planting, shade trees, lighting, and high quality materials (G21, CM2)
- ✓ Drought-resistant landscaping is used to soften the hardscape and provide on-site storm water management (G33, G37)
- ✓ Strategically placed and oriented exterior lighting promotes safety and visibility, and accents architectural features and walkways, while avoiding light pollution and illuminating neighbouring sites (G48, G49)

Use Buffering, Features and Materials

- ✓ The site will address respecting the neighbouring sites and screening adjacent uses by using landscape buffering via planting and fencing that respects natural materials and is not visually disruptive (G2, G38)
- ✓ Use of landscaping and surface materials to clearly delineate public and private realms and assist in wayfinding (G39)
- ✓ Contemporary, high quality materials intermixed with natural elements are a part of defining the Okanagan architectural style and will be used through the site (5.3.2.4.(3))



2024-01-12

Neighbourhood Context

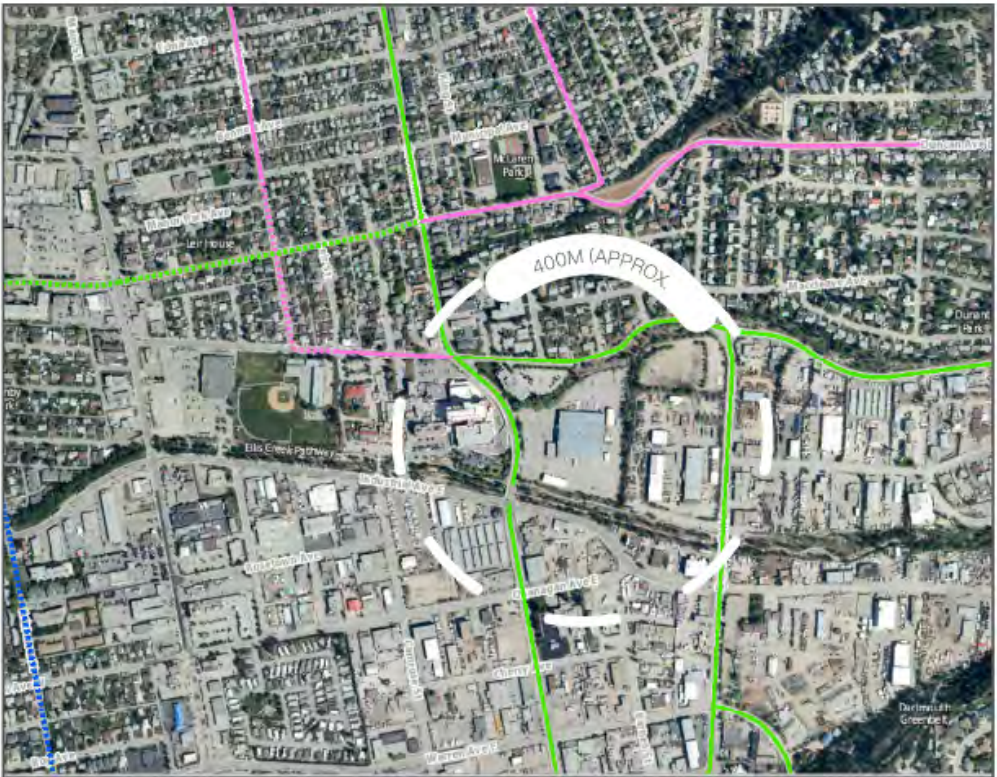
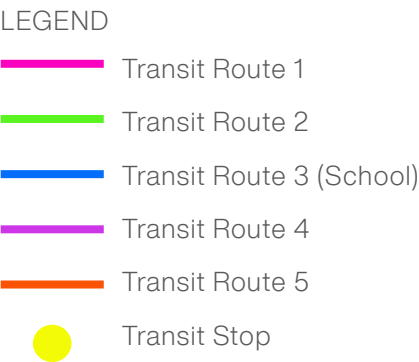
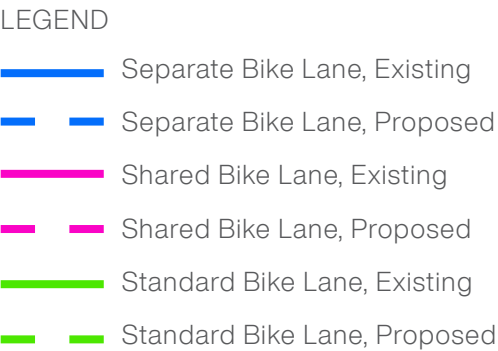
Connectivity Network

The site is located directly across from the Penticton Regional Hospital and directly north of the Ellis Creek Pathway.

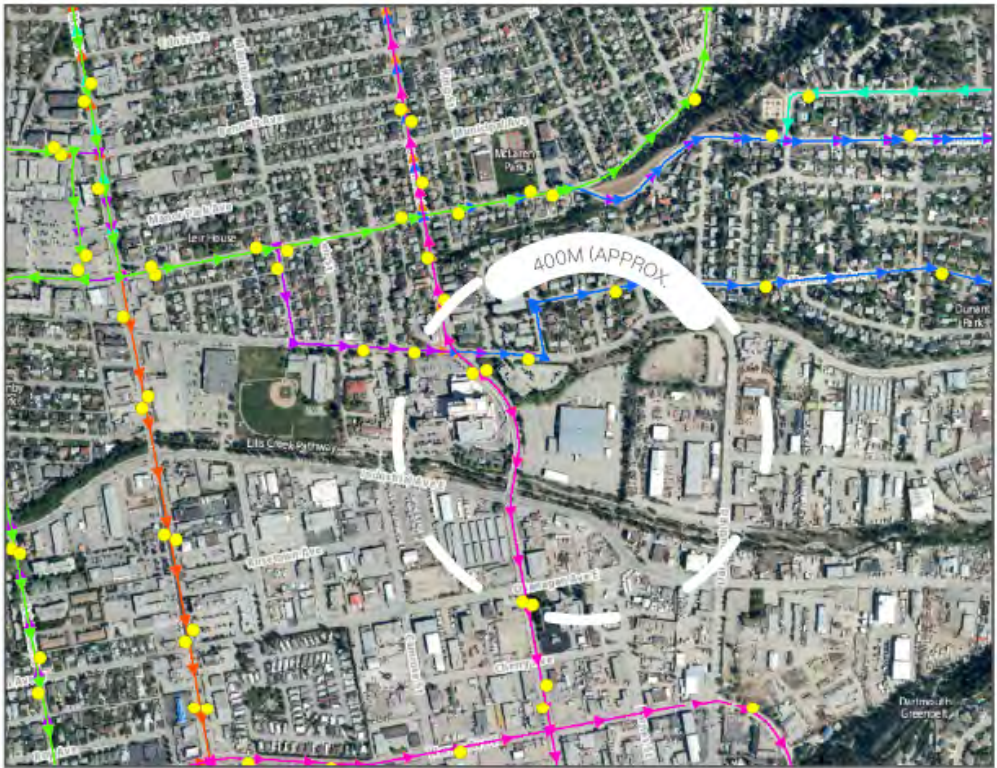
The site is within a 20 min. walk to the Cherry Lane Exchange on the transit network, or also accessible via Route 1. It also provides frontage and connectivity to the standard bike route along Government Street that allows connection via Duncan Ave to the Lake to Lake bike route being completed in 2023.

The Ellis Creek pathway is directly to the south of the site, providing a buffer of Industrial Ave. for pedestrians.

Stryke will include bicycle oriented design encompassing amenities, bike repair and storage areas, as well as convenient and direct access to/from buildings.



Cycling Network



Transit Network



2024-01-12



Neighbourhood Context

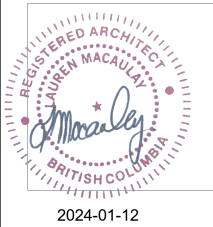
Local Amenities

Located halfway between Okanagan and Skaha Lake in central Penticton, the site is well situated to both access and provide amenities and services.

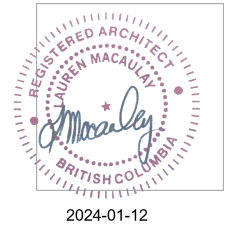
The Penticton Regional Hospital, Carmi Elementary School, Leir House Cultural Centre, McLaren Park & Arena, as well as many other healthcare and food service businesses are within a 5-10 min walk of the site. These businesses can be further complimented with the addition of new retail and office spaces in the proposed typology mix.



Map Courtesy of penticton.ca



Precedent Community Imagery



Architecture Precedents



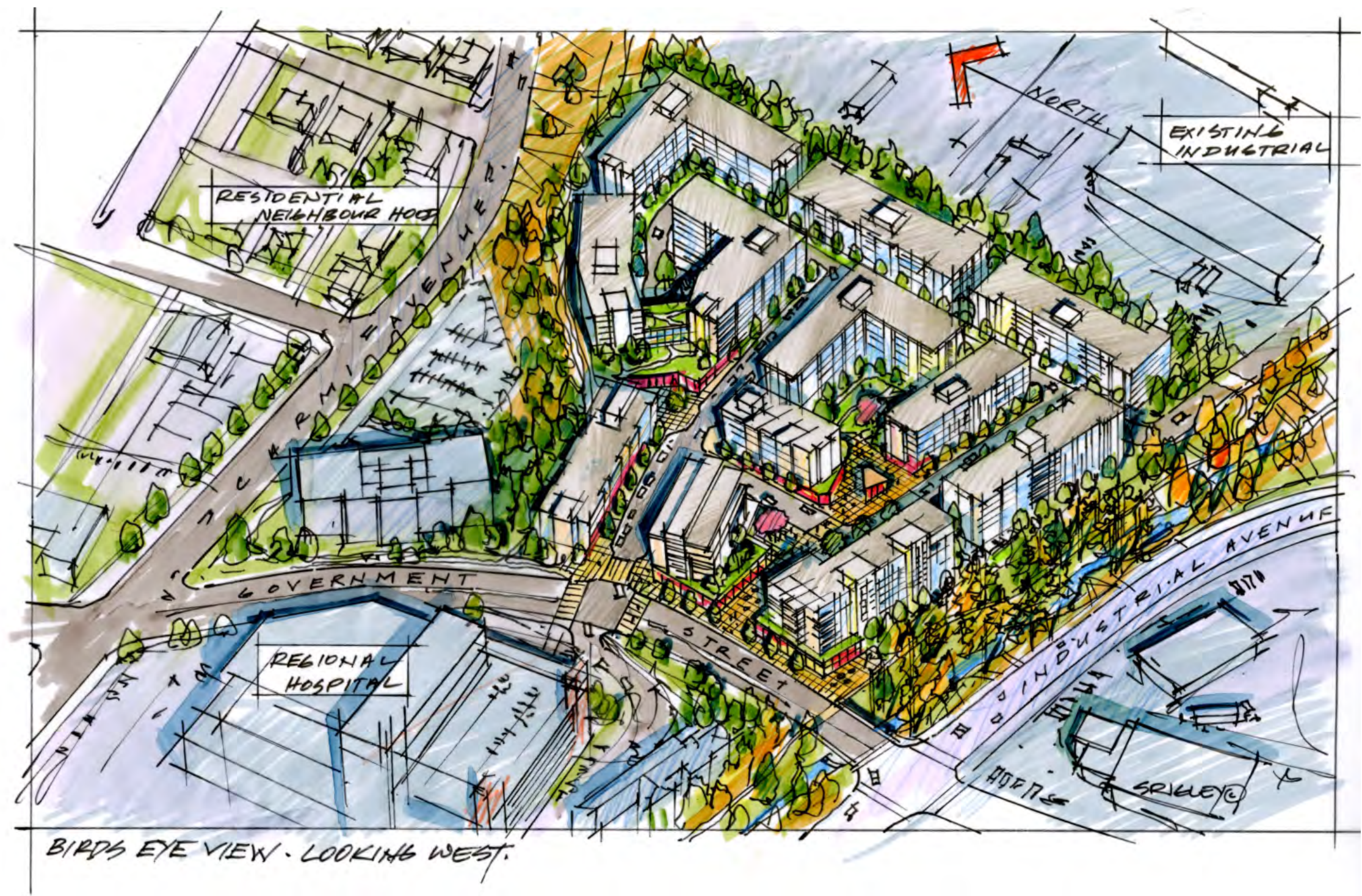
REGISTERED ARCHITECT
LAUREN MACAULEY
BRITISH COLUMBIA
2024-01-12



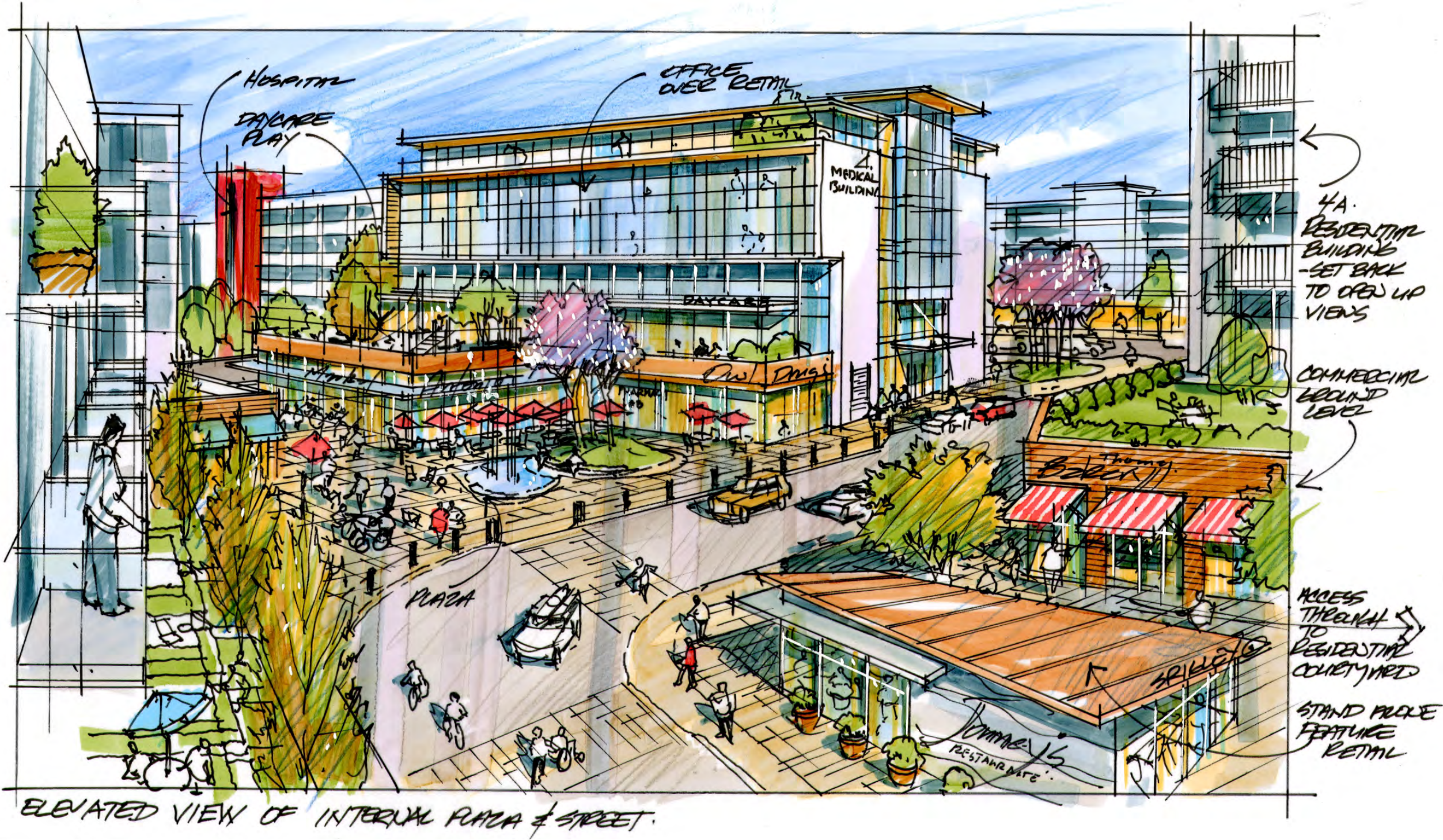


Proposed Development + Plans

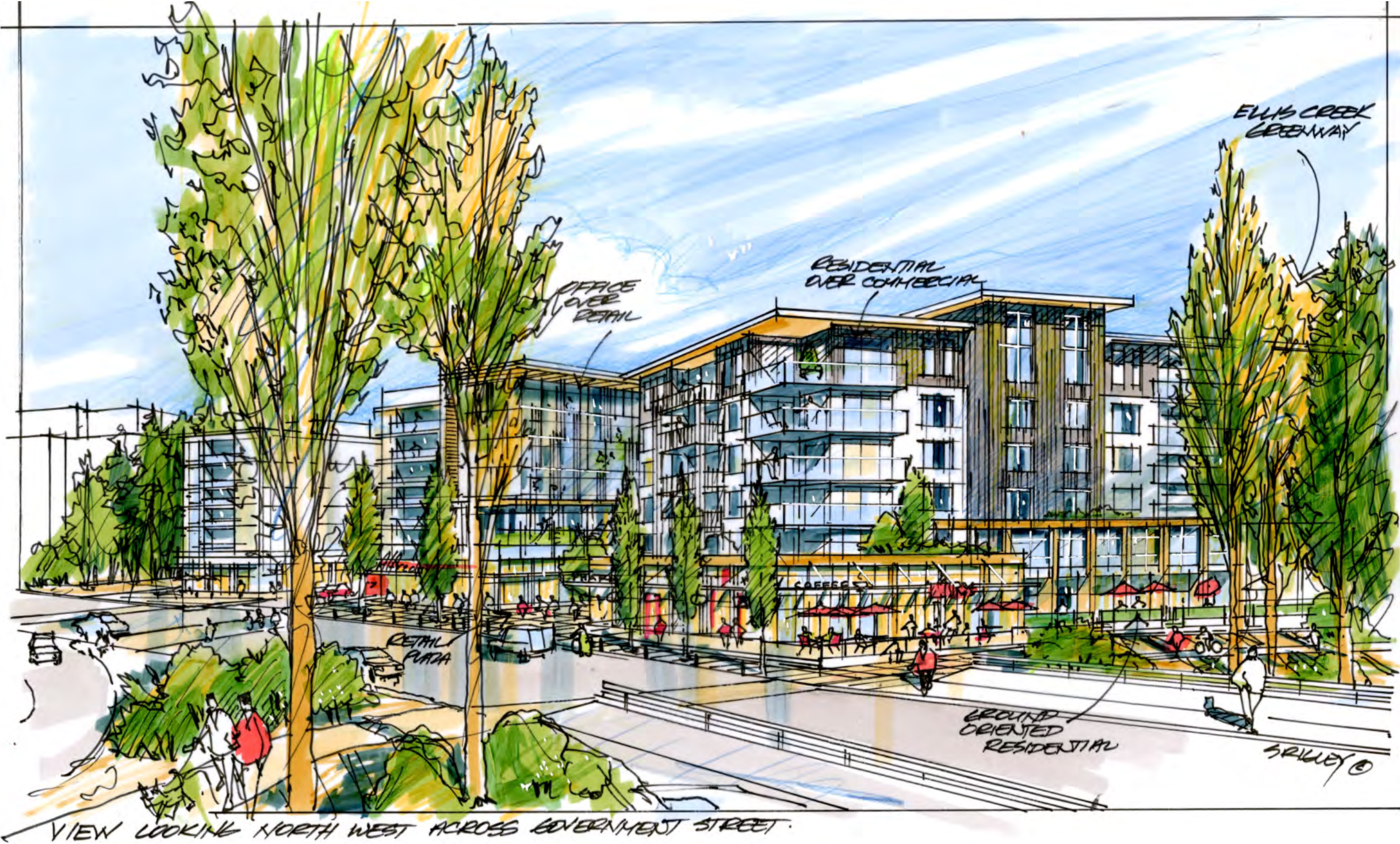
Design Vision Sketches



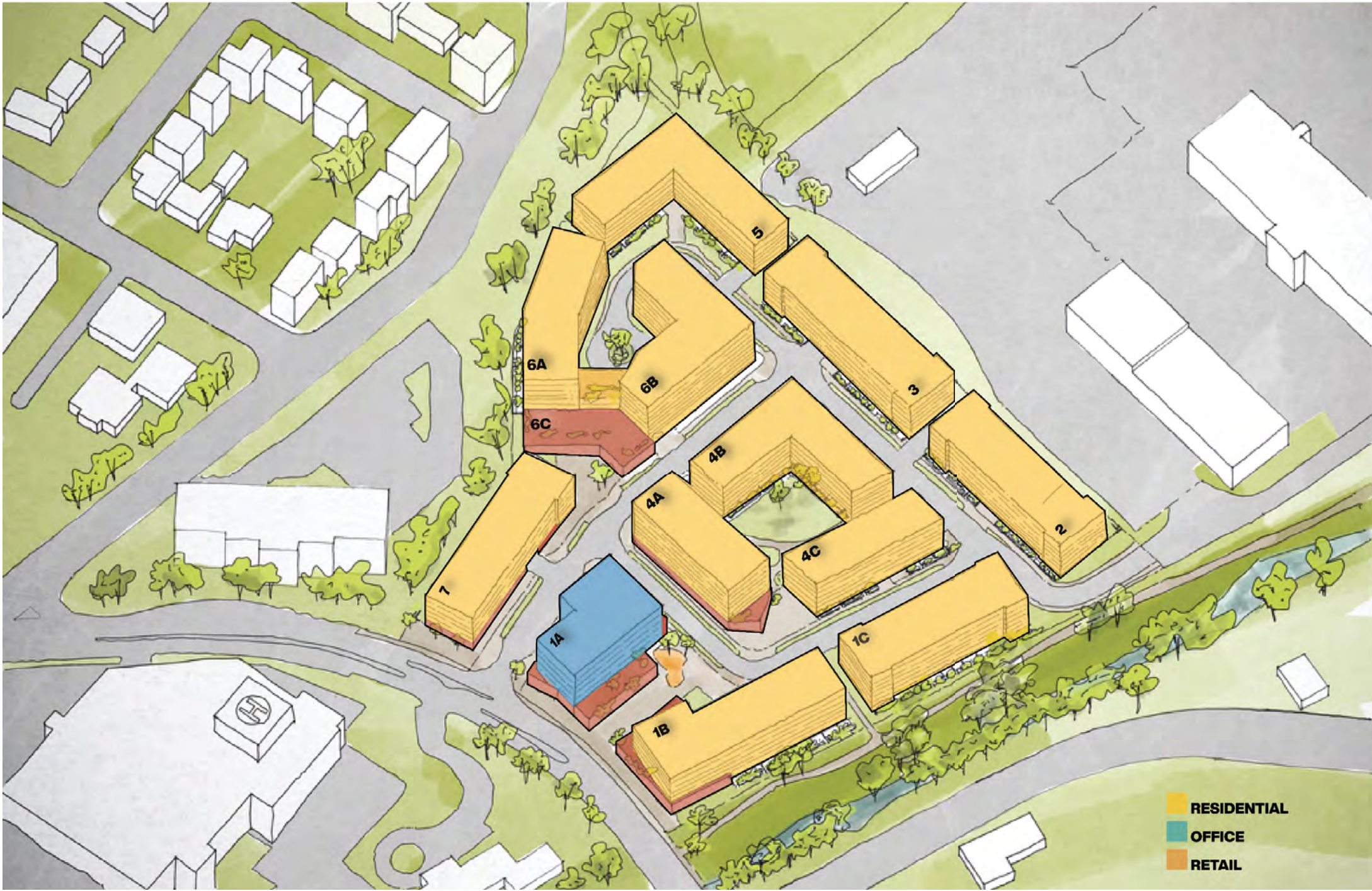
Design Vision Sketches



Design Vision Sketches



Basic Programmatic Massing + Typology



Basic Programmatic Height



LEGEND	
	1 STOREY RETAIL
	4 STOREY RESIDENTIAL BREEZEWAY
	5 STOREY RESIDENTIAL OVER 1 STOREY RETAIL
	5 STOREY OFFICE OVER 1 STOREY RETAIL
	6 STOREY RESIDENTIAL
	7 STOREY RESIDENTIAL OVER RETAIL
	8 STOREY RESIDENTIAL
	12 STOREY POTENTIAL UPON IH APPROVAL

*Heights shown schematically as 4-8 Storeys, however application is for 12 Storey overall height to allow for future flexibility to respond to housing demand pending flight path review

Zoning Compliance Tables

PROJECT DESCRIPTION

PROJECT ADDRESS:	1704 GOVERNMENT STREET
POLICY AREA:	LOT A DISTRICT LOT 3429S SIMILKAMEEN DIVISION YALE DISTRICT
	PLAN 23195 EXCEPT PLAN 37288
CURRENT ZONING:	M1, C4
PROPOSED ZONING:	CD

SITE AREA

	SITE (Acres)	SITE (Sqft)
SITE AREA EXISTING	10.078	438,998
SITE AREA PROPOSED	10.049	437,736
MIN. PROPOSED FAR	2.50	1,097,494.20

PROPOSED HEIGHTS

	HEIGHT (m)	HEIGHT (ft)	BASE GEO (m)	TOP GEO (m)
BUILDING 1A	28.50	93' 6"	384.00	412.50
BUILDING 1B	22.11	72' 6"	384.00	406.11
BUILDING 1C	20.61	67' 7"	386.50	407.11
BUILDING 2	20.11	66' 0"	387.00	407.11
BUILDING 3	21.11	69' 3"	386.50	407.61
BUILDING 4A	27.74	91' 0"	384.00	411.74
BUILDING 4B	20.61	67' 7"	386.50	407.11
BUILDING 4C	20.61	67' 7"	386.50	407.11
BUILDING 5	20.61	67' 7"	386.50	407.11
BUILDING 6A	26.21	86' 0"	386.50	412.71
BUILDING 6B	26.21	86' 0"	386.50	412.71
BUILDING 6C	7.92	26' 0"	385.00	392.92
BUILDING 7	22.05	72' 4"	384.00	406.05

PROPOSED SETBACKS (MINIMUM)

	FRONT (m)	SIDE (m)	REAR (m)
BUILDING 1A	0.00	1.50	N/A
BUILDING 1B	3.00	6.00	6.00
BUILDING 1C	3.00	1.50	6.00
BUILDING 2	3.00	1.50	6.00
BUILDING 3	3.00	1.50	6.00
BUILDING 4A	0.00	N/A	N/A
BUILDING 4B	3.00	1.50	N/A
BUILDING 4C	3.00	1.50	N/A
BUILDING 5	3.00	1.50	4.00
BUILDING 6A	N/A	1.50	4.00
BUILDING 6B	3.00	1.50	N/A
BUILDING 6C	0.00	N/A	4.00
BUILDING 7	3.00	1.50	4.00



2024-01-12

Zoning Compliance Tables

OVERALL SITE STATISTICS											
PHASE	BUILDING NUMBER	APPROX GFA (m ²)	APPROX GFA (ft ²)	APPROX NFA (m ²)	APPROX NFA (ft ²)	NO. OF LEVELS	GFA/LEVEL	NFA/LEVEL	HEIGHT DESCRIPTION	BASE FLOOR GEODETIC (m)	TYPE
1	1A	5,281.4	56,849.0	4,858.7	52,299.0	5	11,369.8	10,459.8	5 STOREYS OVER 1 STOREY RETAIL	390.1	OFFICE
	1A	1,560.6	16,798.7	1,476.1	15,888.7	1	16,798.7	15,888.7	1 STOREY (AT LEVEL 01)	384.0	RETAIL
	1B	934.2	10,055.8	907.0	9,763.0	1	10,055.8	9,763.0	1 STOREY	384.0	RETAIL
	1B	7,886.7	84,892.1	7,486.9	80,588.0	5	16,978.4	16,117.6	5 STOREYS (LEVEL 02-06)	388.6	RESIDENTIAL
	1B	962.9	10,364.2	854.6	9,199.2	1	10,364.2	9,199.2	1 STOREY (AT LEVEL 01 BESIDE RETAIL)	385.5	RESIDENTIAL
	1C	7,990.6	86,009.9	7,419.2	79,859.9	6	14,335.0	13,310.0	6 STOREYS	386.5	RESIDENTIAL
2	2	8,403.9	90,459.1	7,875.8	84,774.1	6	15,076.5	14,129.0	6 STOREYS	387.0	RESIDENTIAL
3	3	9,273.4	99,817.6	8,745.2	94,132.6	6	16,636.3	15,688.8	6 STOREYS	386.5	RESIDENTIAL
4	4A	6,970.8	75,032.8	6,505.8	70,027.8	7	10,719.0	10,004.0	7 STOREYS OVER 1 STOREY RETAIL	388.6	RESIDENTIAL
	4A	1,157.2	12,455.9	1,097.7	11,815.9	1	12,455.9	11,815.9	1 STOREY	384.0	RETAIL
	4B	8,386.9	90,275.4	7,788.6	83,835.4	6	15,045.9	13,972.6	6 STOREYS	386.5	RESIDENTIAL
	4C	5,404.8	58,176.5	4,935.3	53,123.3	6	9,696.1	8,853.9	6 STOREYS	386.5	RESIDENTIAL
5	5	9,322.8	100,349.5	8,791.4	94,629.4	6	16,724.9	15,771.6	6 STOREYS	386.5	RESIDENTIAL
6	6A	9,767.8	105,139.8	9,258.4	99,657.0	8	13,142.5	12,457.1	8 STOREYS	386.5	RESIDENTIAL
	6A	838.0	9,020.2	756.3	8,140.2	4	2,255.1	2,035.1	4 STOREYS	386.5	RESIDENTIAL
	6B	12,153.1	130,815.4	11,677.5	125,695.4	8	16,351.9	15,711.9	8 STOREYS	386.5	RESIDENTIAL
	6C	704.9	7,587.2	654.9	7,049.2	1	7,587.2	7,049.2	1 STOREY	385.0	RETAIL
7	7	6,879.1	74,045.9	6,479.1	69,741.0	5	14,809.2	13,948.2	5 STOREYS OVER 1 STOREY RETAIL	388.6	RESIDENTIAL
	7	1,397.1	15,038.2	1,339.0	14,413.3	1	15,038.2	14,413.3	1 STOREY	384.0	RETAIL
TOTALS		105,276.2	1,133,183.1	98,907.6	1,064,632.4						

*NOTE - NFA REFERS TO AREA CALCULATED AS PART OF CITY OF PENTICTON FAR CALCULATIONS

OVERALL SITE STATISTICS						
PHASE	USE	APPROX GFA (m ²)	APPROX GFA (ft ²)	APPROX NFA (m ²)	APPROX NFA (ft ²)	OVERALL FAR BY PHASE
1	RESIDENTIAL	16,840.2	181,266.2	15,760.7	169,647.1	1.56
	COMMERCIAL	7,776.3	83,703.4	7,241.9	77,950.7	0.72
PHASE 1 SUBTOTAL		24,616.5	264,969.6	23,002.6	247,597.8	2.27
2	RESIDENTIAL	8,403.9	90,459.1	7,875.8	84,774.1	3.16
3	RESIDENTIAL	9,273.4	99,817.6	8,745.2	94,132.6	3.33
4	RESIDENTIAL	20,762.4	223,484.7	19,229.7	206,986.5	2.81
	COMMERCIAL	1,157.2	12,455.9	1,097.7	11,815.9	0.16
PHASE 4 SUBTOTAL		21,919.6	235,940.6	20,327.4	218,802.4	2.97
5	RESIDENTIAL	9,322.8	100,349.5	8,791.4	94,629.4	2.69
6	RESIDENTIAL	22,759.0	244,975.4	21,692.2	233,492.6	3.13
	COMMERCIAL	704.9	7,587.2	654.9	7,049.2	0.09
PHASE 6 SUBTOTAL		23,463.8	252,562.6	22,347.1	240,541.8	3.23
7	RESIDENTIAL	6,879.1	74,045.9	6,479.1	69,741.0	2.67
	COMMERCIAL	1,397.1	15,038.2	1,339.0	14,413.3	0.55
PHASE 7 SUBTOTAL		8,276.2	89,084.0	7,818.2	84,154.3	3.22
TOTALS		105,276.2	1,133,183.1	98,907.6	1,064,632.4	2.98

PHASE	BUILDING	APPROXIMATED UNIT COUNT BY UNIT TYPE				TOTAL
		STUDIO	1 BED	2 BED	3 BED	
1	1B	32	60	29	12	133
	1C	12	48	47	5	112
		44	108	76	17	245
2	2	12	59	35	12	118
3	3	12	61	55	7	135
4	4A	7	56	28	7	98
	4B	13	53	47	7	120
	4C	5	42	23	6	76
		25	151	98	20	294
5	5	13	65	42	17	137
6	6A	9	85	41	7	142
	6B	0	96	60	9	165
		9	181	101	16	307
7	7	5	55	35	10	105
COMBINED TOTAL		120	680	442	99	1341



Zoning Compliance Tables

PARKING STALLS - BICYCLE

	RESIDENTIAL	COMMERCIAL	TOTAL
CLASS 1	670	88	758
CLASS 2	134	88	222

PHASE	BUILDING	APPROXIMATED PARKING COUNT BY UNIT TYPE FOR STRATA				TOTAL RESIDENTIAL	REQ. VISITOR @ 0.1 / STALL	COMBINED TOTAL
		STUDIO	1 BED	2 BED	3 BED			
1	1B	16	60	29	15	120	12	132
	1C	6	48	47	6	108	11	119
		22	108	76	21	228	23	251
2	2	6	59	35	15	115	12	127
3	3	6	61	55	9	131	14	145
4	4A	4	56	28	9	97	10	107
	4B	7	53	47	9	116	12	128
	4C	3	42	23	8	75	8	83
		13	151	98	25	287	30	317
5	5	7	65	42	21	135	14	149
6	6A	5	85	41	9	140	14	154
	6B	0	96	60	11	168	17	185
		5	181	101	20	307	31	338
7	7	3	55	35	13	105	11	116
COMBINED TOTAL		60	680	442	124	1306	135	1441

PHASE	BUILDING	APPROXIMATED PARKING COUNT BY UNIT TYPE FOR RENTAL				TOTAL RESIDENTIAL	REQ VISITOR @ 0.1 / STALL	COMBINED TOTAL
		STUDIO	1 BED	2 BED	3 BED			
1	1B	16	30	29	12	87	9	96
	1C	6	24	47	5	82	9	91
		22	54	76	17	169	18	187
2	2	6	30	35	12	83	9	92
3	3	6	31	55	7	99	10	109
4	4A	4	28	28	7	67	7	74
	4B	7	27	47	7	87	9	96
	4C	3	21	23	6	53	6	59
		13	76	98	20	206	22	228
5	5	7	33	42	17	98	10	108
6	6A	5	43	41	7	95	10	105
	6B	0	48	60	9	117	12	129
		5	91	101	16	212	22	234
7	7	3	28	35	10	75	8	83
COMBINED TOTAL		60	340	442	99	941	99	1040

STALL TYPE	UNIT TYPE	RATIO
RESIDENTIAL - STRATA	STUDIO	0.50 / UNIT
	1 BED	1.00 / UNIT
	2 BED	1.00 / UNIT
	3 BED	1.25 / UNIT
RESIDENTIAL - RENTAL	STUDIO	0.50 / UNIT
	1 BED	0.50 / UNIT
	2 BED	1.00 / UNIT
	3 BED	1.00 / UNIT
VISITOR	N/A	0.10 / STALL REQ
COMMERCIAL / RETAIL	N/A	1/30 m² OF NET FLOOR AREA



Landscape Zoning Compliance

LANDSCAPE BUFFERS

	MIN. WIDTH @ REAR (m)
BUILDING 2	3.00
BUILDING 3	3.00
BUILDING 5	3.00
BUILDING 6A	1.20
BUILDING 6C	3.00
BUILDING 7	1.20

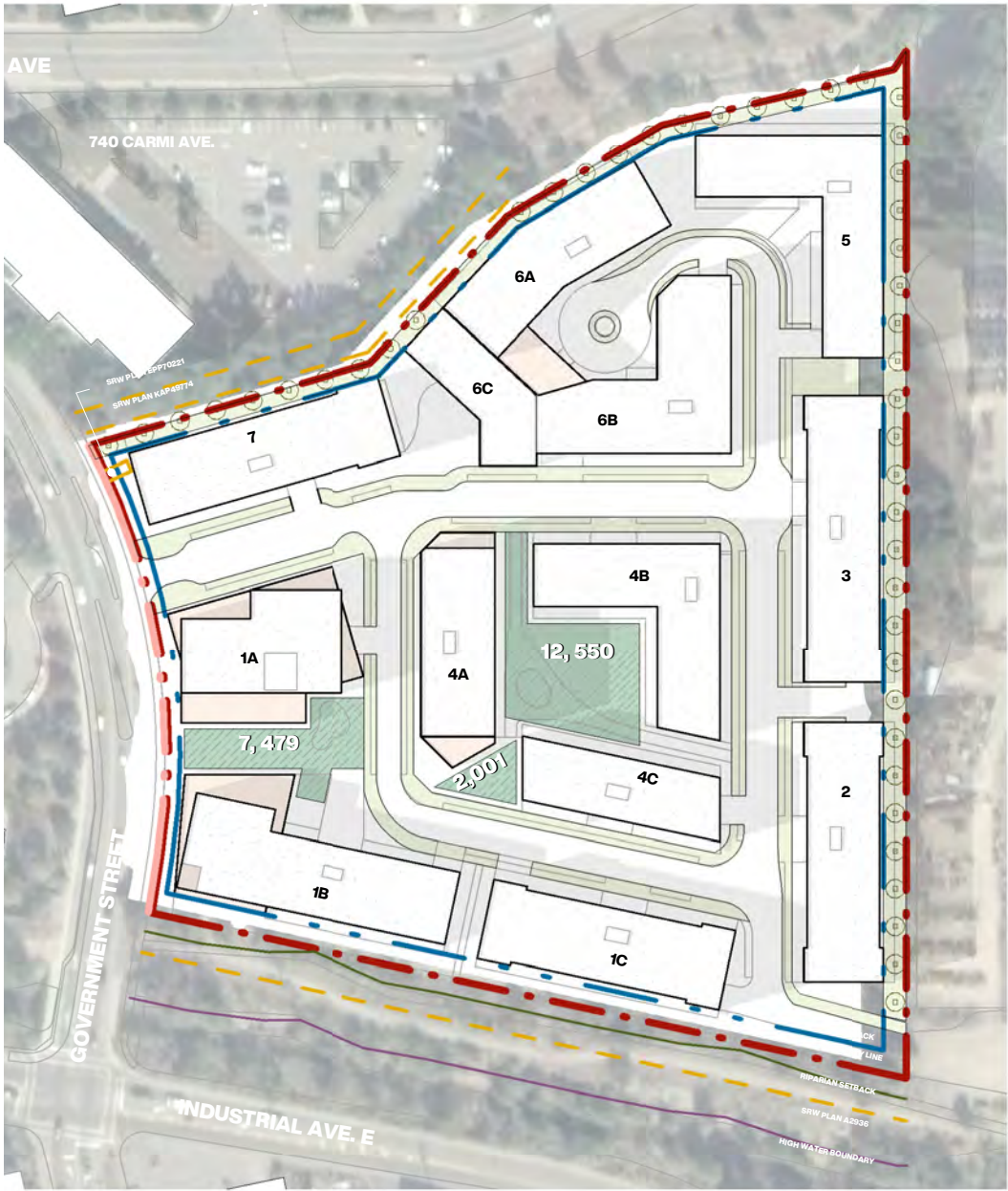
PARKLAND AREA PROVIDED

PHASE	PARK DESCRIPTION	AREA IN Sqft	AREA IN Sqm	TOTAL % of SITE GROSS AREA
1	URBAN	7,478.4	694.8	1.70%
4	URBAN	2,001.3	185.9	0.45%
	PLAYGROUND	12,550.3	1166.0	2.86%
TOTAL		22,030.0	2,046.7	5.01%

LANDSCAPE BUFFER PLANTING APPROXIMATIONS

LOCATION DESCRIPTION	LENGTH IN m	TREE COUNT (EVERY 10m)	SHRUB COUNT (EVERY 1m)
INTERNAL SIDEWALK + DRIVEWAY	1312	131	1312
EXTERNAL PL BOUNDARIES	521	52	521
TOTALS	1833	183	1833

*NOTE - TOTALS ARE APPROXIMATIONS ONLY AND SUBJECT TO ROAD/SIDEWALK APPROVAL AND REVIEW BY A LANDSCAPE ARCHITECT



1 LANDSCAPE BUFFER AND PARKLAND APPROXIMATIONS
1" = 160'-0"

REGISTERED ARCHITECT
LAUREN MACAULEY
BRITISH COLUMBIA
2024-01-12

Precedent Landscape Imagery - Urban Park + Naturalized Retaining Walls



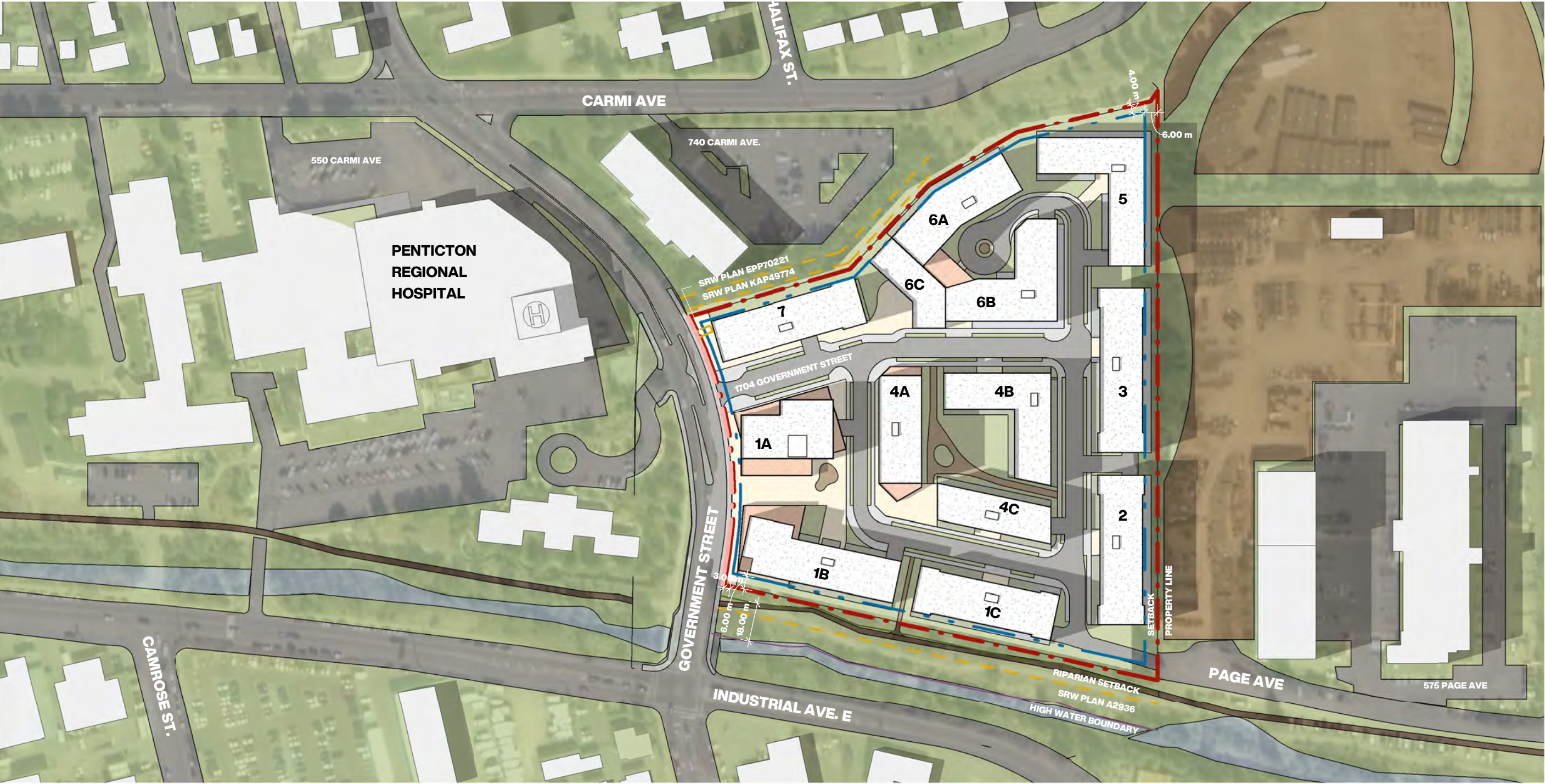
Precedent Landscape Imagery - Playgrounds



2024-01-12



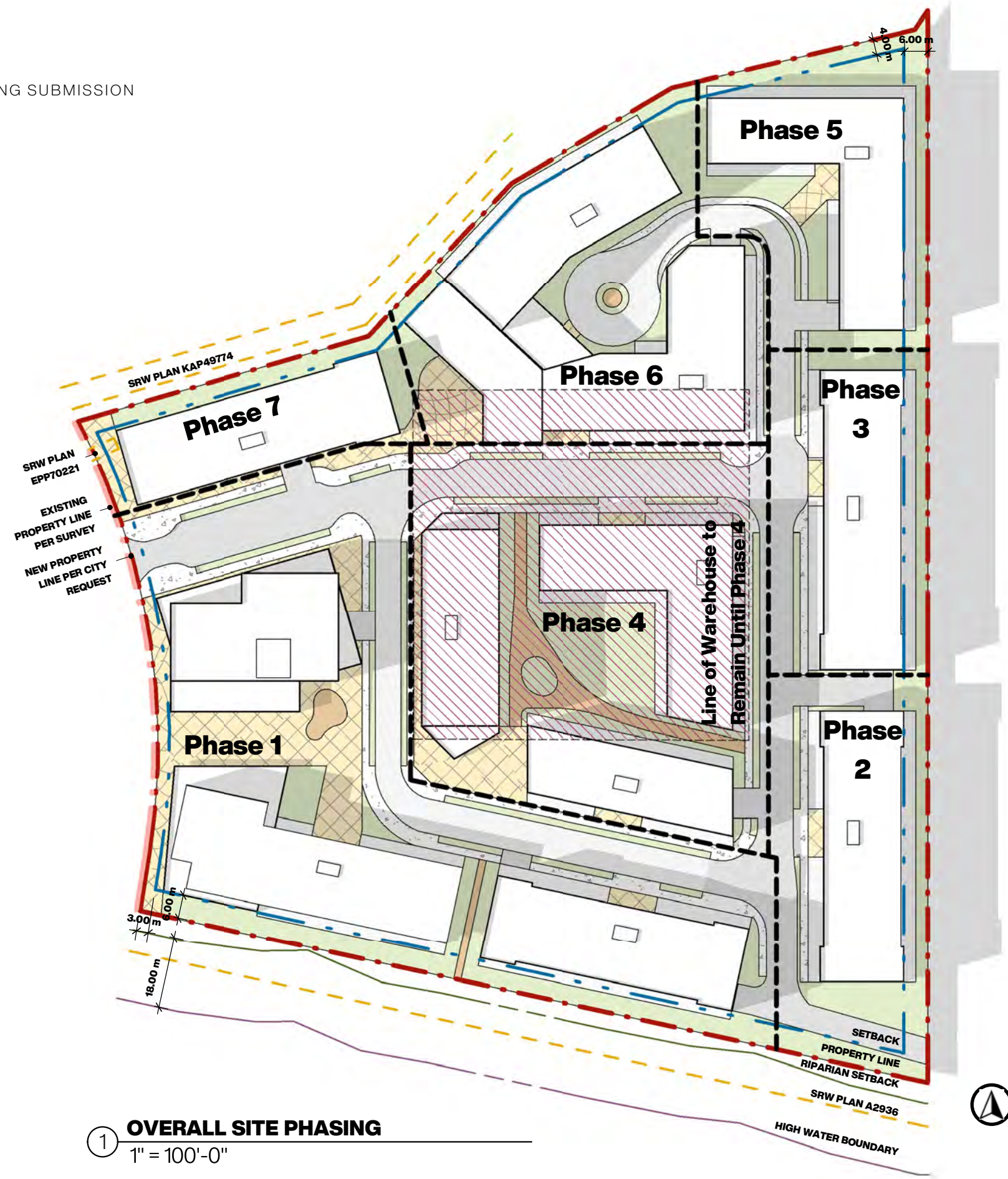
Overall Site Plan



REGISTERED ARCHITECT
LAUREN MACAULEY
BRITISH COLUMBIA
2024-01-12

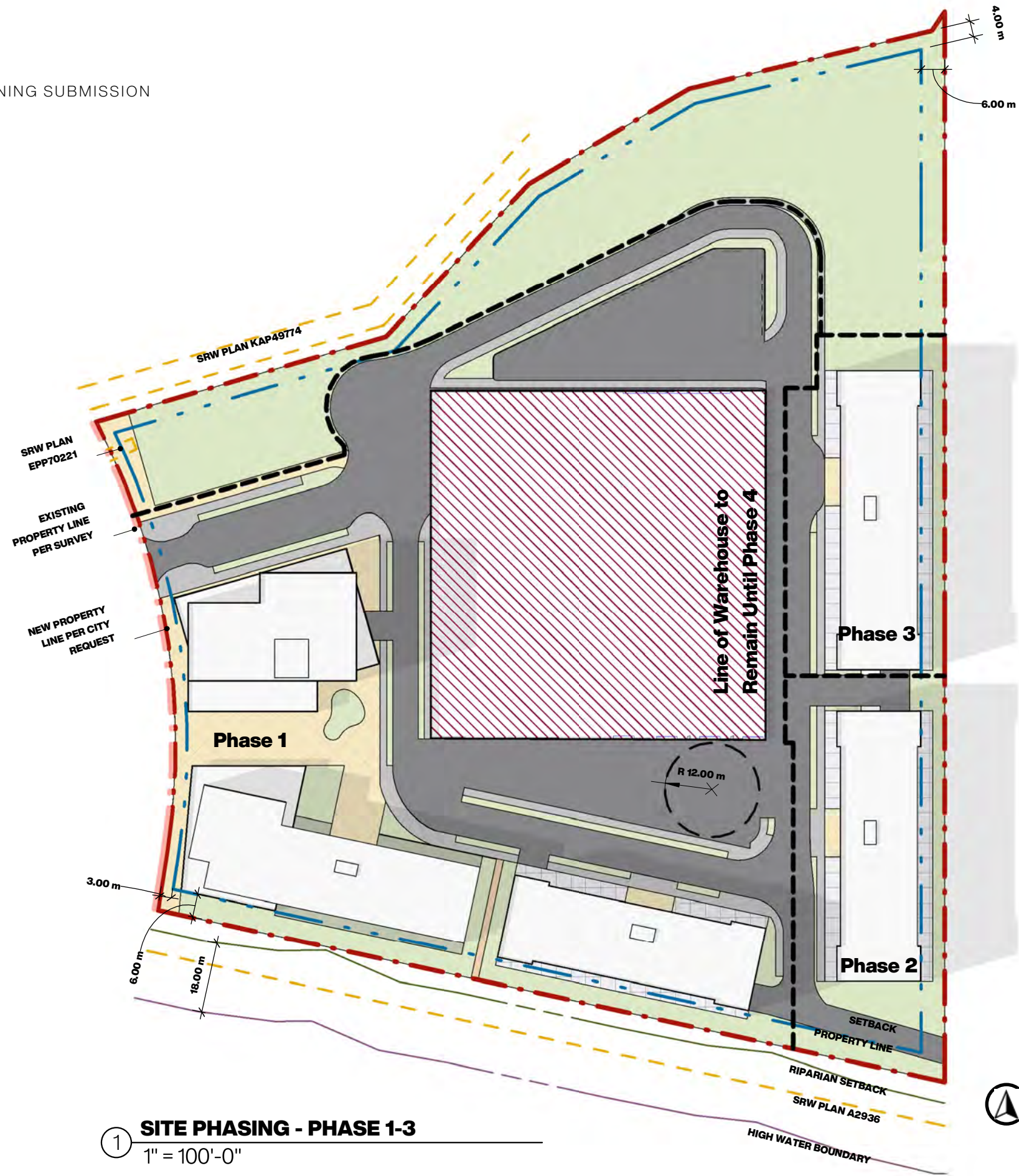
① **OVERALL SITE PLAN**
1" = 160'-0"

Overall Phasing Plan



1 OVERALL SITE PHASING
1" = 100'-0"

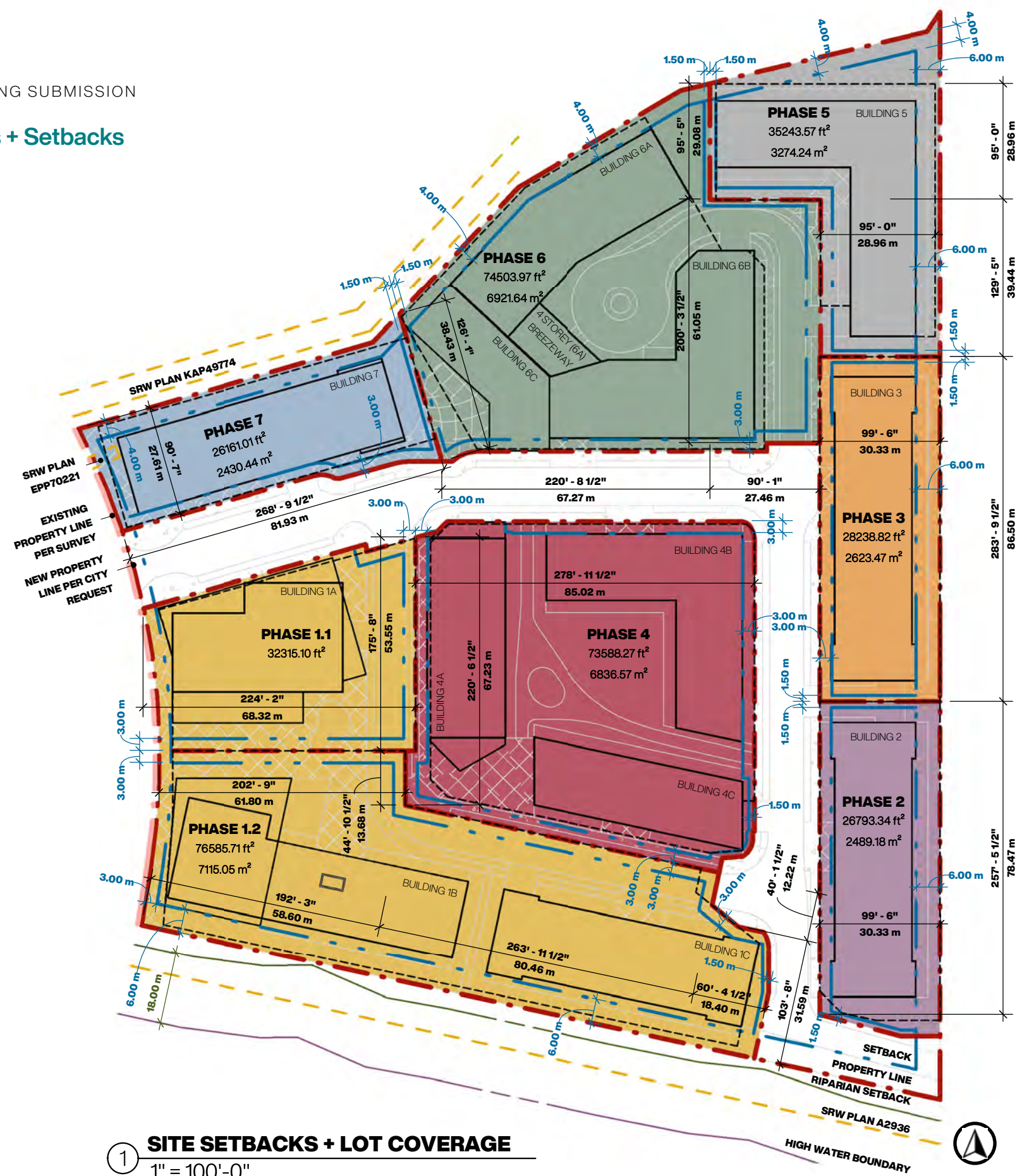
Phasing Plan - Phase 1-3



1 SITE PHASING - PHASE 1-3
1" = 100'-0"



Lot Coverage, Property Lines + Setbacks



LEGEND

EXISTING PROPERTY LINE

PROPERTY LINE

SETBACK LINE

EASEMENT LINE

RIPARIAN SETBACK LINE

HIGH WATER BOUNDARY LINE

LOT DIMENSION

SETBACK DIMENSION

REGISTERED ARCHITECT

LAUREN MACAULEY

BRITISH COLUMBIA

2024-01-12

APPROXIMATED LOT COVERAGE BY PHASE					
PHASE	LOT AREA		GROUND FLOOR GROSS BUILDING AREA		PERCENT COVERAGE
	ft²	m²	ft²	m²	
Phase 1 Combined	108,901	10,117	51,554	4,789	47%
Phase 1.1	32,315	3,002	16,799	1,561	52%
Phase 1.2	76,586	7,115	34,755	3,229	45%
Phase 2	26,793	2,489	15,077	1,401	56%
Phase 3	28,239	2,623	16,636	1,546	59%
Phase 4	73,588	6,837	37,198	3,456	51%
Phase 5	35,244	3,274	16,725	1,554	47%
Phase 6	74,504	6,922	39,337	3,654	53%
Phase 7	26,161	2,430	15,038	1,397	57%
APPROX. TOTALS	373,430	34,693	191,564	17,797	53%

APPROXIMATED FAR BY PHASE					
PHASE	LOT AREA		NET BUILDING AREA		OVERALL LOT FAR
	ft²	m²	ft²	m²	
Phase 1 Combined	108,901	10,117	247,598	23,003	2.27
Phase 1.1	32,315	3,002	68,188	6,335	2.11
Phase 1.2	76,586	7,115	179,410	16,668	2.34
Phase 2	26,793	2,489	84,774	7,876	3.16
Phase 3	28,239	2,623	94,133	8,745	3.33
Phase 4	73,588	6,837	218,802	20,327	2.91
Phase 5	35,244	3,274	94,629	8,791	2.69
Phase 6	74,504	6,922	240,542	22,347	3.23
Phase 7	26,161	2,430	84,154	7,818	3.22
APPROX. TOTALS	373,430	34,693	1,064,632	98,908	

1 SITE SETBACKS + LOT COVERAGE
1" = 100'-0"

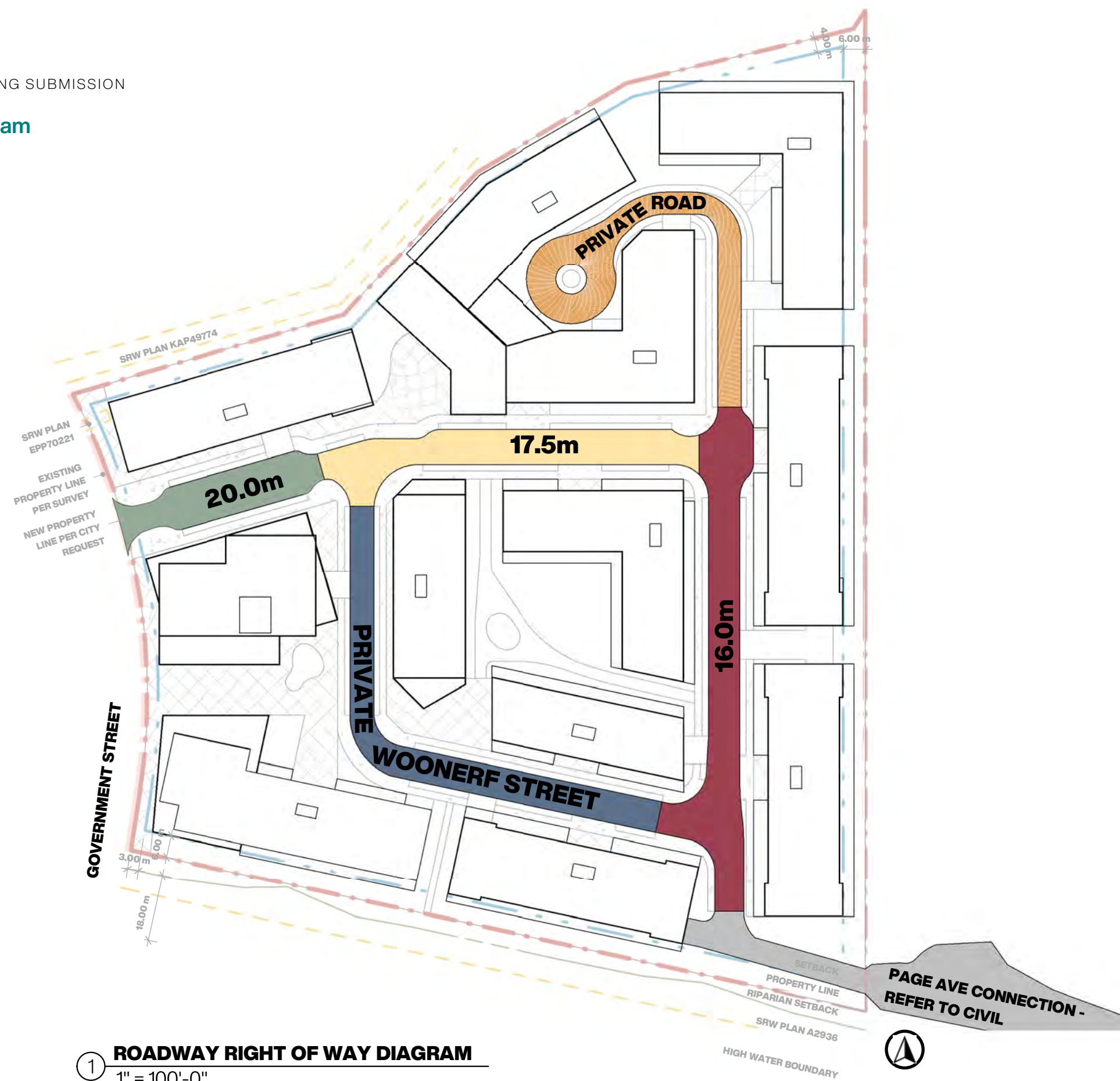
Pedestrian Connectivity



- CONNECTIVITY TO / FROM NEIGHBOURING SITES
- INTERNAL PEDESTRIAN CIRCULATION
- RETAIL INTERFACE CIRCULATION
- NATURALIZED RIPARIAN CONNECTIVITY
- POTENTIAL FUTURE CONNECTION

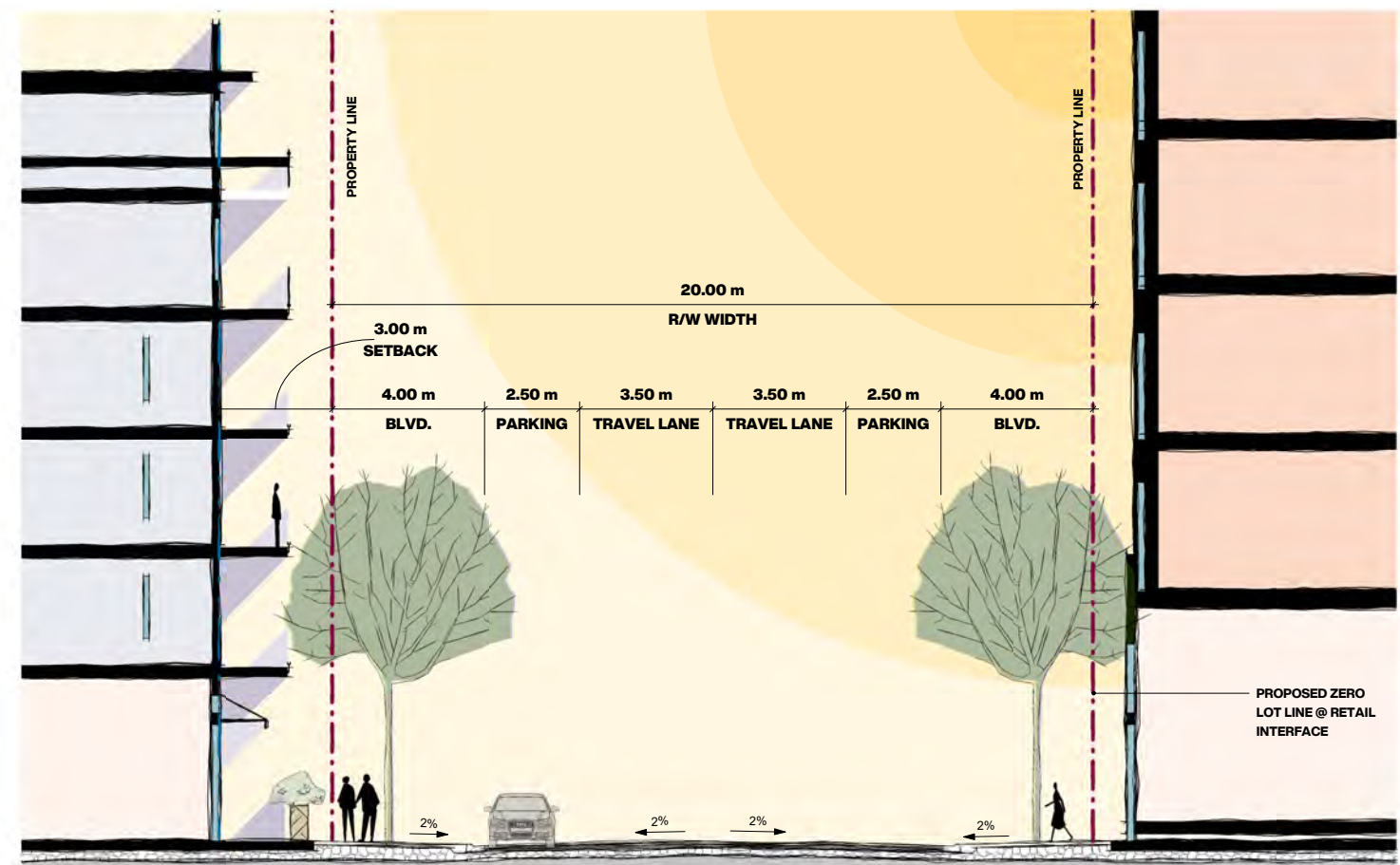


Roadway Right of Way Diagram

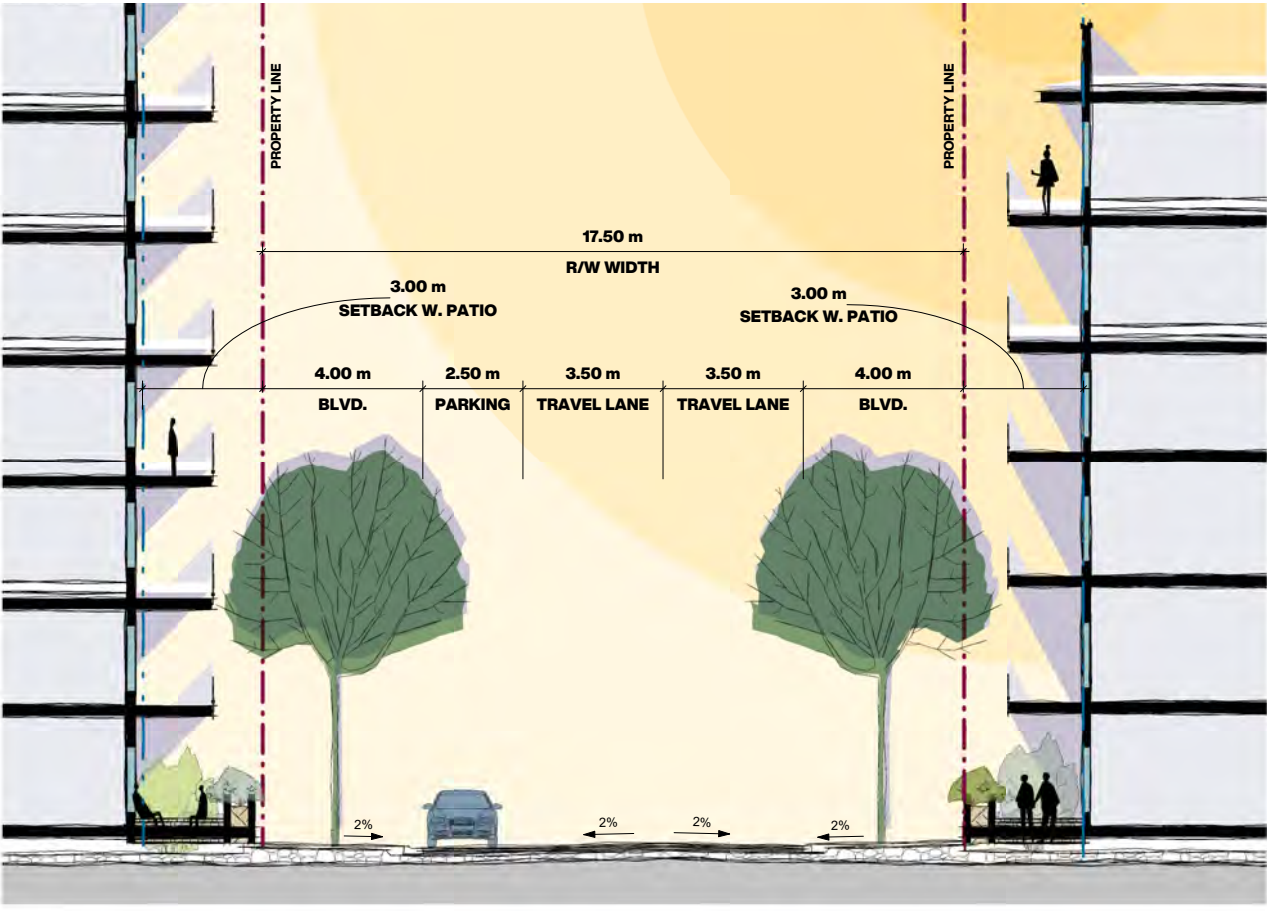


1 ROADWAY RIGHT OF WAY DIAGRAM
1" = 100'-0"

Roadway Right of Way Sections



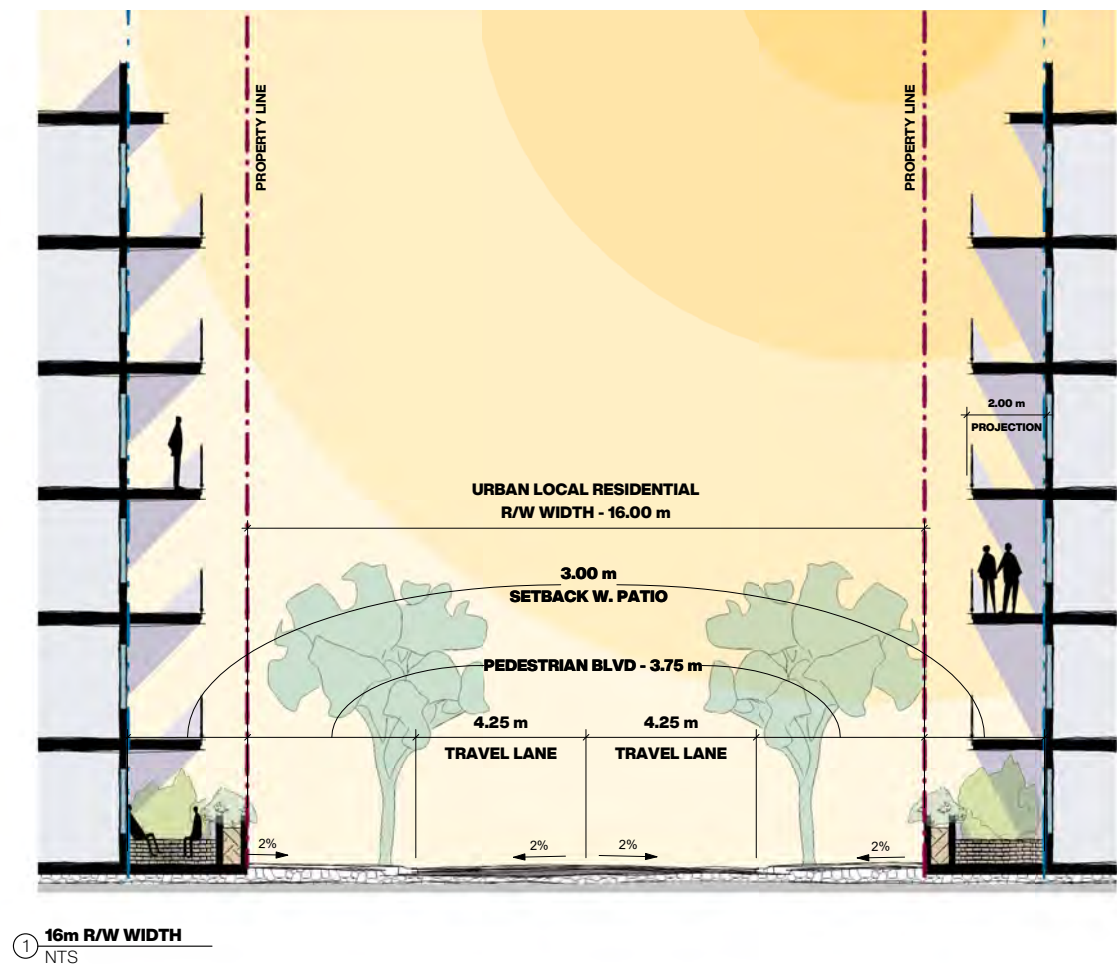
① 20m R/W WIDTH
NTS



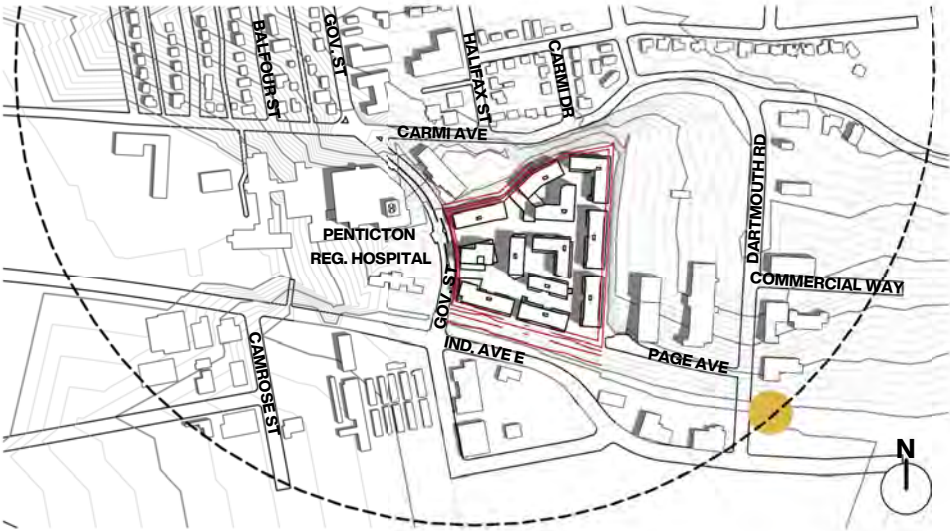
① 17.50m R/W WIDTH
1/8" = 1'-0"

REGISTERED ARCHITECT
LAUREN MACAULEY
BRITISH COLUMBIA
2024-01-12

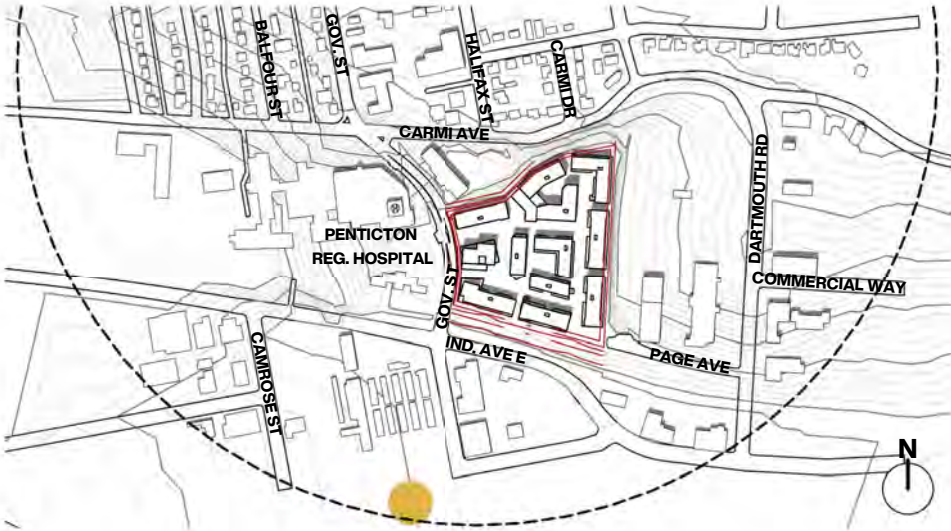
Roadway Right of Way Sections



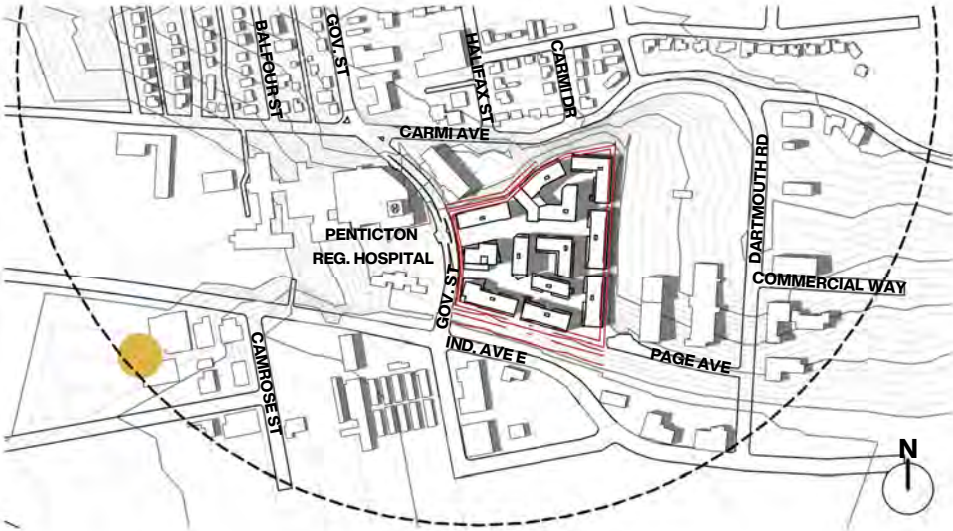
Preliminary Shadow Studies



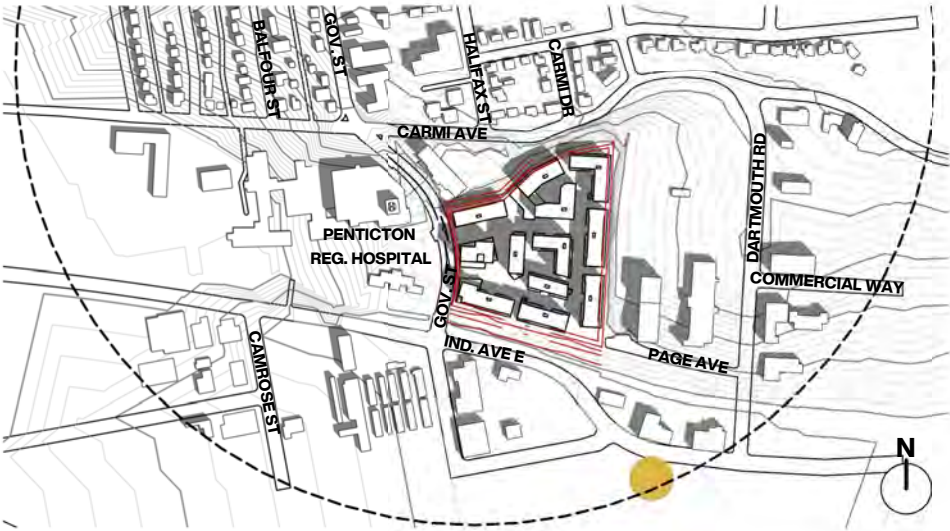
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NTS



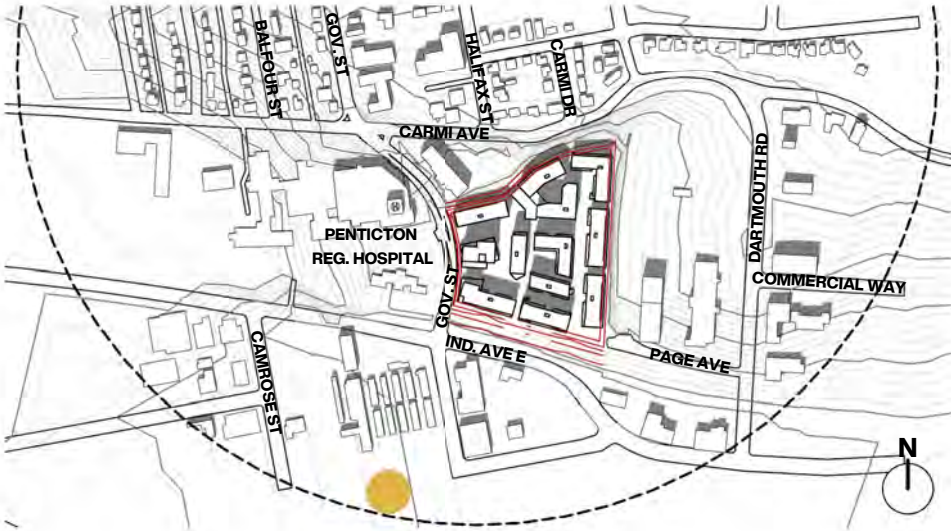
2 **SUMMER SOLSTICE 12:30 PM**
NTS



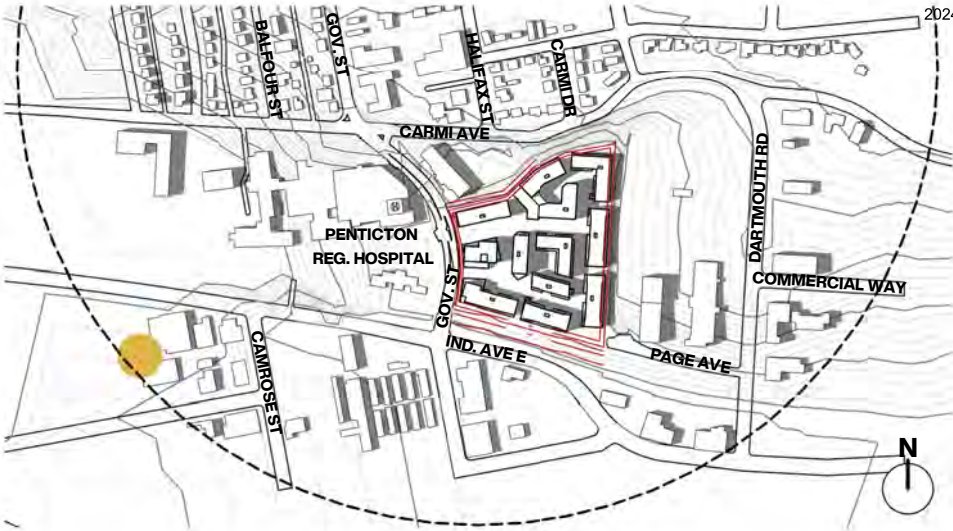
3 **SUMMER SOLSTICE 3:30 PM**
NTS



4 **FALL EQUINOX 9:30 AM**
NTS



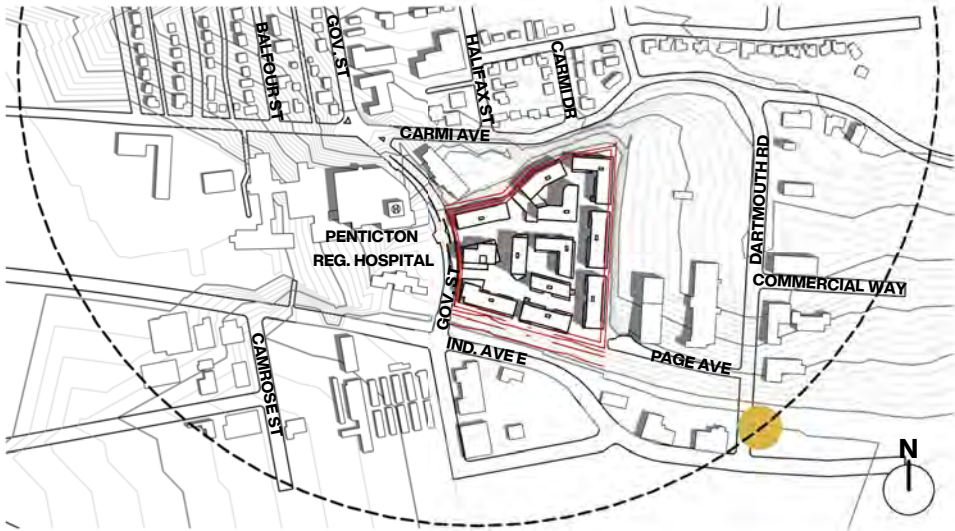
5 **FALL EQUINOX 12:30 PM**
NTS



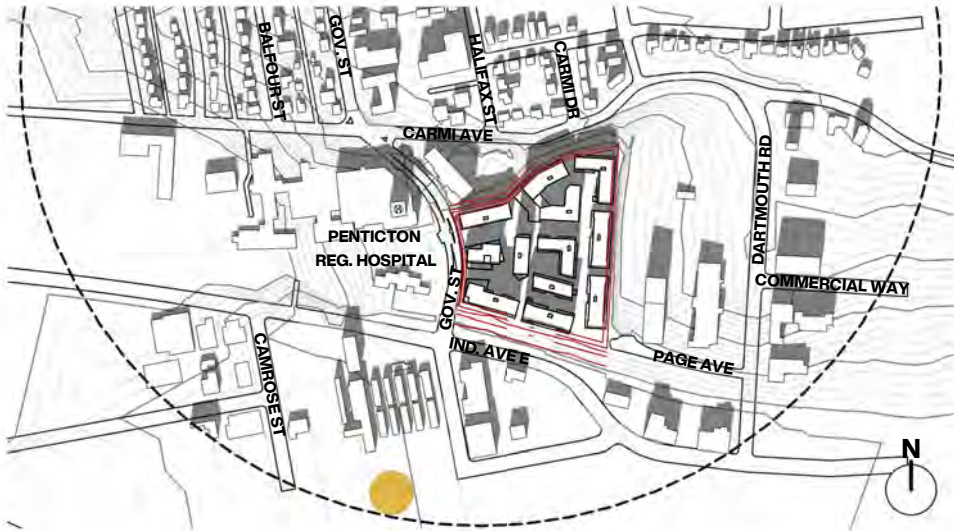
6 **FALL EQUINOX 3:30 PM**
NTS



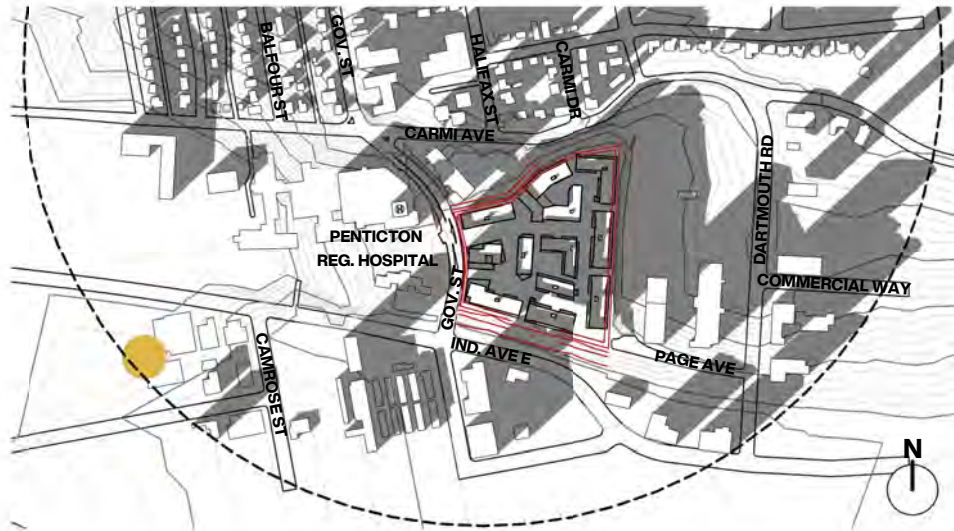
Preliminary Shadow Studies



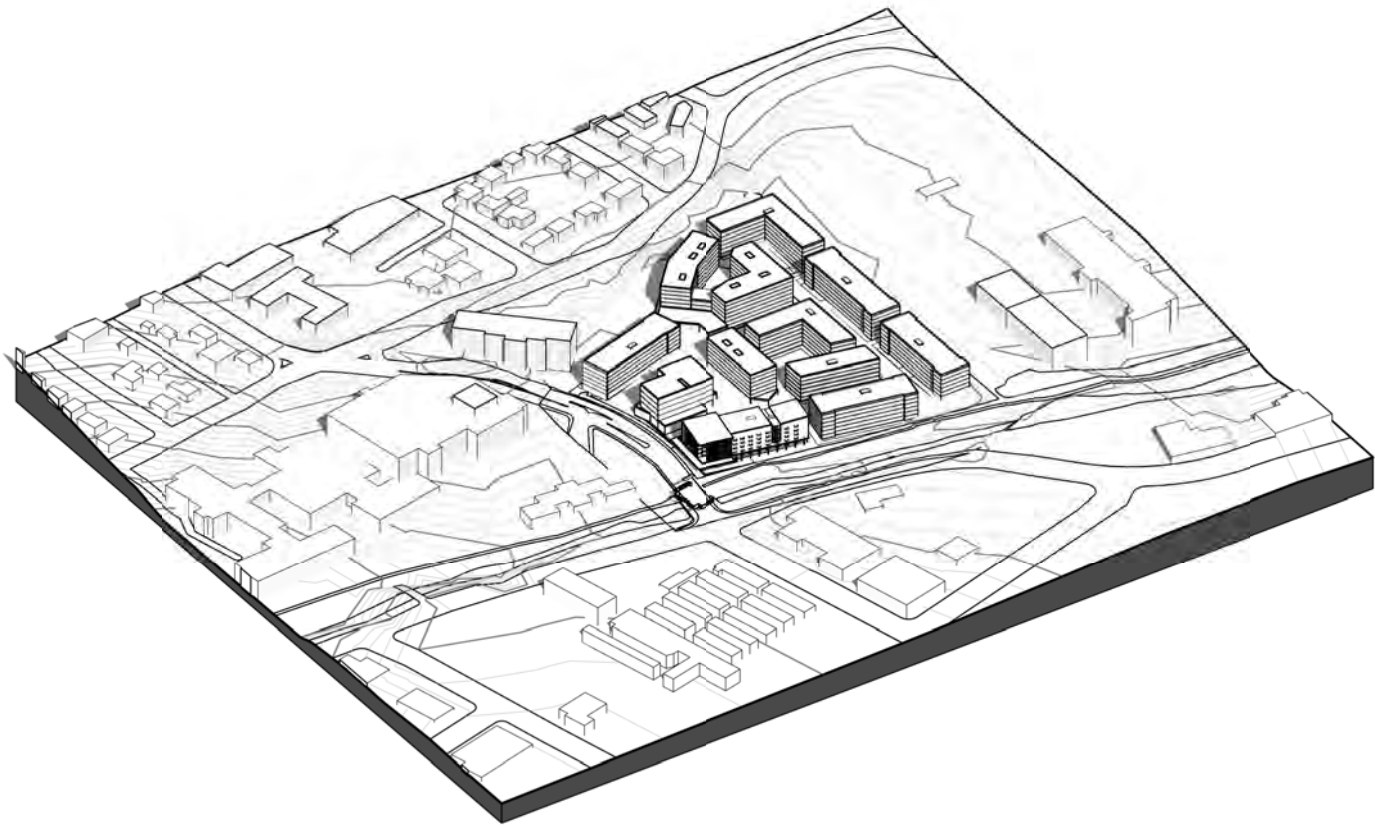
① **WINTER SOLSTICE 9:30 AM**
NTS



② **WINTER SOLSTICE 12:30 PM**
NTS



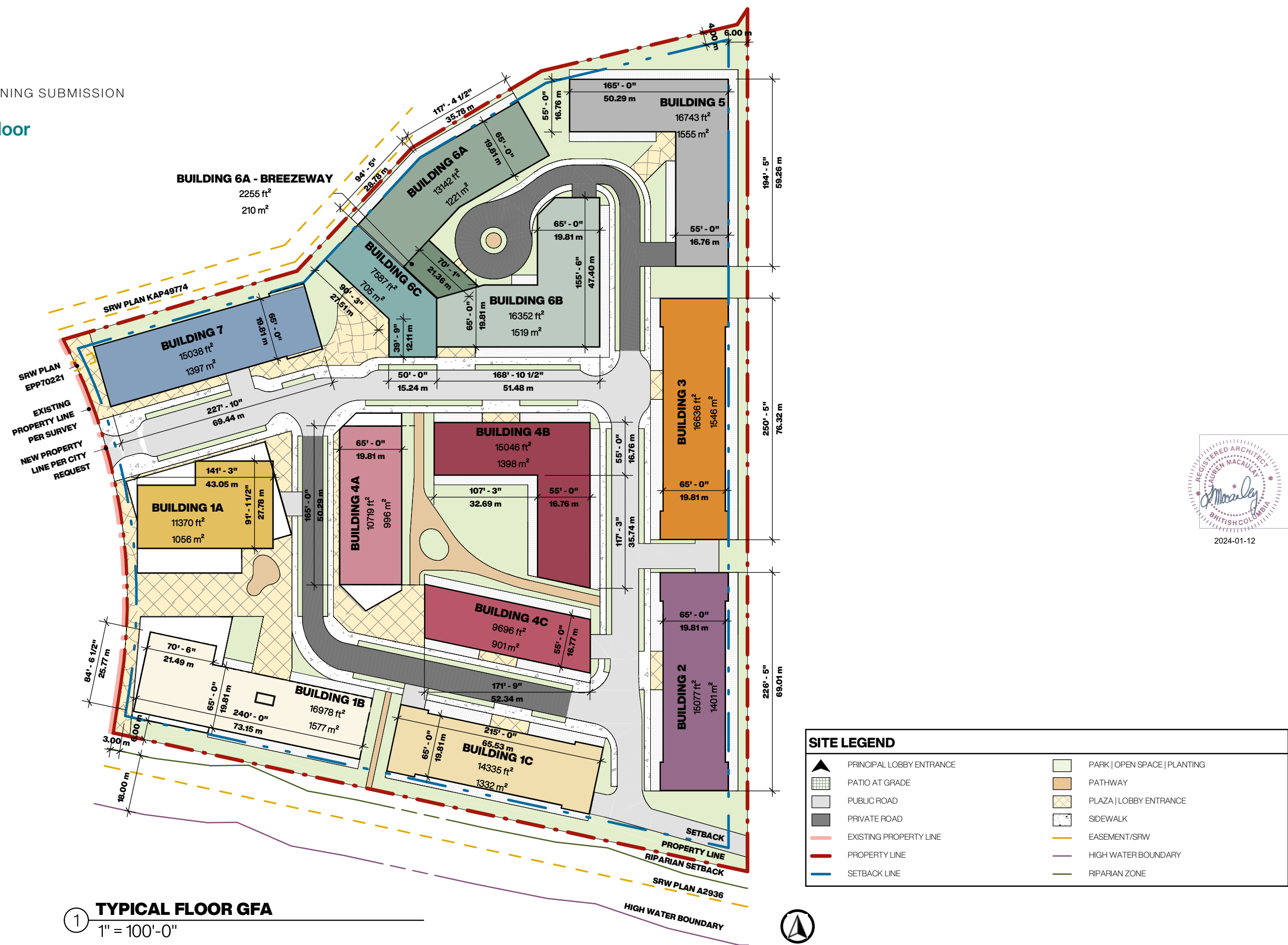
③ **WINTER SOLSTICE 3:30 PM**
NTS



④ **3D VIEW - FALL EQUINOX 3:30 PM**
NTS



Gross Area Plan - Typical Floor



Attachment C - Official Community Plan Policy Analysis (staff)

OCP Policy Analysis

OCP Policy	Policy	Staff Comments
Policy 4.1.1.1	Focus new residential development in or adjacent to existing developed areas	The development site is located within the built-up area of the city.
Policy 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.	A 6 metre (20 foot) wide strip along the southern edge of the development site is within the Riparian Development Permit Area, associated with Ellis Creek. The developer has retained a Qualified Environmental Professional to assess the proposed development and mitigate the impacts of the development on the adjacent riparian area. The rest of the site meets all other considerations of this policy.
Policy 4.1.1.4	Ensure all new developments fully cover the cost of the infrastructure and services they require, including roads, water, sewer, storm water, and provision of parks, schools, and emergency services.	The developer will be responsible for all the costs associated with installing new infrastructure or upgrading existing infrastructure required as a direct result of the proposed development. Development Cost Charges (DCC's) paid to the city from the new development would also help fund identified infrastructure projects across the city (anticipated to be between \$13M-16M, based on current rates).
Policy 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.	The proposed development is adjacent to the Penticton Regional Hospital, the Interior Health office, and several other major employers in the industrial area. The proposed development is envisioned to support these adjacent employment uses through retail and office space, as well as providing new homes in close proximity. Each phase of the development will require a Development Permit with detailed plans showing conformance with the applicable design guidelines to ensure the form and character aligns with the OCP.

OCP Policy	Policy	Staff Comments
Policy 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	The preliminary plans submitted show a range of unit sizes, from studio- to three-bedrooms, suitable for a wide range of potential future households.
Policy 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.	The development site is located on a transit route (Government St), bike lane (Government St), and within walking distance of Carmi Elementary School and McLaren Park. A multi-use path runs along Ellis Creek at the south end of the property. The commercial corridor along Main Street is located approximately 750m to the west.
Policy 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.	The proposed development requires further approvals prior to construction, including subdivision and development permits. At each approvals stage, city staff will work with the developer and their team of professionals to achieve the goals and guidelines of the OCP.
Policy 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.	The plans submitted show a new road network through the site, with two access points (Government St and Page Ave). The plans also show pedestrian connections to the Ellis Creek pathway from the development, to Carmi Avenue, and improvements to the sidewalk and bike lane along Government Street.

OCP Policy	Policy	Staff Comments
Policy 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.	The proposed development would provide a range of residential unit sizes from studio to 3-bedrooms, as well as employment opportunities through retail and office uses as part of the mixed use development. The proposal also includes walking and cycling options with connections to the wider network via the Ellis Creek pathway and bike lanes on Government Street and Dartmouth Road.
Policy 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.	Interior Health has been involved in this proposal to date. Through the summer 2023 public engagement period, the city received a letter of support for this proposal from the Interior Health 'Healthy Built Environment' team. Other staff at Interior Health have been involved in discussions about the proposed development for potential alignment with their operational needs, supporting their staff housing challenges, and ensuring no building conflicts with the hospital helipad approach.
Policy 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 during peak volume times, but mitigate this through investments in sustainable transportation options like transit, bike routes, sidewalks and trails.	The developer has submitted an updated Traffic Impact Assessment through the rezoning stage. Some upgrades will be required related to the proposed development, including frontage upgrades along Government Street, the extension of Page Avenue through the site, and an updated intersection at the Government Street access point into the development site. A number of additional off-site infrastructure projects were identified by staff through review of the application package and are recommended to be included in the DCC Bylaw program, to be paid for as development occurs. City staff will continue working with the developer on the final Traffic Impact Assessment and the detailed design of the intersection and internal road network, as requirements of the future subdivision stage.

OCP Policy	Policy	Staff Comments
Policy 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.	Proposed roads through the site would have narrower right-of-way widths to support a more walkable and bikeable development, with boulevard landscaping and pedestrian connections to the Ellis Creek pathway along the south end of the site. Detailed road design would be completed as a condition of subdivision.
Policy 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.	The proposed development would provide new roads through the site with narrower widths. The new streets would provide access to the buildings and some would have commercial frontages. This mix of uses and narrower roadway widths helps promote active and vibrant streets within the development.
Policy 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.	The proposal is for a higher-density mixed use development which would help promote walking, cycling and transit use with its central location and connections to the larger network.
Policy 4.2.2.2	Address gaps in the pedestrian network by providing sidewalks on at least one side of the street in residential neighbourhood, 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.	The developer will be responsible for costs associated with upgrades along this section of Government Street, including new sidewalk, bike lane, and boulevard plantings. New roads through the development site would be constructed at the developer's expense and would provide sidewalks, with the detailed design completed at the subdivision stage.

OCP Policy	Policy	Staff Comments
Policy 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.	The development site is located adjacent to the existing Ellis Creek pathway. The proposal includes pedestrian connections from the development site to the pathway, connecting the development to the larger trail network in the city.
Policy 4.2.5.2	Encourage land use planning that results in neighbourhoods that can be easily serviced by transit.	This proposal for a higher-density, mixed use development at this location helps support transit use by achieving more density along a key corridor in Penticton with existing transit service (Routes #1, #3, and #16 along Government St and Routes #4 and #15 along Carmi Ave).
Policy 4.2.7.2	Explore implementation of best practice design solutions to create safe and convenient intersections	Detailed intersection design would occur as a requirement of the subdivision stage. The intersection upgrade at the Government Street access would provide pedestrian connectivity from the site to the hospital.
Policy 4.3.2.4	Discourage incompatible uses in and adjacent to industrial areas to ensure the integrity of a sound industrial land base.	The proposal would result in what is currently an industrial designated property being re-developed for a mix of residential and commercial uses. Concerns were previously raised regarding the proposed residential uses adjacent to the industrial operations next to the site. The developer has met with the industrial association and neighbouring business to discuss the proposal. Some on-site features help buffer the uses on the two properties, including a treed bank leading up to the industrial properties beside. Additional buffering such as sound attenuation may be considered at the future development permit stages.

OCP Policy	Policy	Staff Comments
Policy 4.3.3.1	Foster active communications between the City, business and other community partners through stakeholder engagement, facilitated events, and active outreach.	The city led the public engagement period for this OCP amendment application between June 26 and July 30, 2023. This involved stakeholder engagement, multiple public engagement events, and feedback opportunities. Many residents, employers, and interest groups participated in that process. While there is no public hearing for the rezoning application, written correspondence can be received and reviewed by Council prior to making a decision on the application.
Policy 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.	The development may support the adjacent healthcare industry employers (Penticton Regional Hospital and Interior Health office), and nearby industrial employers. The proposed commercial and residential uses in this development could support those operations through the provision of retail and office space, and providing housing options to support noted staff recruitment and retention challenges. Those housing options may include short-term needs through hotel or strata-hotel uses which may be part of this development.
Policy 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.	Housing availability and affordability has emerged as a key local issue, which the 1,000+ units in this proposed development would help address. Interior Health was one of the employers who noted the challenges of recruiting and retaining employees due to housing affordability and availability issues as part of the recently completed Housing Needs Assessment (July 2023).

OCP Policy	Policy	Staff Comments
Policy 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	The proposed development is considered to meet the intent of this policy by mixing compatible land uses on-site (residential, retail and office), with future detailed consideration of the industrial adjacency. The proposal would provide trail connections while supporting active transportation in the new development. Urban design will be guided by the OCP design guidelines at the Development Permit stage.
Policy 4.4.2.1	Identify environmentally sensitive areas and riparian areas, and protect them through application of the Environmental and Riparian Development Permit Guidelines.	A 6 metre (20 foot) wide strip along the southern end of the development site is within the Riparian Development Permit area associated with Ellis Creek. The applicant has retained a Qualified Environmental Professional early on to prepare an assessment, which will be a requirement of a future Riparian Development Permit if any works are proposed within that area of the site.
Policy 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.	The development proposal is for a compact mixed-use development. The site is considered appropriate for that use given its location in the built-up area of the city, location along existing transit, walking, and biking routes, and its proximity to major employers (Interior Health and the industrial area). The proposal would provide higher density at this location to support transit use, walking, and cycling, rather than being car-dependent. Custom vehicle and bicycle parking requirements are proposed for the development and the City's requirements for Electric Vehicle (EV) Ready parking shall be met, to support the use of low-emission vehicles.

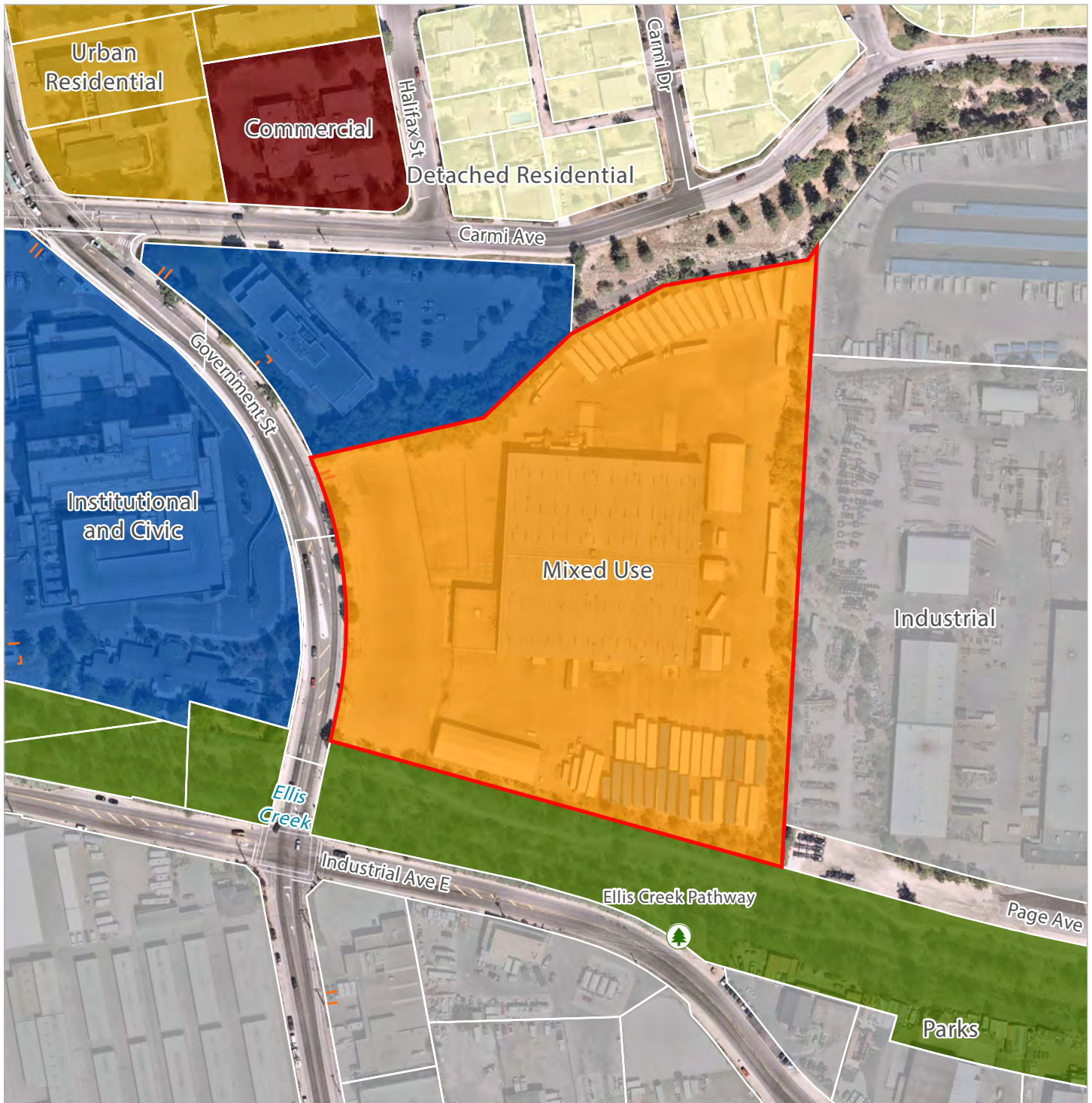
Attachment D - Proposed Off-Site Infrastructure Projects Map





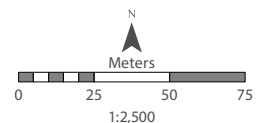
1704 Government Street

Official Community Plan Map



Legend

- Subject Parcel
- Detached Residential
- Institutional and Civic
- Commercial
- Urban Residential
- Mixed Use

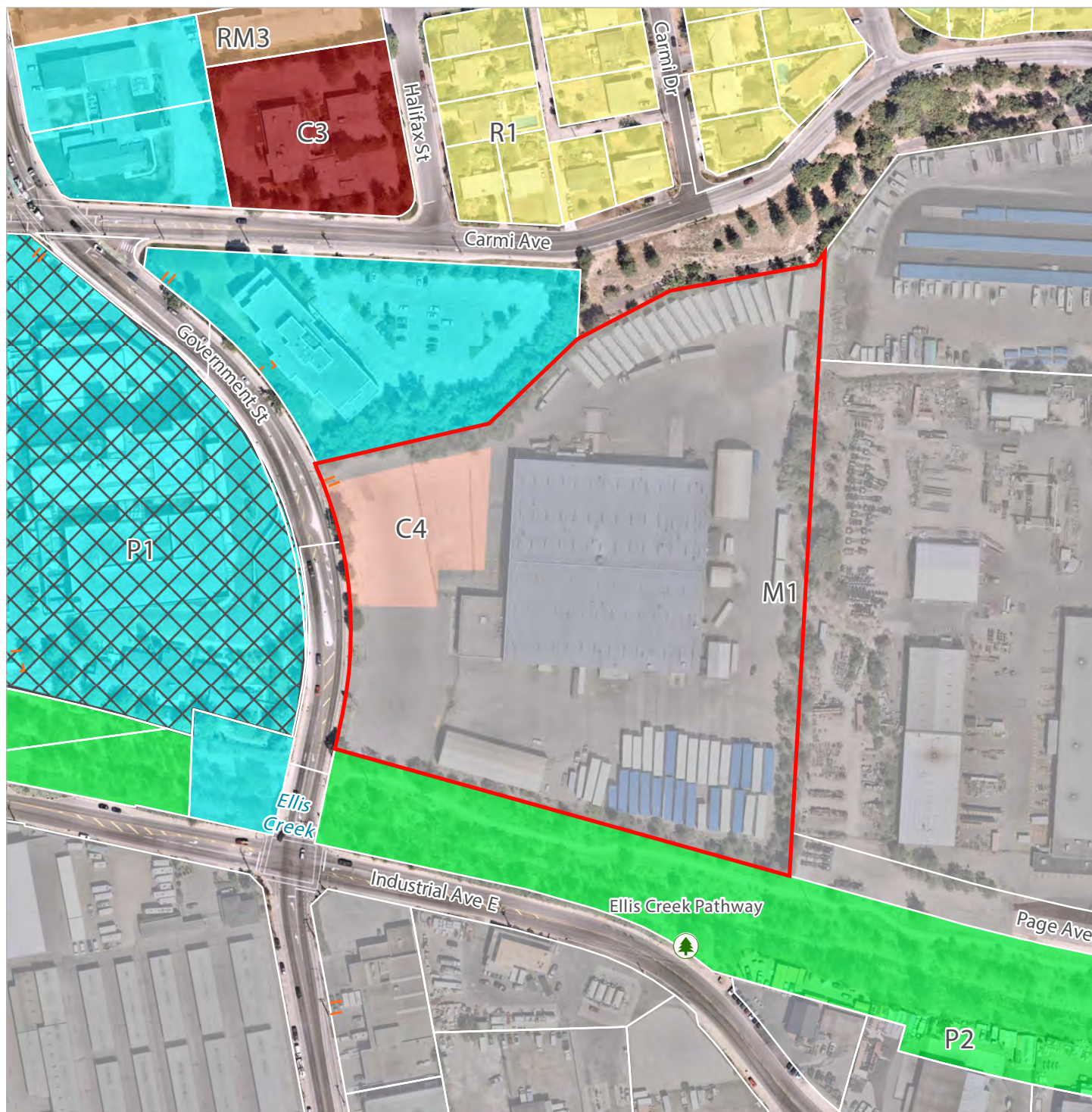


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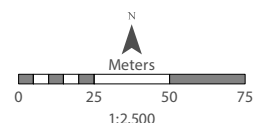


1704 Government Street Zoning Map



Legend

- | | | |
|--|---|--|
| Subject Parcel | R1 - Large Lot Residential | M1 - General Industrial |
| Site Specific Zoning | RM3 - Medium Density Multiple Housing | P1 - Public Assembly |
| | C3 - Mixed Use Commercial | P2 - Parks and Recreation |
| | C4 - General Commercial | |

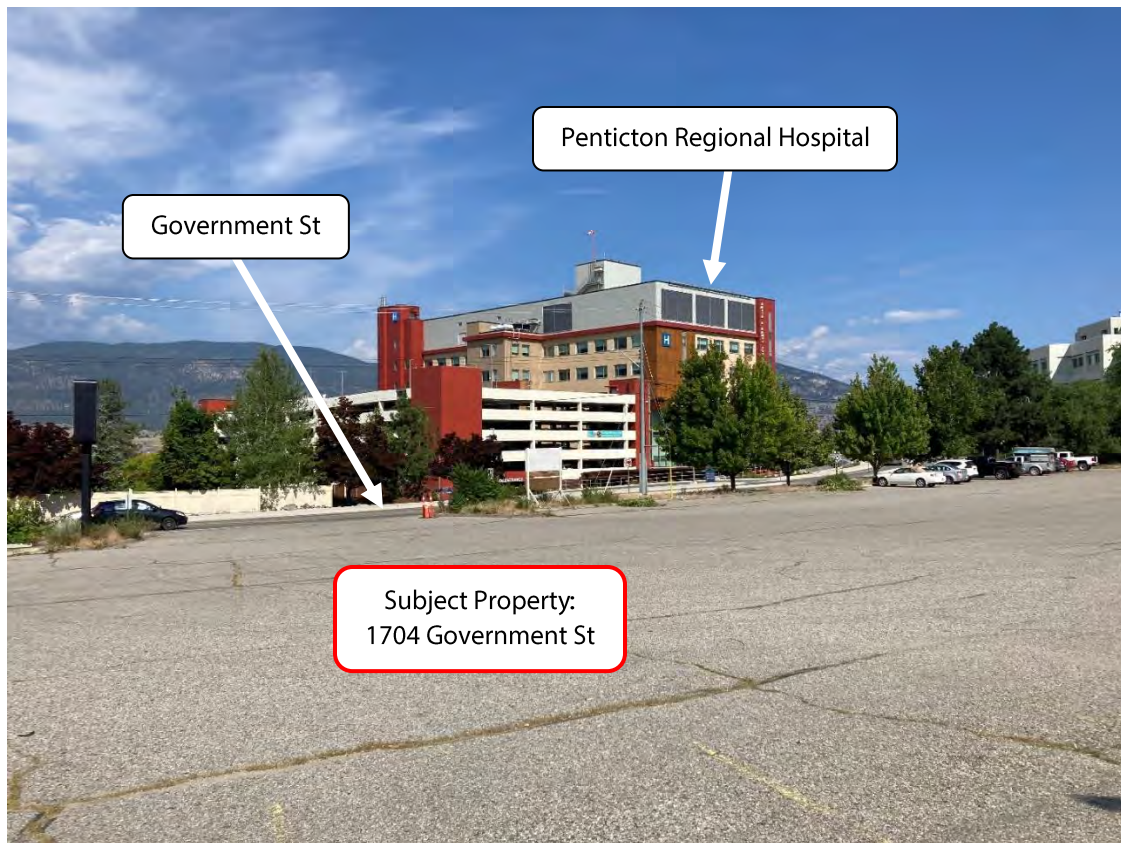


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Attachment G - Photos of Subject Property





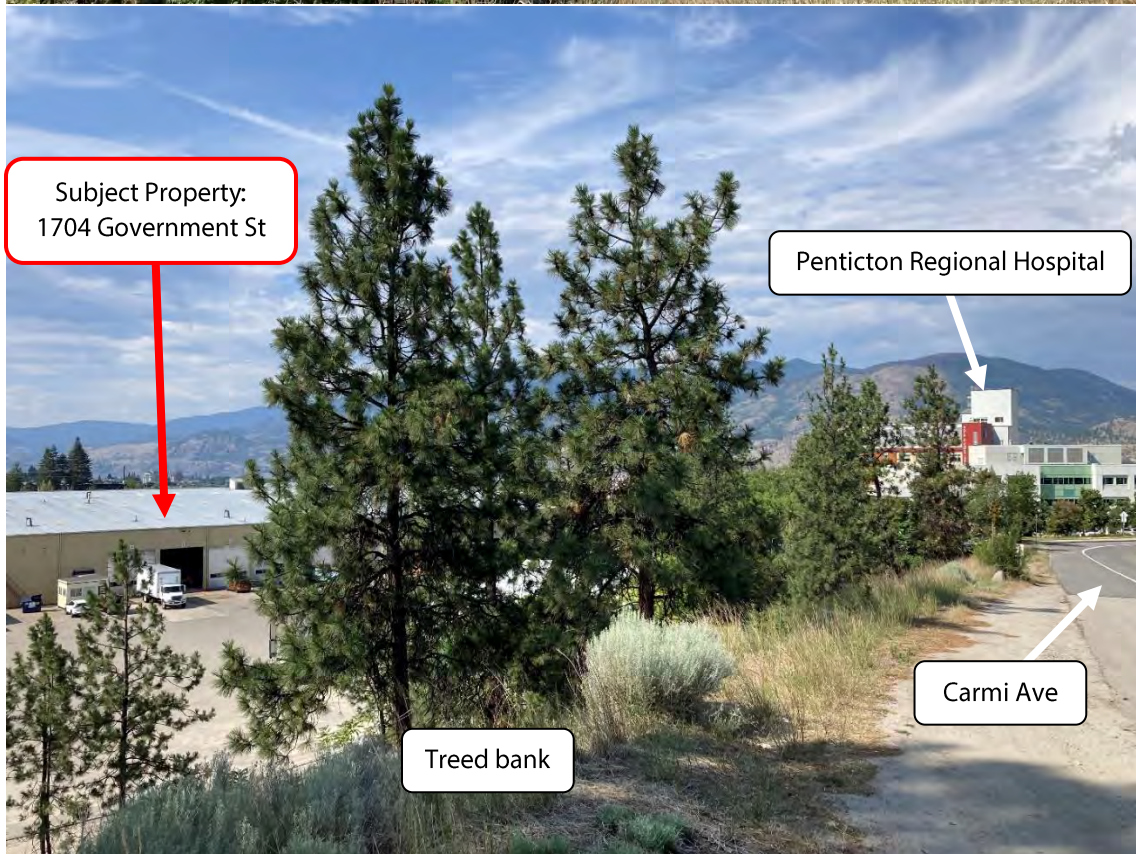


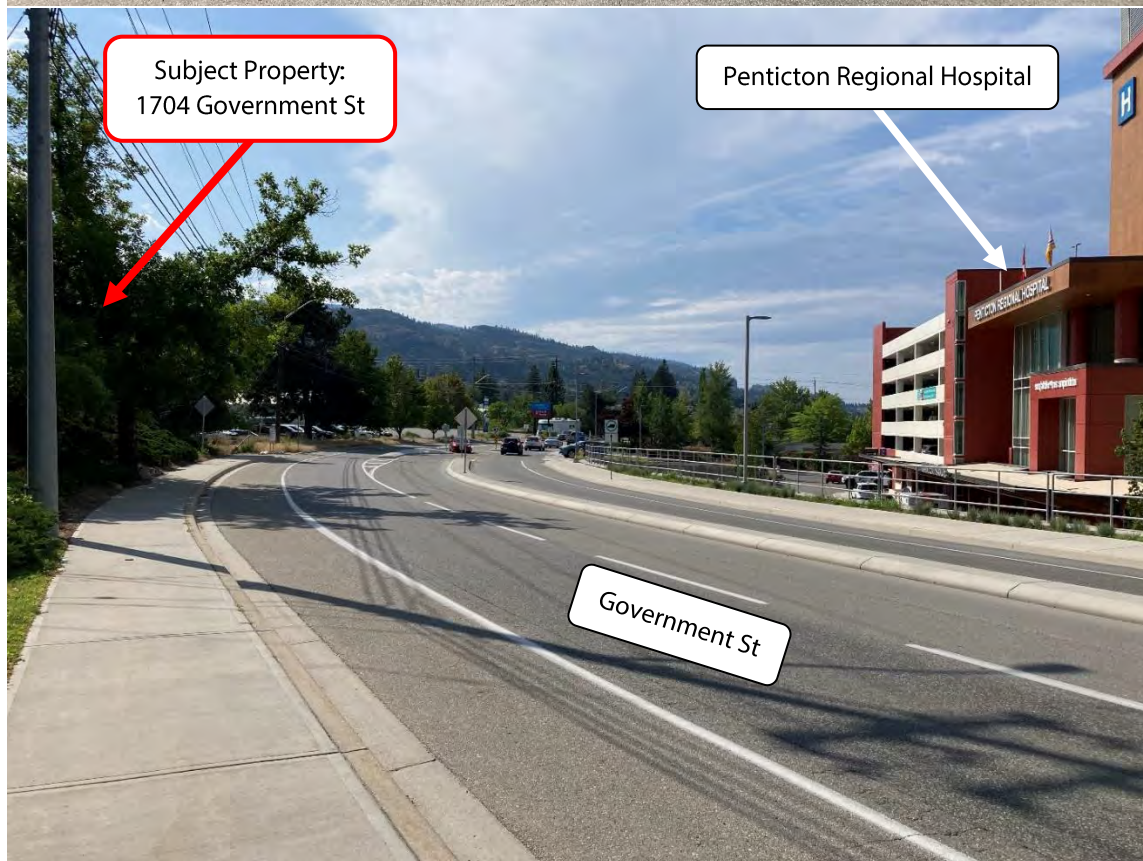
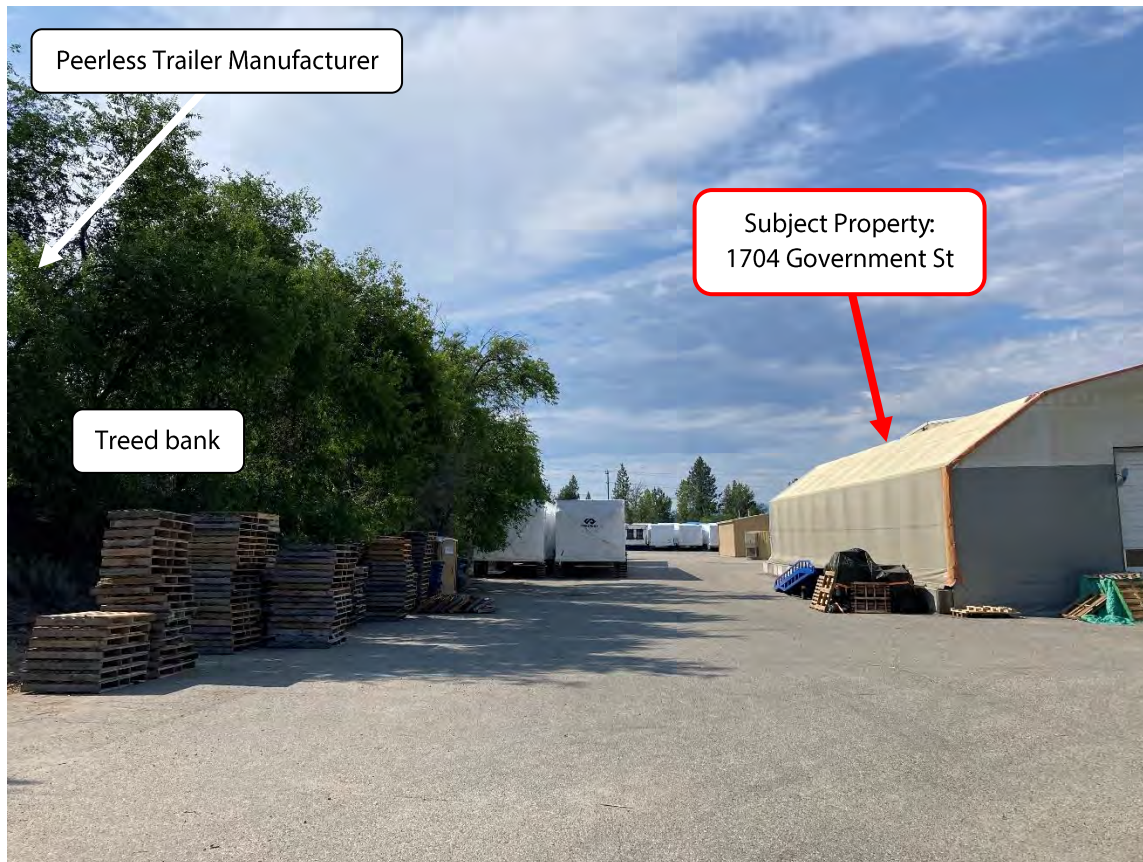
Subject Property:
1704 Government St

Treed bank

Peerless Trailer Manufacturer



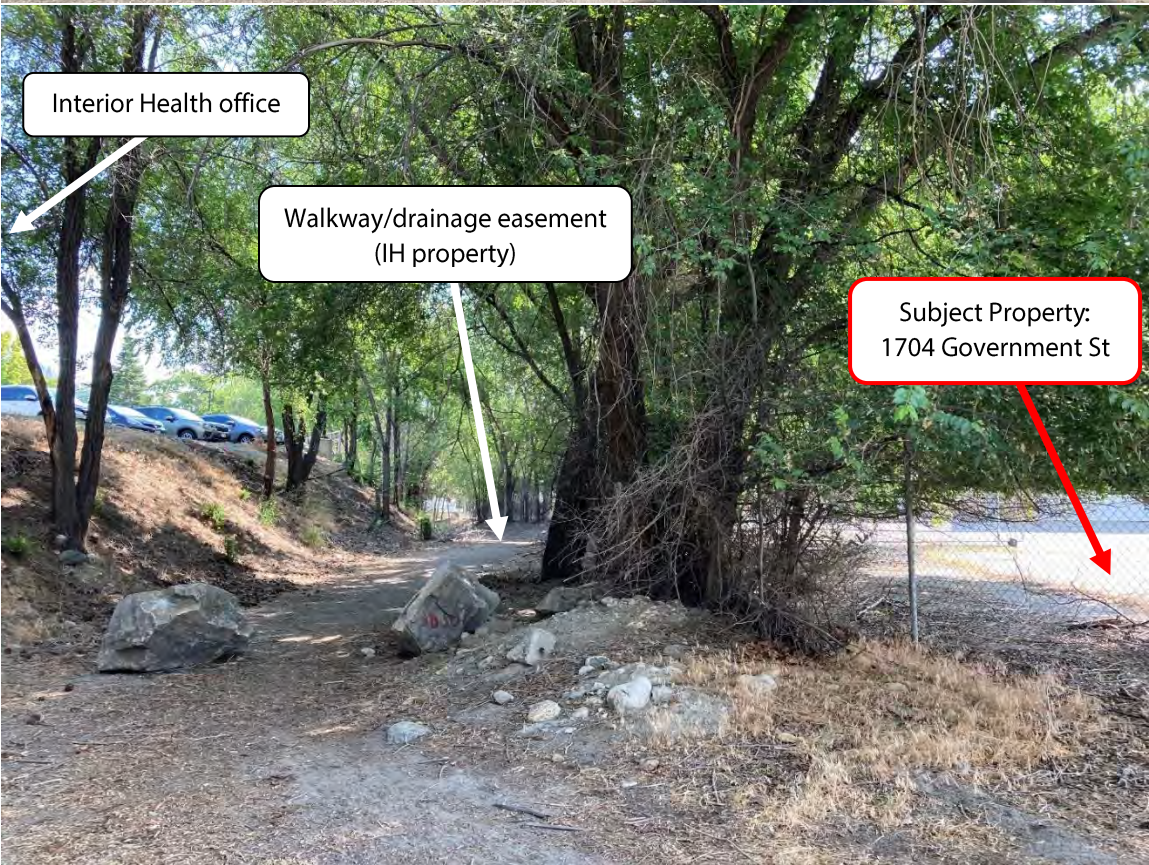






Penticton Regional Hospital

Government St



The Corporation of the City of Penticton

Bylaw No. 2024-05

A Bylaw to Amend Zoning Bylaw 2023-08

WHEREAS the Council of the City of Penticton has adopted a Zoning Bylaw pursuant the *Local Government Act*;

AND WHEREAS the Council of the City of Penticton wishes to amend Zoning Bylaw No. 2023-08;

NOW THEREFORE BE IT RESOLVED that the Municipal Council of the City of Penticton, in open meeting assembled, hereby ENACTS AS FOLLOWS:

1. **Title:**

This bylaw may be cited for all purposes as “Zoning Amendment Bylaw No. 2024-05”.

2. **Amendment:**

Zoning Bylaw No. 2023-08 is hereby amended as follows:

- 2.1 Update the Table of Contents and add the following to Chapter 14 – Comprehensive Development:

14.9 CD9 – Comprehensive Development (1704 Government Street)

14.9.1 PURPOSE

This **zone** provides for the comprehensive development of a high density, mixed use development site on *Lot A, District Lot 3429S, SIMILKAMEEN DIVISION YALE DISTRICT, PLAN 23195 EXCEPT PLAN 37288*, located at 1704 Government Street.

14.9.2 PERMITTED USES

The *permitted uses* in this **zone** are:

- .1 *accessory use, building or structure*
- .2 *animal clinic*
- .3 *apartment*
- .4 *artisan crafts*
- .5 *assembly*
- .6 *bakery*
- .7 *business support service*
- .8 *cannabis retail store*
- .9 *commercial school*
- .10 *convenience store*
- .11 *craft brewery/distillery*
- .12 *congregate housing*
- .13 *day care centre, major*
- .14 *day care centre, minor*
- .15 *dwelling unit*

- .16 *extended care residence*
- .17 *financial service*
- .18 *flex unit* (subject to accessory suite regulation 8.4)
- .19 *general industrial use* (subject to the regulations in Section 14.9.5)
- .20 *grocery store*
- .21 *health service*
- .22 *high technology service*
- .23 *hospital and patient care service*
- .24 *household repair service*
- .25 *indoor amusement, entertainment and recreation*
- .26 *indoor animal daycare and grooming*
- .27 *liquor primary licensed premise*
- .28 *live work unit* (subject to specific use regulation 7.8)
- .29 *minor home occupation* (subject to specific use regulation 7.3)
- .30 *office*
- .31 *outdoor market*
- .32 *personal service establishment*
- .33 *public park*
 - a. *community garden*
 - b. *outdoor amusement, entertainment and recreation*
 - c. *outdoor market*
- .34 *recreation equipment sale, service and rentals*
- .35 *resort residential* (subject to the regulations in Section 14.9.5)
- .36 *restaurant*
- .37 *retail store*
- .38 *tourist accommodation* (subject to the regulations in Section 14.9.5)
- .39 *vacation rental* (subject to specific use regulation 7.6)

14.9.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

- .1 Minimum *lot width*: 25.0 m
- .2 Minimum *lot area*: 2,200.0 m²
- .3 Maximum *lot coverage*: 65%
- .4 Maximum *density*: 3.4 *FAR* (subject to the regulations in Section 14.9.8)
- .5 Maximum *height*:
 - Sub Area A: 29.0 m (8 *storeys* above *approved grade*)
 - Sub Area B: 29.0 m (8 *storeys* above *approved grade*)
 - Sub Area C: 43.0 m (12 *storeys* above *approved grade*)

Sub Area D: 24.0 m (6 *storeys* above *approved grade*)

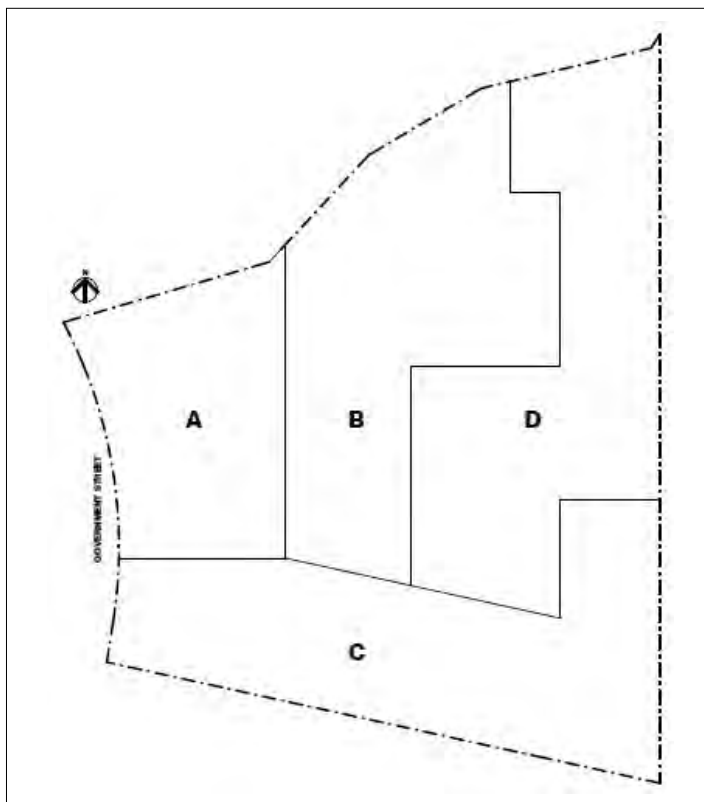


Figure 17 - Maximum Height Sub Areas – 1704 Government Street

- .6 Minimum **front yard**: 3.0 m
 - a. Except when a commercial use **abuts** an interior **street**: 0.0 m
- .7 Minimum **interior side yard**: 1.5 m
- .8 Minimum **exterior side yard**: 1.5 m
 - a. Except when a commercial use **abuts** an interior **street**: 0.0 m
- .9 Minimum **rear yard**: 4.0 m
 - a. Except when **abutting** an industrial **zone**: 6.0 m

14.9.4 AMENITY SPACE

- .1 **Amenity space** shall be provided at the rate of 5.0 m² for each **dwelling unit**.

14.9.5 OTHER REGULATIONS

- .1 Any **buildings** or **structures** exceeding 413 metres above sea level shall require approval by Interior Health and the City of Penticton in order to ensure no conflicts with the Penticton Regional Hospital helipad approach.
- .2 A minimum area of 2,046 m² shall be provided for **public park use**.
- .3 **General industrial** uses shall not exceed 8,175 m² **gross floor area**.
- .4 **General industrial** uses shall be limited to indoor use only or screened from view where abutting a public street or residential use.
- .5 **Tourist accommodation** uses on the site shall not exceed 53,220 m².
- .6 **Resort residential** uses on the site shall not exceed 49% total residential **gross floor area**.
- .7 Commercial uses (excluding **tourist accommodation**) will be limited to the following maximum **gross floor area** in each phase as follows:

Table 14.3 – Maximum Commercial Area by Phase	
Phase	Maximum Commercial <i>Gross Floor Area</i> (m²)
1	7,776
2	0
3	0
4	1,157
5	0
6	705
7	1,400

14.9.6 ALLOWABLE PROJECTIONS

- .1 In addition to the projections permitted in Table 4.9 of this Bylaw, the following projections are permitted:

Table 14.4 – CD9 Projections	
Feature	Maximum Projection into Required Yards
Covered or uncovered balcony, porch and deck	2.0 m <i>front yard</i>
Fire escapes, open stairways, landings, steps, ramps, and patios	3.0 m <i>front yard</i>

14.9.7 PARKING REGULATIONS

- .1 Notwithstanding Table 6.6 of this Bylaw, residential vehicle parking requirements are as follows:

Table 14.5 – CD9 Parking Regulations	
Use	Parking Ratio
Strata Residential	
- Studio	0.5 stalls per <i>dwelling unit</i>
- 1 Bed	1 stall per <i>dwelling unit</i>
- 2 Bed	1 stall per <i>dwelling unit</i>
- 3 Bed	1.25 stalls per <i>dwelling unit</i>
- <i>Flex Unit</i>	0.0 stalls per <i>dwelling unit</i>
- Visitor	0.1 stalls per <i>dwelling unit</i> (excluding <i>flex units</i>)
Rental Residential	
- Studio	0.5 stalls per <i>dwelling unit</i>
- 1 Bed	0.5 stalls per <i>dwelling unit</i>
- 2 Bed	1 stalls per <i>dwelling unit</i>
- 3 Bed	1 stalls per <i>dwelling unit</i>
- <i>Flex Unit</i>	0.0 stalls per <i>dwelling unit</i>
- Visitor	0.1 stalls per <i>dwelling unit</i> (excluding <i>flex units</i>)

- .2 Cash-in-lieu: in lieu of providing the required number of off-street vehicular *parking spaces*, the property owner may provide the City with a sum of money equal to the number of *parking spaces* not provided multiplied by the applicable cash-in-lieu amount as identified in Table 6.1 of this Bylaw. The

sum of money will be deposited in the Off-Street Parking Reserve and Alternative Transportation Infrastructure Reserve at the rate of 75% to the Off-Street Parking Reserve and 25% to the Alternative Transportation Infrastructure Reserve.

.3 Notwithstanding Table 6.4 of this Bylaw, residential bicycle parking requirements are as follows:

Table 14.6 – CD9 Bicycle Parking Regulations		
Use	Class 1	Class 2
Residential	0.75 per <i>dwelling unit</i>	No additional requirement

.4 A bicycle maintenance facility shall be provided in each residential building in a designated, secure area within the building with sufficient work space and provision of maintenance tools, wash station, and power outlet.

14.9.8 DENSITY BONUS

.1 Notwithstanding section 14.9.3.4 of this Bylaw, the maximum *density* may be increased to 6.4 *FAR* provided that a minimum 25% of all *dwelling units* gained through the bonus *density* within the *building(s)* benefitting from the bonus *density* are provided as affordable *dwelling units*.

.2 The affordable *dwelling units* secured through the *density* bonus provision outlined in Section 14.9.8.1 shall meet the Canada Mortgage and Housing Corporation (CMHC) definitions of affordable housing, as amended from time to time, and shall be secured through a housing agreement under section 483 of the *Local Government Act*, as amended from time to time. The housing agreement shall be registered on title of the affected *lot(s)* prior to building permit issuance for the *building(s)* benefitting from the bonus *density*.

2.2 Rezone Lot A District Lot 3429S Similkameen Division Yale District Plan 23195 Except Plan 37288, located at 1704 Government Street, from M1 (General Industrial) and C4 (General Commercial) to CD9 (Comprehensive Development – 1704 Government Street).

2.3 Schedule ‘A’ attached hereto forms part of this bylaw.

READ A FIRST time this	day of	, 2024
READ A SECOND time this	day of	, 2024
READ A THIRD time this	day of	, 2024
ADOPTED this	day of	, 2024

Julius Bloomfield, Mayor

Angie Collison, Corporate Officer



City of Penticton – Schedule 'A'

Zoning Amendment Bylaw No. 2024-05

Date: _____

Corporate Officer: _____