



Council Report

penticton.ca

Date: October 7, 2025
To: Anthony Haddad, City Manager
From: Gabe Tamminga, Planner II
Address: 2020 Main Street

File No: RMS/2020 Main St

Subject: Zoning Amendment Bylaw No. 2025-33, Development Variance Permit PL2025-10029 and Development Permit PL2025-10028

Staff Recommendation

THAT Council give first reading to "Zoning Amendment Bylaw No. 2025-33" for Lot 1 District Lot 1997S Similkameen Division Yale District Plan 7866, located at 2020 Main Street, a bylaw to rezone the subject property from C8 – Vehicle Service Station to C7 – Service Commercial;

AND THAT Council forward "Zoning Amendment Bylaw No. 2025-33" to the October 21, 2025 Public Hearing;

AND THAT subject to adoption of "Zoning Amendment Bylaw No. 2025-33" Council consider "Development Variance Permit PL2025-10029", a permit to vary the following sections of Zoning Bylaw No. 2024-22:

1. Section 5.2 to reduce the landscape buffer requirements along a highway and abutting a residential zone.

AND THAT subject to approval of "Development Variance Permit PL2025-10029", Council consider "Development Permit PL2025-10028", a permit for the form and character of the property;

AND THAT Council direct staff to issue the permits.

Proposal

The applicant has proposed to renovate the existing building to allow for a car rental business (Figure 1). However, in order to proceed the applicant has requested to rezone the property from C8 – Vehicle Service Station to C7 – Service Commercial and requested a

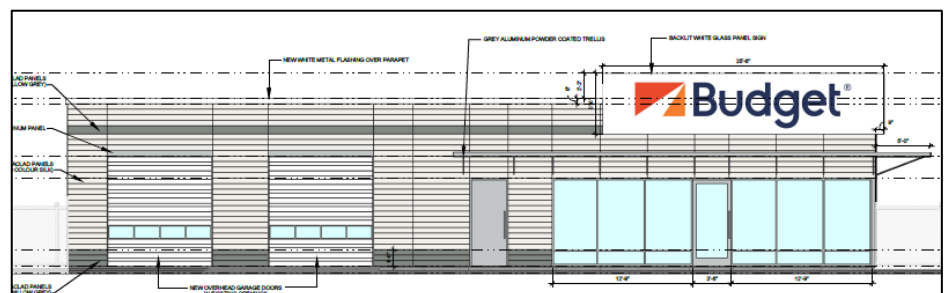


Figure 1 - Elevation Drawing West

development variance permit to vary the required landscaping buffers for the property.

Further, a Development Permit application has been submitted for the form and character of the development which has also been included for Council's consideration.

Strategic priority objective

Livable & Accessible: The City of Penticton will proactively plan for deliberate growth, focusing on creating an inclusive, healthy, and vibrant community.

Background

The subject property is located on the east side of Main Street, with Warren Ave running directly along the southern boundary of the lot. Located to the north of the property is Okanagan Avenue East and across the street there are primarily commercial properties along the west side of Main Street (Figure 2). Cherry Lane Mall is located across the intersection from the subject property.

This property is designated by the Official Community Plan (OCP) as 'Mixed Use' which is intended for higher-density areas allowing for intensive development with residential and/or commercial uses and includes commercial buildings. This designation is found along core areas and streets such as Main Street where there are larger amounts of commercial development near services and amenities.

Previously, this property had been used as a vehicle service station and vehicle maintenance shop and but in recent years it has remained vacant. The existing building constructed in 1957 to accommodate the vehicle service station, remains in place, though it has undergone alterations over the years.

Financial implication

The applicant will be responsible for all costs associated with the development, including upgrades to servicing if they are required.



Figure 2 - Property Location Map

Development Statistics

	C7 Zone Requirement	Provided on Plans
Minimum Lot Width*:	20 m	46 m
Minimum Lot Area*:	650 m ²	1,942.49 m ²
Maximum Lot Coverage:	50%	11.8%
Vehicle Parking:	Minimum 4 stalls Minimum 1 accessible	9 commercial stalls 1 accessible stall
EV Ready Parking:	Minimum 2	3 stalls EV ready
Required Setbacks		*Existing building
Front Yard (Main St):	4.5 m	22.93 m
Interior Side Yard (north):	0 and 4.5m m	3.25 m
Exterior Side Yard (Warren Ave E):	4.5 m	26.36 m
Rear Yard (east):	7.5 m	2.95 m
Maximum Building Height:	12 m	5.5 m
Other Information:	*Lot width and lot area are only applicable at the time of subdivision.	

Analysis

Zoning Amendment - Support

The applicant has requested to rezone the property from C8 – Vehicle Service Station to C7- Service Commercial to allow a car rental business to be permitted. The property is currently designated within the OCP as 'Mixed Use', this OCP designation supports commercial zones such as C7 and commercial building types (Figure 3).

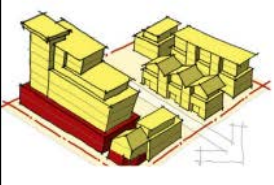
Land Use	Description	Building Type(s)	Uses	Height / Density
 Mixed Use	Higher-density mixed-use areas allowing for intensive development with residential and/or commercial uses	- Higher-density apartments - Mixed-use buildings - Commercial buildings	- Commercial (retail, service, office) - Residential	Generally greater than 3 storeys

Figure 3 - OCP Land Use Designation

Staff also consider that the proposed rezoning is supported by the following OCP policies:

Policy 4.3.2.1	Encourage high quality commercial development by applying Development Permit Area Guidelines, updating and enforcing regulatory bylaws, and fostering initiatives that improve the quality and infrastructure of commercial areas.
Policy 4.3.2.3	Encourage intensification of vacant or underused service commercial parcels before designating additional service commercial areas.
Policy 4.2.6.5	Ensure developments in commercial, high-density residential and mixed-use areas are designed with adequate loading zones and access for goods delivery.

With adequate support from the OCP land use designation for the subject property and policies within the OCP, staff support the Zoning Amendment Bylaw to rezone the property from C8 to C7 to allow for a vehicle rental business.

Development Variance Permit - Support

The applicant has requested a development variance permit to reduce the landscape buffer width required and reduce the number of trees and shrubs required in the zoning bylaw. This is being requested as the existing building location makes it challenging to achieve a desirable planting location for the landscape buffer. This area has limited sunlight and is currently paved, making it challenging to have adequate planting areas for vegetation and plants to survive (Figure 4). Additionally, as there is a specific layout in mind to display vehicles for customers to rent, the landscape buffer is interrupted along Main Street and Warren Avenue East to accommodate those inventory stalls. To compensate for the reduced plantings along that property line, the applicant has proposed additional landscaping within the parking areas and around the building. Minimal impacts are anticipated on neighbouring properties as this property has not had landscaping in recent years, and any new landscaping provided will enhance the appearance of this corner lot.

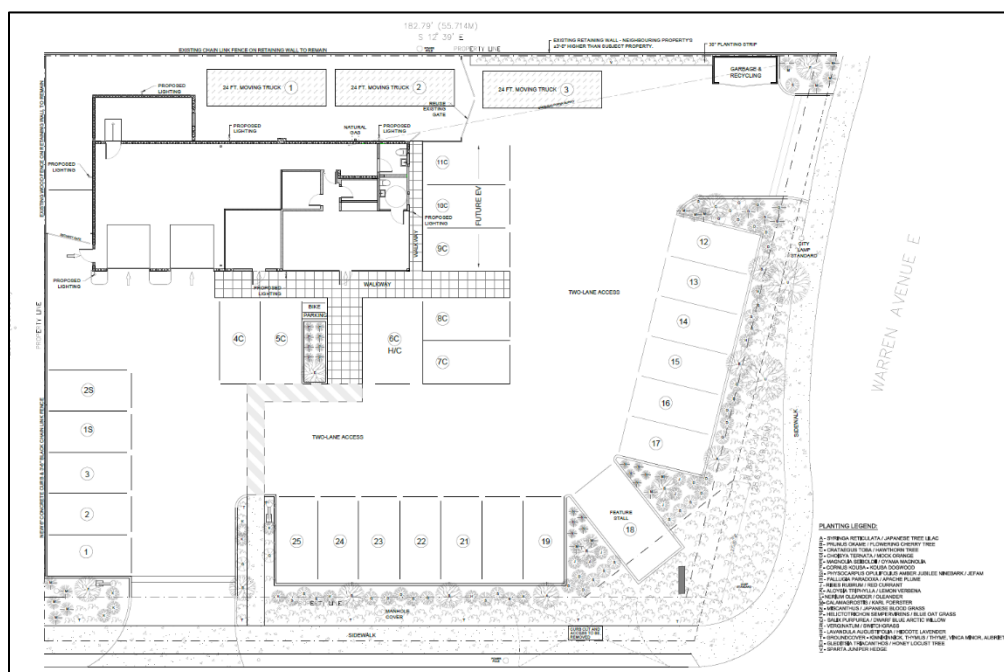


Figure 4 - Proposed Landscape Plan

Development Permit – Support

The applicant has also submitted a request for a form and character development permit. Staff have reviewed the design guidelines within the OCP and have completed a development permit checklist (Attachment C) that demonstrates how this development is aligned with the guidelines.

The proposed development has been designed with the OCP guidelines in mind and by offering additional landscaping, trees and pedestrian connections along Main Street and to the building there is an enhanced public realm to this prominent corner property. As such, staff recommend that Council approve the development permit after consideration of the Zoning Amendment Bylaw.

Alternate recommendations

Council may find that the proposed development is not aligned with the relevant bylaws and Official Community Plan policies and design guidelines, then Council may choose the alternative recommendation.

1. THAT Council deny first reading of Zoning Amendment Bylaw No. 2025-33

Attachments

Attachment A – Zoning Bylaw Map

Attachment B – Official Community Plan Map

Attachment C – Development Permit Checklist (staff)

Attachment D – Letter of Intent (applicant)

Attachment E – Photos of the Property

Attachment F – DRAFT Development Variance Permit PL2025-10029

Attachment G – DRAFT Development Permit PL2025-10028

Attachment H – Schedule A Zoning Amendment Bylaw No. 2025-33

Respectfully submitted,

Gabe Tamminga
Planner II

Concurrence

General Manager of Development Services <i>BL</i>	City Manager 
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2020 Main Street

Zoning Bylaw Map



 Subject Parcel

Zoning Bylaw No 2024-22

 R4-L - Small-Scale Multi-Unit Residential - Large

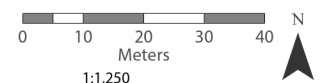
 RSM - Mobile Home Park Housing

 C4 - General Commercial

 C7 - Service Commercial

 C8 - Vehicle Service Station

 P1 - Public Assembly



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Date: 9/24/2025

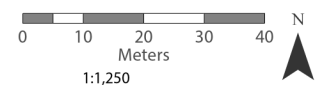


2020 Main Street

Official Community Plan Map



- Subject Parcel
- Official Community Plan - Future Land Use
- High Density Residential
- Mixed Use



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Date: 9/24/2025

Section 5.4 – Commercial & Mixed-Use Development Permit Area Guidelines			
Is Proposal in accordance with Guidelines? (Guideline not applicable, "Yes" or "No")	N/A	Yes	No
<i>Framing Space</i>	N/A	Yes	No
Retail building frontages should meet the sidewalk at grade	✓		
Retail building frontages should be built to the property line so that a continuous commercial street frontage is maintained but may be set back at a maximum of 4.0m from the property line to allow for an active outdoor use such as a courtyard or patio, or to respond to a building setback from an adjacent property, where necessary. (see Figure 5-12, page 5-103 / PDF 106).	✓		
Retail building frontages may feature outdoor displays and patios provided a minimum 2.0m wide clear pedestrian zone is maintained.		✓	
Outdoor eating areas and street-side plazas should be located next to and connected with public sidewalks. They should be placed at centres of activity, such as transit exchanges, intersections of important streets and retail streets, thus creating local points for these areas.	✓		
Outdoor eating areas and street-side plazas should be framed by buildings on a minimum of two sides to create well defined edges. The buildings should have windows and/or doors facing the plaza.	✓		
Outdoor eating areas and street-side plazas should account for user comfort in their design by incorporating protection from wind and excessive sun through appropriate siting and use of suitable plants and landscape structures (e.g., layered plantings, screen walls / trellises etc.).	✓		
Mixed-use developments should consider the privacy of resident amenity spaces within and/or adjacent to buildings. (see Figure 5-13, page 5-104 / PDF 107).	✓		

<i>Friendly Faces (Massing & Articulation)</i>	N/A	Yes	No
Retail bays should appear no wider than 15 metres in order to create or maintain a fine-grained pattern of shops. A larger retailer may combine bays internally; however, the external bay articulation should be maintained. (see Figure 5-14, page 5-104 / PDF 107).		✓	
<i>Commercial Frontages</i>	N/A	Yes	No
Should include clearly signed and generously sized entries to indicate primary pedestrian access		✓	
Should maintain visual connection to the store interior through at least 75% transparent glazing along the primary store frontage.		✓	
Should include outdoor spaces that serve to complement the street realm (e.g., street-side plazas, outdoor eating and cafe seating areas) (See Figure 5-15, page 5-104 / PDF 107).	✓		
<i>Weather Protection</i>	N/A	Yes	No
All buildings with street-oriented commercial at grade should include awnings and canopies to form a sheltered environment for pedestrians. Where commercial space is not street-oriented or where there are multifamily apartment residential uses, there should be awnings overtop of main entrances.	✓		
Awnings and canopies should be designed as an extension of the architectural expression of the building façade.		✓	
Placement of awnings and canopies should balance weather protection with daylight penetration. Avoid opaque canopies that run the full length of façades (ex: use glass or wood slats).		✓	

<i>Signage</i>	N/A	Yes	No
Notwithstanding the City of Penticton's Sign Regulations Bylaw, the following are preferred or acceptable types of commercial signage: - Projecting two-dimensional or blade signs suspended from canopies and awnings, maintaining minimum clearances from sidewalks and driveways for safety and to reduce vandalism. - Flush-mounted fascia signs - Externally lit signs - Small vertical banners and projecting signs - • Cut-out or silhouette letter signs mounted on storefronts.		✓	
Where signage is proposed on commercial buildings it should clearly identify uses and business name and be pedestrian-oriented (e.g., installed along the business's primary pedestrian corridor and access).		✓	

Section 5.2 - General Development Permit Area Guidelines			
Is Proposal in accordance with Guidelines? (Guideline not applicable, "Yes" or "No")	N/A	Yes	No
Designing in Context	N/A	Yes	No
Private and semi-private open spaces should be designed to optimize solar access (see Figure 5-1).		✓	
Views through to the mountains and the lakes should be carefully considered and incorporated into the design of new development. Building placement and orientation should respect significant public views.	✓		
Framing Space	N/A	Yes	No
Siting of buildings should support strong street definition by minimizing front yard setbacks while sensitively transitioning to neighbouring building setbacks.		✓	
All designs should consider Crime Prevention Through Environmental Design (CPTED) principles and balance the reduction of crime and nuisance opportunities with other objectives to maximize the enjoyment of the built environment.		✓	
Development with multiple buildings should create comfortable and social, semi-public and semi-private spaces within interior courtyards and/or side-yards.	✓		
Prioritizing Pedestrians	N/A	Yes	No
Pedestrian connectivity to adjacent public spaces and privately owned publicly-accessible spaces is encouraged.			✓
Development of larger parcels should create an effective street fronting block scale of 60m-190m.	✓		
Barrier-free pedestrian walkways to primary building entrances should be provided from municipal sidewalks, parking areas, storage, garbage and amenity areas.			✓
Where feasible, indicate pedestrian pathways with continuity of paving treatments/paving materials.			✓
Entry to ground-level residential units should be no more than 1.8m (6.0 ft.) above the grade of adjacent public sidewalks and walkways (see Figure 5-2).	✓		

The outdoor space of a residential unit should be raised no more than 1.2m (3.9 ft.) above adjacent public sidewalks and a “front stair” pedestrian connection should be provided (see Figure 5-2).	✓		
Cars and Parking	N/A	Yes	No
Off-street parking and servicing access should be provided from the rear lane (where one exists) to free the street for uninterrupted pedestrian circulation and boulevard landscaping. If lane access is not possible, access should be provided from a secondary street (where one exists) (see Figure 5-3 & 5-4).	✓		
Where possible, shared automobile accesses should be considered to optimize land use, and to reduce impermeable surface coverage and sidewalk crossings.	✓		
Parking should be located at the rear of buildings/sites, not between the front of buildings and the street.	✓		
Attached parking structures, their access and associated components (doorways, ramps, etc.) should be in line with or setback from the primary building face so as to minimize visual impact to the public realm.	✓		
All multifamily developments should accommodate sustainable modes of transportation through: • Provision of bike parking and/or safe storage of alternative transportation/ mobility equipment (bikes, mobility scooters, etc.). • Provision of electric vehicle charging stations. • If including internal roads, accommodate alternative transportation (e.g., multi-use pathways, separated bike lanes, etc.)	✓		
Designing for Our Climate	N/A	Yes	No
Designs should respond to Penticton’s setting and climate through use of: • passive solar strategies; • optimized placement of windows to maximize natural light; • energy-efficient building design; • passive solar principles;	✓		

• landscape design and plantings that provide cooling through shade in summer months and increased solar gain in winter months (see Figure 5-5); • selecting roof materials to minimize heat loading and increase reflectivity; and, • strategies for cross-ventilation.			
Landscape designs should accommodate windbreaks (perpendicular to the direction of winter prevailing winds) to reduce heat loss in winter.	✓		
<i>Friendly Faces, Friendly Neighbours (Orientation and Massing)</i>	N/A	Yes	No
Orientation of buildings (e.g., entries, windows, porches, balconies, patios, and decks) should face public spaces (e.g., streets, lanes, parks, open spaces, and parking areas) with a preference for ground-oriented types (e.g., a front door for everyone or every business) (see Figure 5-6).		✓	
Articulation of building mass should include horizontal (minor) setbacks and stepbacks (along upper storeys) to provide visual interest and enrich the pedestrian experience. Balconies and/or cantilevered upper floors may be considered as a means to breaking up massing while promoting overlook and/or weather protection.	✓		
Street-facing units should utilize a layering of elements – including but not limited to street-facing entries, stairs, stoops, porches, patios and landscape elements – to create transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkway, ramp, stair), semi-private (e.g., stoop, balcony) and private areas.	✓		
Building designs should minimize impacts on the privacy of adjacent dwellings, including private open spaces by strategically spacing windows, balconies, patios, and decks so they do not line up with those of adjacent dwellings and their private open space where possible.	✓		
<i>Eyes on the Street</i>	N/A	Yes	No

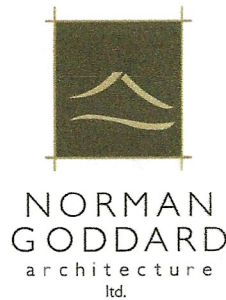
Entries should be visible and clearly identifiable from the fronting public street.		✓	
Extensive blank walls (over 5m in length, and including retaining walls) along the street should be avoided.		✓	
Screening should be provided (e.g., varied materials/textures, murals, greenwalls or vines) on solid walls that exist as a function of an internal program (e.g., for privacy, merchandising, etc.).			✓
<i>Design with Nature</i>	N/A	Yes	No
Water Conservation and Plant Maintenance: Xeriscaping & Irrigation • Landscape designs should employ xeriscaping principles (see Glossary) that reduce the need for supplemental water from irrigation. • Landscape designs should employ strategies such as stormwater management reuse (including rain gardens and water reclamation) to minimize impact on infrastructure and the use of potable water. • Landscaping should use native drought-tolerant plant species rather than water-hungry varieties. • All trees and vegetated landscaping should be irrigated using a sub-surface irrigation system, programmed to maximize efficient water use (e.g., drip irrigation). • Where appropriate, increased depth of top soil is recommended as a means to retain water and ensure more drought-tolerant landscapes. • Trees should be planted to provide shading for shrubs and grasses on the south and west faces of buildings.		✓	
<i>Enhance the Urban Forest</i>	N/A	Yes	No
New development should retain, where possible, existing mature and native trees and protect their root systems.	✓		

Where space permits, areas adjacent to streets should be planted with trees with appropriate soil volumes to ensure longevity.		✓	
The planting of additional trees is strongly encouraged, particularly if existing trees cannot be preserved, in order to maintain and expand the urban forest canopy.	✓		
Functional Use of Landscape	N/A	Yes	No
Habitat: designs should provide for and/or enhance habitat value (e.g., birds, pollinators, etc.) through the use of selected plant material (food & nutrients) and/or structural/grading improvements (e.g., hibernacula, pools, etc.).		✓	
Where appropriate (and in consideration of FireSmart principles and native ecosystems), screen walls and/or landscape buffers (e.g., berms, shrub beds, hedges and/or trees) should be used to manage transitions and/or conflict between incompatible uses (e.g., industrial uses and/or parking).		✓	
Buffer design should complement neighbourhood character and landscape setting (refer to "Materials Selection – Hardscapes and Softscapes").		✓	
Where landscaped island area is required in the Zoning Bylaw it should be installed with the following considerations (see Figure 5-7): • Planting between internal collectors (not used for direct access to parking stalls) and aisles that provide direct access to parking stalls; • Planting at the end of aisles; • Planting between blocks of parking spaces; and, • Planting around utility kiosks and waste/recycling areas.	✓		

Transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkways, ramp, stair), semi-private (e.g., stoop, balcony) and private (e.g., entry) realms should be clearly defined to enhance both the privacy of residences and the pedestrian experience, and may include: • Landscape terracing (e.g., grading, retaining); • Structures (e.g., fences, pergolas, trellises), • Planting (e.g., low hedges) and/or • Changes in surfacing materials.		✓	
Materials Selection – Softscapes & Hardscapes	N/A	Yes	No
Softscapes • Plant materials (size) and planting densities should be designed to meet and exceed the British Columbia Landscape and Nursery Association (BCLNA) Standards; • Landscape designs should consider opportunities for seasonal interest (e.g., colourful foliage and/or flowering at various times of the year). • Structural diversity in plant palette composition – including combinations of groundcovers, shrubs of various heights and trees – is encouraged. • Landscape design should consider aesthetic qualities, plant suitability and soil volumes to ensure “right plant, right place” and to maximize growth to maturity of plants and trees. • Plant selection should emphasize local/native plants and/or similarly hardy/well-adapted plants to Penticton’s desert climate. • Invasive species should not be used. • Synthetic turf should be avoided.		✓	
Hardscapes • Material selection should reflect an extension of overall functional design and should emphasize local, natural, climate appropriate materials. • Landscape construction should prioritize robust, durable and easily-maintained materials. • Retaining walls should use natural-looking textures and natural colours. • Colours should complement Penticton’s natural setting and associated palette.	✓		

• Should minimize the use of impervious surfaces and/or incorporate rainwater management strategies where surface runoff is captured. • Where feasible, minimize the use of low albedo (heat-absorbing) surfacing materials to reduce heat island effect (i.e., use lighter-coloured, more reflective materials).			
Corner Lots	N/A	Yes	No
Both fronting streets should be addressed in a pedestrian-friendly way, preferably with pedestrian entrances and/or windows on both facades.		✓	
Support wayfinding by framing views (or open space) and/or utilizing landmark architectural elements (if appropriate).	✓		
Consider utilizing corner entrances, angled facades at intersections, or stepped designs in areas of higher pedestrian traffic and commercial uses. Where open space is proposed for a corner lot, amenities like seating, drinking fountains, and garbage receptacles should be incorporated into open space designs (see Figure 5-8).	✓		
Public Art	N/A	Yes	No
Opportunities for the inclusion of public art should be explored in public and semi-public open spaces, especially plazas.	✓		
Historical references should be carefully and collaboratively chosen.	✓		
Lighting	N/A	Yes	No
Lighting should meet international Dark-Sky standards. Exceptions may be made for signage and architectural lighting (e.g., enhancing special features or aesthetic qualities) and to meet CPTED principles.		✓	

Lighting that illuminates natural areas or neighbouring properties should be avoided.		✓	
Signage	N/A	Yes	No
Signage should complement overall form and character as an extension of associated building and landscape designs.		✓	
Utilities, Mechanical Services and Servicing	N/A	Yes	No
Mechanical/Utility cabinets and transformer pads (units) should be located at the rear of the property, behind the building. Where this is unachievable, units may be located at the edge of the front yard if incorporated into landscaped areas or wrapped in decorative vinyl.			
Units should not obstruct private views onto public space that might otherwise provide safety through passive surveillance.			
Waste Management	N/A	Yes	No
Garbage/recycling areas and other similar structures should be located out of public view in areas that mitigate noise impacts and which do not conflict with pedestrian traffic.		✓	
Garbage and recycling bins should be contained within screened enclosures that are coordinated with the overall design.		✓	
Clear access to refuse/recycling areas should be provided.		✓	
Fences	N/A	Yes	No
Fencing located along a street edge should be low and/or not create a solid barrier (i.e. it should be visually transparent) (see Figure 5-9).	✓		



May 27, 2025

Ms. Yvonne Kent
Senior Planner
City of Penticton
171 Main Street
Penticton BC

Dear Ms. Kent,

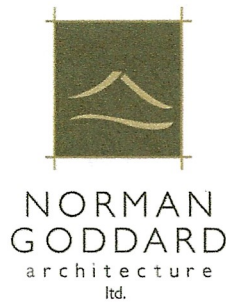
Re: Rezoning application for 2020 Main St

Thank you for our recent meeting to review the enclosed rezoning development proposal. As discussed, we are requesting that the property, currently zoned C8, be rezoned to C7 to permit the renovation of the property and existing building for a car rental business. The submitted site plan illustrates the proposed site access and parking reconfiguration. Please note that the building footprint will not be modified, the current building is compliant with C& zoning requirements and that the owners have retained a local civil engineering consultant to address parking lot access and drainage. The existing building The proposed redesign of the property complies with the intent of the City of Penticton Official Community Plan as outlined below:

CM1, CM2, CM3 – as the proposed development is a single use service business, these recommendations are not applicable. However, landscaping will be designed to define the street edges and corner.

CM4, CM5, CM6 – given that the existing building is to remain as currently located, rental car parking will be adjacent to Main and Warren. Landscaping buffers will be used to screen the parking areas and define the sidewalks.

CM7, CM8 – the existing building façade will be redesigned to acknowledge it's corner location and provide an attractive anchor for the site.



CM9, CM10, CM11, CM12 – as there is no commercial use in this development, these clauses are not applicable.

CM13, CM 14, CM15, CM16 – a signage awning and entry canopy will be provided as per the enclosed building elevation drawings.

CM17, CM18, CM19, CM20 – backlit awning and street directional signage will be provided; the existing pylon sign is to be relocated from land anticipated to be appropriated by the City of Penticton and onto the subject property.

CM21 – site lighting is noted on the enclosed site plan and will be designed and placed to minimize any light throw onto adjacent properties.

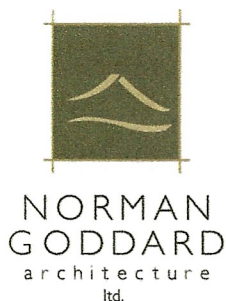
CM22, CM23, CM24 - as there are no live/ work units in this development, these clauses are not applicable.

G1, G2, G3, G4, G5, G6, G7, G8 – given that the proposed project is a renovation to a small, single-storey commercial building located at the inside rear of the property, the proposed landscape buffer will be the primary urban intervention. The enclosed landscape plan illustrates the proposed planting layout. The beds will be irrigated as required and have lighting in selected locations.

G9, G10, G11, G12, G13, G14, G15 – removal of an existing curb cut at the corner of Main and Industrial as well landscape buffer sidewalk definition respect the pedestrian public walkways that delineate this site.

G16, G17, G18, G19 –the existing building location is to be maintained in this rezoning application. As such, there will be vehicles located between the existing building and the proposed landscape buffer. The parking area is quite open and so walking routes will not be delineated on the vehicle tarmac. However, the existing sidewalk apron on the West and South sides of the building will be maintained.

G20 – South and West-facing windows will be protected from Summer solar gain with overhangs. The addition of landscape planting on the site will provide Summer shade.



G21, G22, G23, G24, G25, G26 – the existing building is to remain single-storey and does not adversely impact neighbouring properties.

G27, G28, G29, G30, G31- given the proposed use of the site as a car rental business, the opportunity for employee engagement with the sidewalk and Main/ Industrial is minimal. However, the large office windows will provide viewing access to the street corner and the South-facing blank wall area will be refurbished.

G32, G33- drought tolerant plants, irrigation and mulch will be provided

G34, G35 – street trees will be planted in accordance with City of Penticton regulations. Planting beds will be irrigated and covered in mulch.

G36, G37, G38, G39, G40 – landscape planting will be completed as shown on the enclosed site plan and will include low hedge screening of vehicle parking from the adjacent sidewalks. Storm water will be managed through onsite rock pits located adjacent to planting beds where possible.

G41, G42 – native and seasonal planting will be used where applicable. Permeable asphalt paving will be considered at the time of paving installation; however, its use will be cost-dependent.

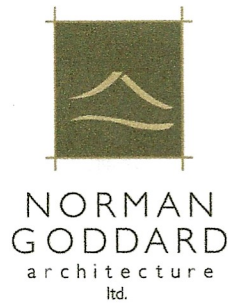
G43, G44, G45 – as the existing building is in the rear corner of the site, the landscape buffer design will address the corner lot condition with denser planting.

G46, G47 – public art will not be included in the proposed development.

G48, G49, G50, G51 – building and site lighting will be provided and positioned to minimize light pollution while providing adequate night security lighting.

G52, G53 – the existing pylon sign is to be refurbished and relocated. A City of Penticton sign permit application will be submitted for the review of building and traffic signage.

G54, G55, G56, G57 – new mechanical units will be located on the roof of the existing building and will be screened from uphill adjacent property view.



G58, G59, G60 – garbage and recycling areas will be located on the North part of the property in an appropriate screened enclosure and will not be clearly visible from Main St or Industrial Ave.

G61, G62, G63 – a new black chain link fence will be installed along the North property line to define the vehicle parking stall boundary and to prevent trespassing. The existing East fence and low retaining walls are to be left as is. A black chain link rental truck security fence will be installed on the property adjacent to the existing building.

Thank you for your assistance to date with this project. If you have any questions or require additional information, please do not hesitate to contact our office.

Yours truly,

Norman Goddard
Architect AIBC

Attachment C – Photos of the Property



Development Variance Permit

Permit Number: DVP PL2025-10029

Owner Name
Owner Address

Conditions of Permit

1. This permit is issued subject to compliance with all of the bylaws of the City, except as specifically varied or supplemented by this Permit.
2. This permit applies to:
 - Legal: Lot 1 District Lot 1997S Similkameen Division Yale District Plan 7866
 - Civic: 2020 Main Street
 - PID: 006-642-951
3. This permit has been issued in accordance with Section 498 of the *Local Government Act*, to vary the following sections of Zoning Bylaw 2024-22, as shown in the plans attached in Schedule 'A':
 - a. Section 5.2 to reduce the landscape buffer requirements along a highway and abutting a residential zone.

General Conditions

4. In accordance with Section 501 of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule 'A'.
5. In accordance with Section 504 of the *Local Government Act*, if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.
6. **This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.**
7. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.
8. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

Authorized by City Council, the 7th day of October, 2025.

Issued this ____ day of _____, 2025.

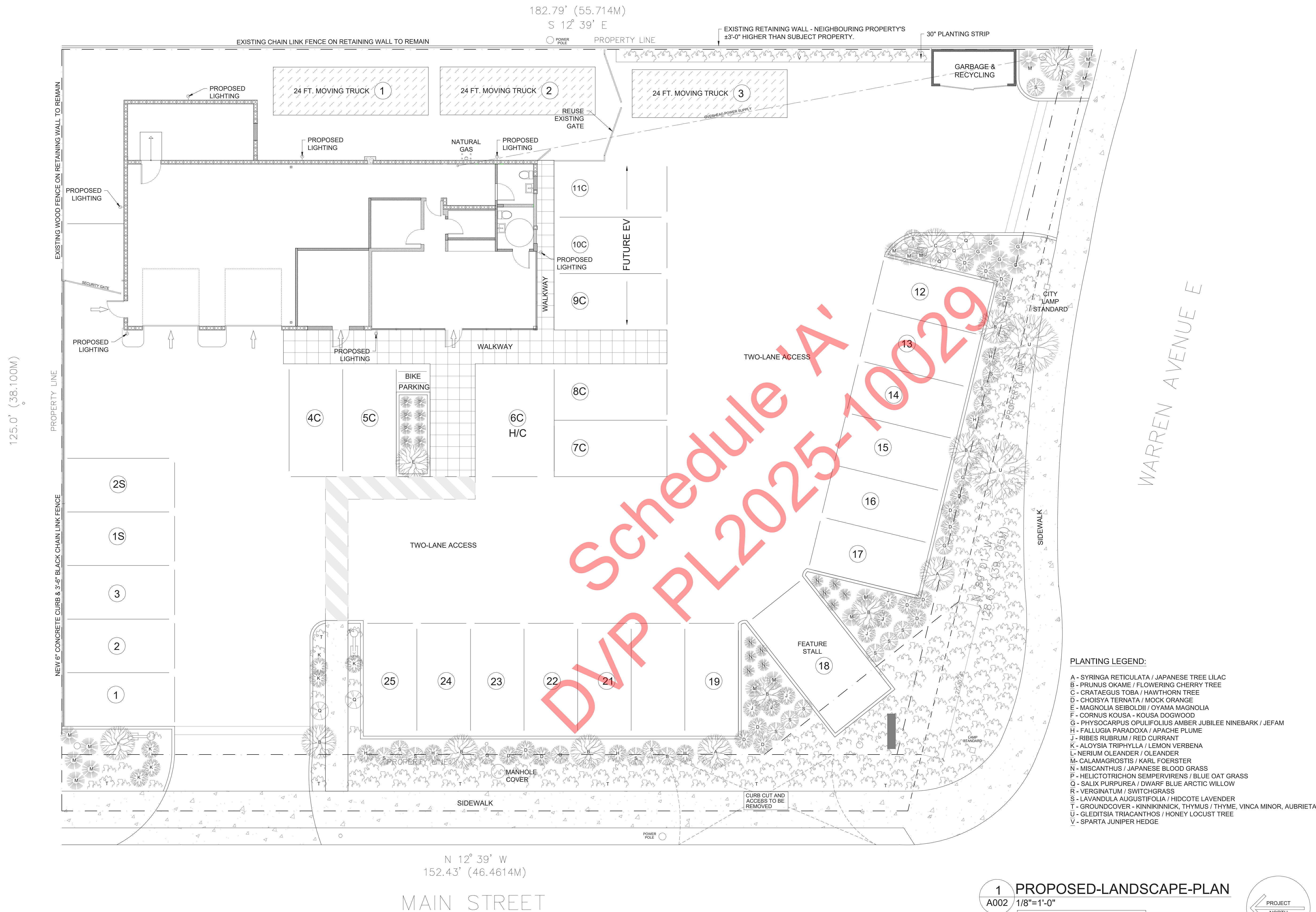
Angela Collison
Corporate Officer

DRAFT

209-212 Main Street
Penticton
British Columbia
V2A 5B2
250-770-1104

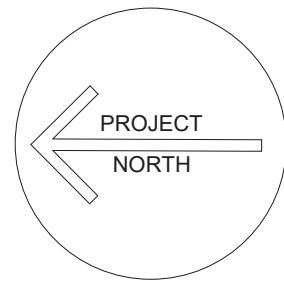
no.	date	revision
1	25.04.17	PRELIMINARY FOR REVIEW
2	25.05.06	PRELIMINARY FOR REVIEW
3	25.06.02	ELEVATIONS FOR REVIEW
4	25.06.02	SITE PLAN & ELEVATIONS RELEASED
5	25.06.11	SITE PLAN & ELEVATIONS REVISED
6	25.06.17	LANDSCAPE PLAN FOR REVIEW
7	25.08.07	SITE & LANDSCAPE PLAN REVISED
8	25.08.28	SITE & LANDSCAPE PLAN REVISED
9		
10		
11		

A002



1 PROPOSED-LANDSCAPE-PLAN
A002 1/8"=1'-0"

PLEASE NOTE:
SITE PLAN WAS CREATED WITH CLIENT PROVIDED
CADASTRAL PLAN, UTILIZING THE CITY OF PENTICTON
GIS MAPPING, AND SITE MEASUREMENTS TO
SURROUNDING LANDMARKS





Development Permit

Permit Number: DP PL2025-10028

Owner Name
 Owner Address

Conditions of Permit

1. This permit is issued subject to compliance with all of the bylaws of the City, except as specifically varied or supplemented by this Permit.
2. This permit applies to:
 - Legal: Lot 1 District Lot 1997S Similkameen Division Yale District Plan 7866
 - Civic: 2020 Main Street
 - PID: 006-642-951
3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit a motor vehicle rental shop as shown in the plans attached in Schedule 'A'.
4. In accordance with Section 502 of the *Local Government Act* a deposit or irrevocable letter of credit, in the amount of \$____ must be deposited prior to issuance of this permit. The City may apply all or part of the above-noted security in accordance with Section 502 of the *Local Government Act*, to undertake works or other activities required to:
 - a. correct an unsafe condition that has resulted from a contravention of this permit,
 - b. satisfy the landscaping requirements of this permit as shown in Schedule 'A' or otherwise required by this permit, or
 - c. repair damage to the natural environment that has resulted from a contravention of this permit.
5. The holder of this permit shall be eligible for a refund of the security described under Condition 4 only if:
 - a. The permit has lapsed as described under Condition 8, or
 - b. A completion certificate has been issued by the Building Inspection Department and the Director of Development Services is satisfied that the conditions of this permit have been met.
6. Upon completion of the development authorized by this permit, an application for release of securities (Landscape Inspection & Refund Request) must be submitted to the Planning Department. Staff may carry out inspections of the development to ensure the conditions of this permit have been met. Inspection fees may be withheld from the security in accordance with the City of Penticton Fees and Charges Bylaw (as amended from time to time).

General Conditions

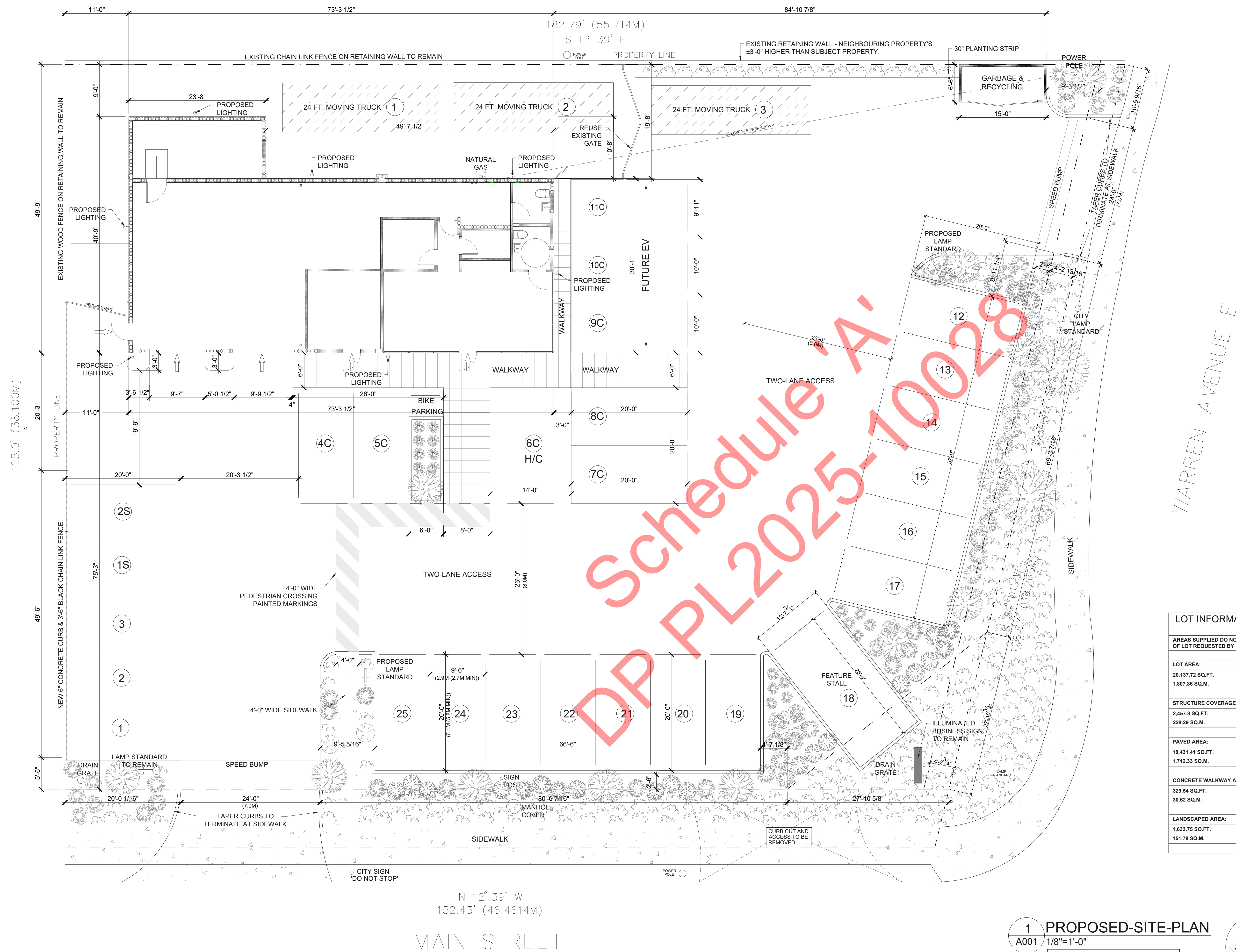
7. In accordance with Section 501(2) of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule 'A'.
8. In accordance with Section 504 of the *Local Government Act*, if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.
9. If this permit has not been issued within one year of approval, the permit shall be deemed to have been refused, and the file will be closed.
10. **This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.**
11. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.
12. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

Authorized by City Council, the ____ day of October, 2025.

Angela Collison
Corporate Officer

Security received in the amount of _____ this ____ day of, _____, 2025.

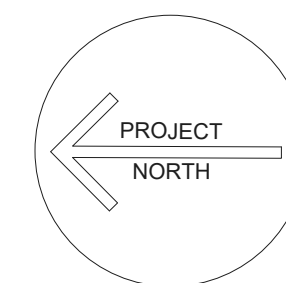
Issued this ____ day of _____, 2025.



LOT INFORMATION	
AREAS SUPPLIED DO NOT INCLUDE SECTION OF LOT REQUESTED BY CITY OF PENTICTON	
LOT AREA:	
20,137.72 SQ.FT.	1,807.86 SQ.M.
STRUCTURE COVERAGE AREA:	
2,457.3 SQ.FT.	228.29 SQ.M.
PAVED AREA:	
18,431.41 SQ.FT.	1,712.33 SQ.M.
CONCRETE WALKWAY AREA:	
329.54 SQ.FT.	30.62 SQ.M.
LANDSCAPED AREA:	
1,633.75 SQ.FT.	151.78 SQ.M.

1 PROPOSED-SITE-PLAN
A001 1/8"=1'-0"

PLEASE NOTE:
SITE PLAN WAS CREATED WITH CLIENT PROVIDED
CADASTRAL PLAN, UTILIZING THE CITY OF PENTICTON
GIS MAPPING, AND SITE MEASUREMENTS TO
SURROUNDING LANDMARKS.



**NORMAN
GODDARD**
architecture + design

209-212 Main Street
Pentiction
British Columbia
V2A 5B2
250-770-1104

no.	date	revision
1	25.04.17	PRELIMINARY FOR REVIEW
2	25.05.06	PRELIMINARY FOR REVIEW
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6	25.06.17	LANDSCAPE PLAN FOR REVIEW
7	25.08.07	SITE & LANDSCAPE PLAN REVISED
8	25.08.28	SITE & LANDSCAPE PLAN REVISED
9		
10		
11		

project title

**BUDGET CAR RENTAL
PENTICTON**

**2020 MAIN STREET
PENTICTON, BC**

dwg. title

**PROPOSED
SITE PLAN**

dr: DJ & GV date: 2025.08.28

ch: NG scale: 1/8"=1'-0"

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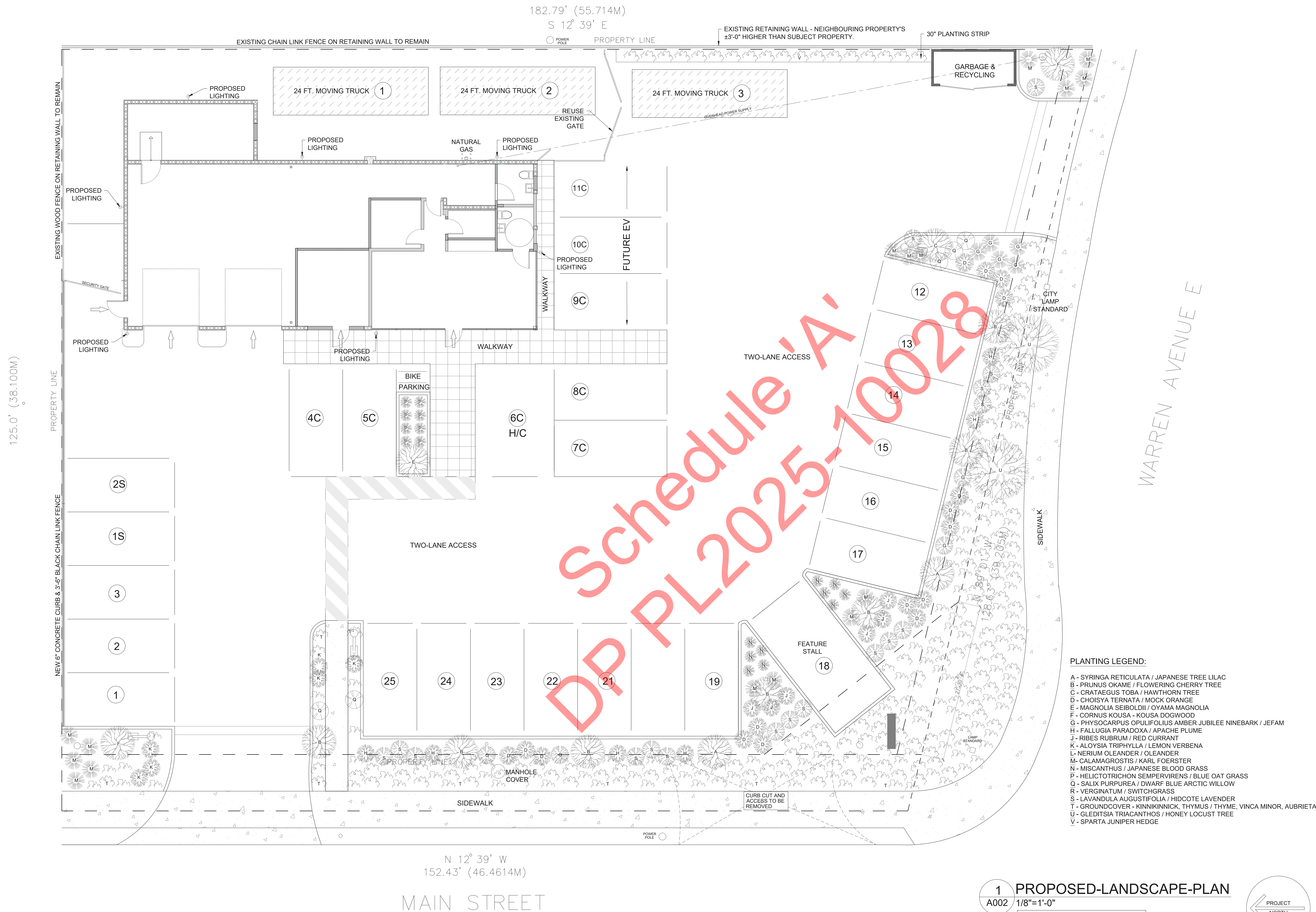
sheet no.

A001

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British Columbia
V2A 5B2
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9		
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11		

A002

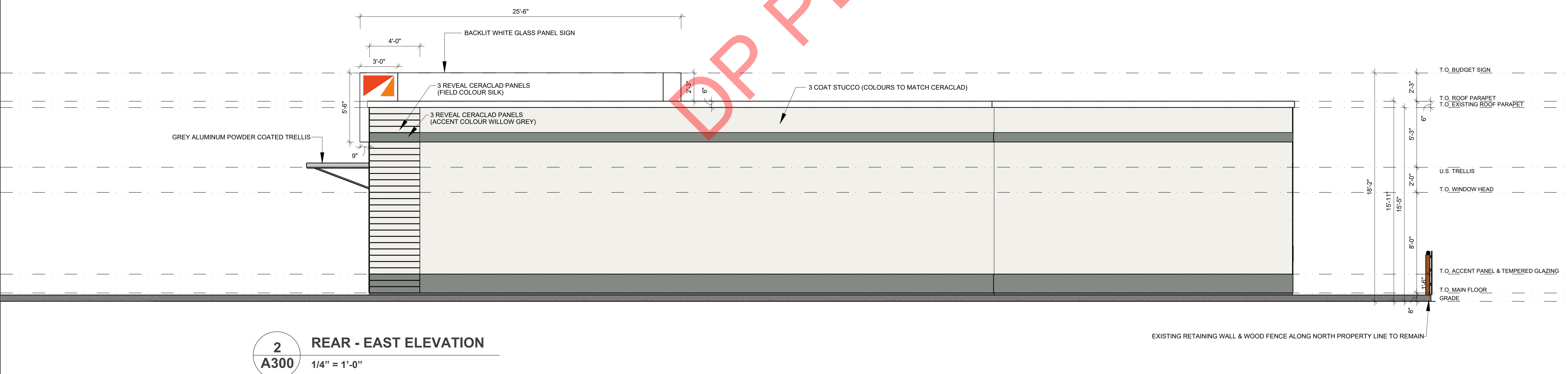
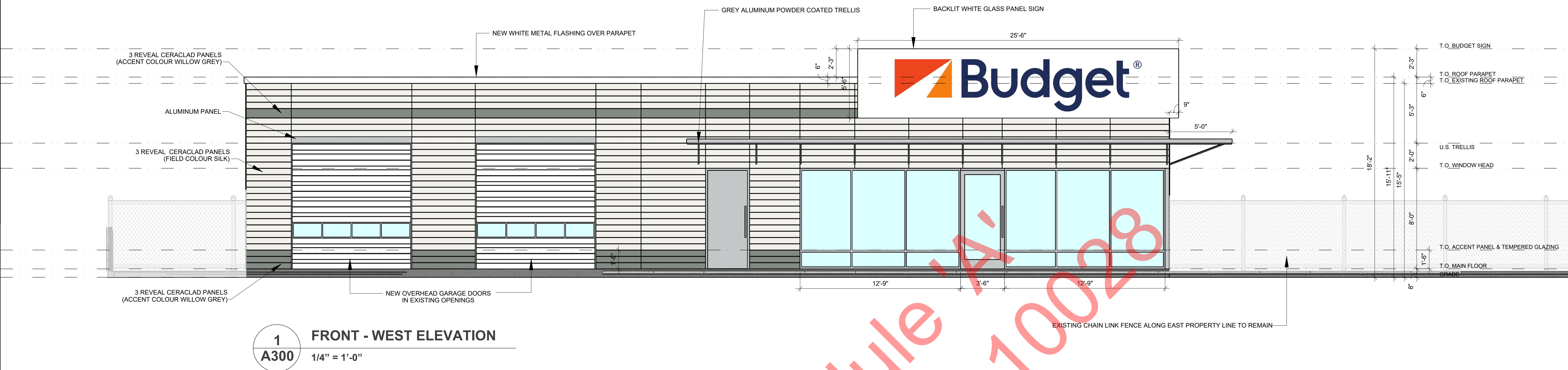




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5	25.06.11	SITE PLAN & ELEVATIONS REVISED



project title

**BUDGET CAR RENTAL
PENTICTON**

**2020 MAIN STREET
PENTICTON, BC**

dwg. title

**FRONT & REAR ELEVATIONS
EAST & WEST**

dr: GV	date: 2025.06.11
ch: NG	scale: 1/4" = 1'-0"

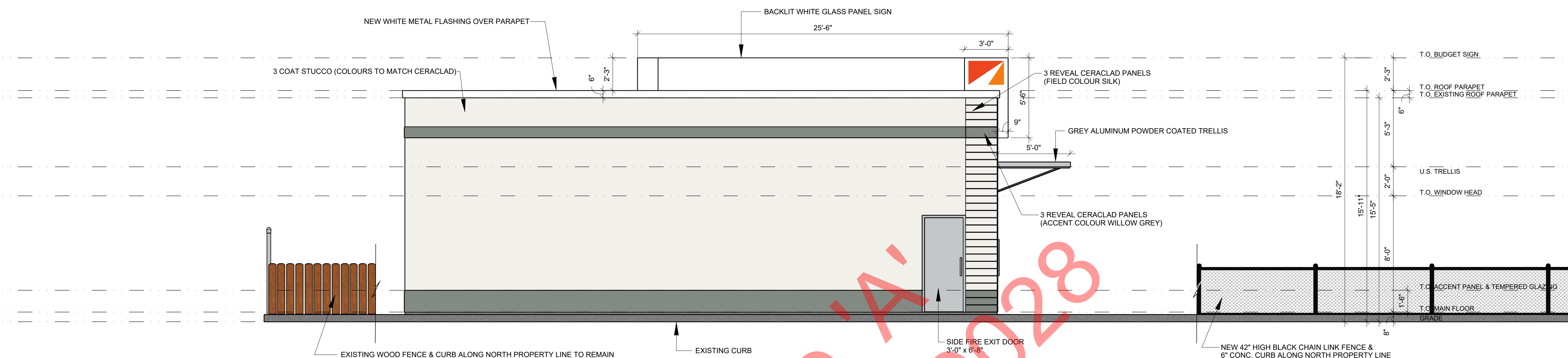
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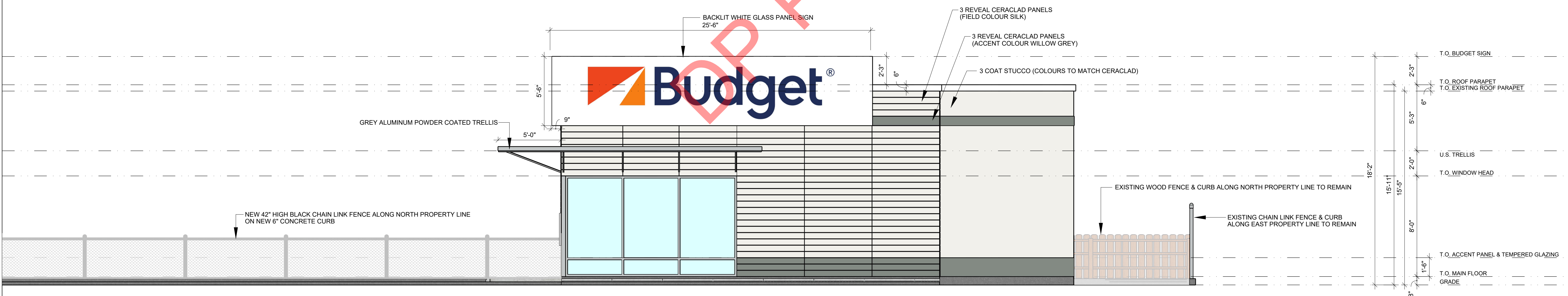
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5	25.06.11	SITE PLAN & ELEVATIONS REVISED



1
A301 **SIDE - NORTH ELEVATION**
1/4" = 1'-0"



2
A301 **SIDE - SOUTH ELEVATION**
1/4" = 1'-0"

project title

**BUDGET CAR RENTAL
PENTICTON**

**2020 MAIN STREET
PENTICTON, BC**

dwg. title

**SIDE ELEVATIONS
NORTH & SOUTH**

dr: GV date: 2025.06.11

ch: NG scale: 1/4" = 1'-0"

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sheet no.

A301