Agenda

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Regular Council Meeting

to be held at the City Hall, Council Chambers
171 Main Street, Penticton, B.C.
To view the Council Meeting, visit www.penticton.ca

Tuesday, May 17, 2022
at 1:00 p.m.

1. **Call Regular Council Meeting to Order**

2. **Introduction of Late Items**

3. **Adoption of Agenda**

4. **Recess to Committee of the Whole**

5. **Reconvene the Regular Council Meeting**

6. **Adoption of Minutes:**

6.1	Minutes of the May 3, 2022 Regular Council Meeting	1-9	Adopt
6.2	Minutes of the May 10, 2022 Special Council Meeting	10-12	Adopt

7. **Consent Agenda:**

Recommendation: THAT Council approve the Consent Agenda. 13-26

Consent Agenda:

1. *Minutes of the May 3, 2022 Committee of the Whole Meeting;*
2. *Minutes of the May 3, 2022 Public Hearing;*

Bloomfield 3. *Special Community Sustainability Advisory Committee Meeting Draft Minutes of April 20, 2022;*

Robinson 4. *Safety and Security Advisory Committee Meeting Draft Minutes of May 2, 2022;*

Sentes 5. *Heritage and Museum Advisory Committee Meeting Draft Minutes of May 4, 2022;*

Watt 6. *Economic Prosperity and Development Services Advisory Committee Meeting Draft Minutes of May 6, 2022.*

8. **Staff Reports:**

Kassian 8.1 2022 Corporate Energy and Emissions Plan 27-131

Staff Recommendation: THAT Council adopt the 2022 Corporate Energy and Emissions Plan; and THAT Council adopt the following resolution, as follows:

THAT the City of Penticton hereby declares that a climate emergency threatens our city, our region, our province, our nation, humanity, and the natural world and reaffirms its commitment to local climate action; and

THAT Penticton City Council continues to support immediate actions to safeguard against the current and potential consequences of the climate crisis by implementing the goals and actions in the 2021 Community Climate Action Plan and 2022 Corporate Energy and Emissions Plan; and

THAT the City of Penticton collaborate with the Regional District Okanagan Similkameen and other neighboring local governments to work towards achieving carbon neutrality within the region by 2050; and

THAT the members of Penticton City Council commit to keeping the concerns of all community members, including vulnerable populations central to Penticton's Climate Action planning process, and invites and encourages all members of the community to actively participate in order to advocate directly for their needs; and

THAT Council shall continue to develop policy and demonstrate leadership that directs meaningful action on Penticton's Climate Emergency Declaration; and

THAT the City of Penticton commits to embed climate action into the City of Penticton budgeting process and planning documents; include climate action considerations in reports to Council; and report regularly to Council on progress and accomplishments, and

THAT correspondence be sent to the Ministry of Environment and Climate Change Strategy, requesting that the Province commit to providing ongoing, persistent funding to municipalities to assist with climate action implementation. This funding must be commensurate with the scale and challenge the Climate Crisis poses for municipalities across British Columbia;

AND THAT Council approve a new Manager of Sustainability and Solid Waste, funded in 2022 through a transfer from the Climate Action Reserve, and fully funded in 2023 through the budget process.

Goodwin 8.2 Penticton Age Friendly Action Plan – Update 132-138

Staff Recommendation: THAT Council receive the report "Penticton Age Friendly Plan – Update" into the record as information;

AND THAT Council support the continued implementation of the Plan recommendations, including funding various actions, supporting the City's participation on the Penticton Age Friendly Action Plan Community Activation Group and committing staff resources to the Plan's implementation;

AND THAT as part of Seniors Week 2022 (June 5 – 11, 2022) and in support of the Age Friendly Action Plan and the Community Climate Action Plan, Council approve free transit for all individuals aged 55 years old and older for the entire Week, and direct staff to work with BC Transit on implementing the initiative.

Goodwin/ Lloyd-Smith 8.3 2022 PlanH Healthy Communities Grant Program 139-140

Staff Recommendation: THAT Council direct staff to apply for the 2022 Healthy Public Policy Grant from PlanH for $12,000 to complete the internal housing policy review;

AND THAT Council direct the Director, Development Services for the City of Penticton to sign and submit the application document on behalf of the City.

Haddad 8.4 North Gateway Redevelopment & Investment Strategy – Proposed Plan 141-198

Staff Recommendation: THAT Council receive into the record the report dated May 17th, 2022 titled "North Gateway Redevelopment & Investment Strategy – Proposed Plan";
AND THAT Council direct staff to commence the final round of public engagement and bring back the results with any changes to the June 21, 2022 Council meeting.

Capewell 8.5 Road Dedication Condition for Zoning Amendment Bylaw No. 2022-06 199-212
Re: 30 Okanagan Avenue West

Staff Recommendation: THAT Council remove the condition of a 3.5m x 3.5m southeast corner cut lane dedication prior to the adoption of "Zoning Amendment Bylaw No. 2022-06", and require that the 3.5m x 3.5m corner cut dedication be completed prior to the issuance of the Occupancy Permit;
AND THAT Council adopt "Zoning Amendment Bylaw No. 2022-06";
AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-06", approve "Development Permit PL2021-9048", for Lot 4 District Lot 115 Similkameen Division Yale District Plan 7909, located at 30 Okanagan Avenue West, a permit to allow for the additional construction of a three-unit townhouse on the subject property.

Capewell 8.6 Development Variance Permit PL2022-9315 213-224
Re: 75 Brantford Avenue

Staff Recommendation: THAT Council approve "Development Variance Permit PL2022-9315", for Lot 1 District Lot 190 Similkameen Division Yale District Plan EPP25030, located at 75 Brantford Avenue, a permit to vary Zoning Bylaw No. 2021-01, Section 9.2.2.6, to reduce the minimum interior side yard from 4.5m to 4.1m;
AND THAT Council direct staff to issue the permit.

Capewell 8.7 Zoning Amendment Bylaw No. 2022-24 225-266
Development Permit PL2021-9230
Re: 914, 920, 926 Churchill Avenue

Staff Recommendation: THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-24", for:

1. *Lot C District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3072, located at 914 Churchill Avenue;*
2. *Lot 5 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 929, located at 920 Churchill Avenue; and*
3. *Lot 6 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 929, located at 926 Churchill Avenue;*

A bylaw to rezone the subject properties from R2 (Small Lot Residential) to RM3 (Medium Density Multiple Housing) and add the following section to the RM3 (Medium Density Multiple Housing) zone:

- *"10.10.5.3: In the case of consolidated lots located at 914 Churchill Avenue, 920 Churchill Avenue and 926 Churchill Avenue, the maximum density shall be 1.98 FAR";*

AND THAT Council forward "Zoning Amendment Bylaw No. 2022-24" to the June 7, 2022 Public Hearing;
AND THAT Council, prior to adoption of "Zoning Amendment Bylaw No. 2022-24", require a 3.048m road dedication along the northern property line (Churchill Avenue) be registered at the Land Title Office;
AND THAT Council, in accordance with Section 507 of the Local Government Act, require full-width reconstruction of the lane along the south of 902, 908, 914, 920 and 926 Churchill Avenue to connect to Alberni Street;
AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-24", approve "Development Permit PL2021-9230", for the consolidated parcel of 914, 920 and 926 Churchill Avenue, a permit to allow for the construction of a 16-unit, six-storey apartment building;

AND THAT Council, prior to issuance of "Development Permit PL2021-9230", the owner be required to consolidate the three lots.

Capewell 8.8 Official Community Plan Amendment Application 267-365
Re: 1050 Spiller Road

Staff Recommendation: THAT Council, following the Community Engagement for OCP Amendments Procedure, direct staff to commence public engagement for a proposed Official Community Plan future land use designation change:
From the following designations: 'Rural Residential'; 'Detached Residential'; 'Ground Oriented Residential'; 'Parks'; 'Natural and Conservation Areas'; and, 'Landfill and Landfill Buffer'
To the following designations: 'Rural Residential', 'Parks', 'Natural and Conservation Areas'; and, 'Landfill and Landfill Buffer'
In support of a proposed single family neighbourhood development, located at 1050 Spiller Road.

Collyer 8.9 Development Variance Permit PL2022-9295 366-396
Development Permit PL2021-9243
Re: 783 Winnipeg Street

Staff Recommendation: THAT Council approve "Development Variance Permit PL2022-9295" for Lot 2 District Lot 202 Similkameen Division Yale District and of District Lot 4 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 23635 Except Plan EPP50547, located at 783 Winnipeg Street, a permit to vary the following sections of Zoning Bylaw 2021-01, to facilitate a 7-unit townhouse development:

1. *Section 10.10.2.7: to reduce the minimum interior side yard setback from 4.5m to 3.0m.*
2. *Section 10.10.2.9: to reduce the minimum rear yard setback from 6.0m to 5.5m.*

AND THAT Council direct staff to issue "Development Variance Permit PL2022-9295";
AND THAT Council, subject to approval of "Development Variance Permit PL2022-9295", approve "Development Permit 2021-9243", a permit to approve the form and character of a 7-unit townhouse development on the subject property.

Collyer 8.10 Zoning Amendment Bylaw No. 2022-25 397-446
Development Permit PL2022-9281
Re: 713, 737 and 795 Westminster Avenue West

Staff Recommendation: THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-25", for:

1. *Lot 1 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979;*
2. *Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979, and*
3. *Parcel A (KK20280) District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3979,*

Located at 713, 737, and 795 Westminster Avenue West, a bylaw to rezone the subject properties from the CT1 (Tourist Commercial) and R2 (Small Lot Residential) zones to the CD8 (Comprehensive Development Zone – 795 Westminster Avenue West), to facilitate the construction of a 3-storey mixed use development;
AND THAT Council forward "Zoning Amendment Bylaw No. 2022-25" to the June 7, 2022 Public Hearing;
AND THAT Council, prior to adoption of "Zoning Amendments Bylaw No. 2022-25", require the following conditions be met:

- *A 0.9m road dedication along the Westminster Avenue West frontage be registered with the Land Title Office,*
- *An 8.5m by 8.5m corner cut at the southwest corner of the property, at the intersection of Westminster Avenue West and Power Street, be registered with the Land Title Office, and*

- *A 3.5m by 3.5m corner cut at the northeast corner of the property, at the intersection of the lanes, be registered with the Land Title Office;*

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-25", approve "Development Permit PL2022-9281" to approve the form and character of the proposed three-storey mixed use development on the consolidated property.

Collyer 8.11 Zoning Amendment Bylaw No. 2022-26 447-458
Re: 221 Huth Avenue

Staff Recommendation: 1. THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-26", a bylaw to rezone Lot 8 District Lot 5 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 10974, located at 221 Huth Avenue, from the R1 (Large Lot Residential) zone to the R2 (Small Lot Residential) zone in order to facilitate a 2-lot subdivision;
AND THAT Council forward "Zoning Amendment Bylaw No. 2022-26" to the June 7, 2022 Public Hearing.

2. THAT Council direct staff to include the installation of sidewalk on the north side of Huth Avenue between Fairview Road and Atkinson Street into the Capital Works schedule to align with the developer's responsibility to install sidewalk along the frontage of 221 Huth Avenue.

9. **Public Question Period**

10. **Recess to a Closed Meeting:**

Resolution: THAT Council recess to a closed meeting of Council pursuant to the provisions of the Community Charter as follows: Section 90 (1)

(j) information that is prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the Freedom of Information and Protection of Privacy Act; and Section 90(2)

(b) the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

11. **Reconvene the Regular Council Meeting following the Public Hearing at 6:00 p.m.**

12. **Bylaws and Permits:**

Collison	12.1	Zoning Amendment Bylaw No. 2021-39 Re: 358 Douglas Avenue	459-460	Adopt
Collison	12.2	Council Procedure Amendment Bylaw No. 2022-18	461-462	Adopt
Capewell	12.3	Zoning Amendment Bylaw No. 2022-20 Re: 145 Kinney Avenue	463-464	2nd/3rd
Capewell	12.4	Zoning Amendment Bylaw No. 2022-21 Re: 813, 825 and 877 Westminster Avenue West	465-466	2nd/3rd

13. **Notice of Motion**

13.1 Notice of Motion Introduced by Councillor Regehr on May 3, 2022 469-470
Re: Fee Structure for Recreation Facility

THAT Council direct staff, as part of the fees & charges comprehensive review of recreation fees for Penticton sport facilities, examine how Penticton could implement a two-tier fee structure for recreation facility fees or identify an alternate method of increasing revenues to support the City's recreation facilities.

13.2 Notice of Motion Introduced by Councillor Watt on May 3, 2022
Re: Public Safety Camera Program

THAT Council request staff develop a "Public Safety Camera Program" that outlines how organizations can apply for funding for cameras that will monitor public spaces.

14. **Business Arising**

15. **Council Round Table**

16. **Public Question Period**

If you would like to ask Council a question with respect to items that are on the current agenda, please visit our website at www.penticton.ca to find the telephone number or Zoom link to ask your question before the conclusion of the meeting. Please do not try to join the meeting early, you will not be let in to participate electronically until Council approaches the Public Question Period. Watch the livestream on our website and prepare to call or join during the Business Arising.

17. **Adjournment**

Minutes

penticton.ca

Regular Council Meeting
held at City Hall, Council Chambers
171 Main Street, Penticton, B.C.

Tuesday, May 3, 2022
at 1:00 p.m.

Present:	Mayor Vassilaki Councillor Bloomfield Councillor Miller Councillor Regehr Councillor Robinson Councillor Watt Councillor Sentes
Staff:	Donny van Dyk, Chief Administrative Officer Angie Collison, Corporate Officer Angela Campbell, Director of Finance & Administration Blake Laven, Director of Development Services Anthony Haddad, General Manager, Community Services Kristen Dixon, General Manager of Infrastructure Paula McKinnon, Deputy Corporate Officer

1. Call to Order

The Mayor called the Regular Council Meeting to order at 1:00 p.m.

2. Introduction of Late Items

3. Adoption of Agenda

131/2022 **It was MOVED and SECONDED**
THAT Council adopt the agenda for the Regular Council Meeting held on May 3, 2022 as presented.

CARRIED UNANIMOUSLY

4. Recess to Committee of the Whole

Council recessed to a Committee of the Whole Meeting at 1:00 p.m.

5. Reconvene the Regular Council Meeting

Council reconvened the Regular Council Meeting at 1:25 p.m.

6. Adoption of Minutes:

6.1 Minutes of the April 5, 2022 Regular Meeting of Council

132/2022 **It was MOVED and SECONDED**
THAT Council adopt the regular minutes of April 5, 2022 as presented.

CARRIED UNANIMOUSLY

6.2 Minutes of the April 12, 2022 Special Meeting of Council

133/2022 **It was MOVED and SECONDED**
THAT Council adopt the special minutes of April 12, 2022 as presented.

CARRIED UNANIMOUSLY

7. Consent Agenda:

134/2022 **It was MOVED and SECONDED**
THAT Council approve the Consent Agenda:

1. Minutes of the April 5, 2022 Committee of the Whole Meeting;
2. Minutes of the April 5, 2022 Public Hearing;
3. Safety and Security Advisory Committee Meeting Draft Minutes of April 4, 2022;
4. Heritage and Museum Advisory Committee Meeting Draft Minutes of April 6, 2022;
5. Special Parks and Recreation Advisory Committee Meeting Draft Minutes of April 7, 2022;
6. Economic Prosperity and Development Services Advisory Committee Meeting Draft Minutes of April 8, 2022;
7. Arts, Creative and Cultural Innovations Advisory Committee Meeting Draft Minutes of April 8, 2022.

CARRIED UNANIMOUSLY

8. Staff Reports:

8.1 RCMP Report

135/2022 **It was MOVED and SECONDED**
THAT Council receive into the record the report titled "RCMP Report" dated May 3, 2022.

CARRIED UNANIMOUSLY

8.2 2021 Audited Financial Statements
Sinead Scanlon, BDO Canada LLP

136/2022 **It was MOVED and SECONDED**
THAT Council accept the Financial Statements, as co-presented by BDO Canada LLP, for the year ending December 31, 2021.

CARRIED UNANIMOUSLY

8.3 First Quarter 2022 Financial Update

137/2022 **It was MOVED and SECONDED**
THAT Council receive into the record the report dated May 3, 2022 titled "First Quarter 2022 Financial Update".

CARRIED UNANIMOUSLY

8.4 First Quarter 2022 Corporate Business Plan Update

138/2022 **It was MOVED and SECONDED**
THAT Council receive into record the report dated May 3, 2022 titled "First Quarter 2022 Corporate Business Plan Update".

CARRIED UNANIMOUSLY

8.5 Procurement and Request for Proposal (RFP) Process

139/2022 **It was MOVED and SECONDED**
THAT Council receive into record the report dated May 3, 2022 titled "Procurement and Request for Proposal (RFP) Process".

CARRIED UNANIMOUSLY

8.6 Tax Rates Bylaw No. 2022-17

It was MOVED and SECONDED
THAT Council give first, second and third reading to "Tax Rates Bylaw No. 2022-17", a bylaw that establishes property taxation rates for the 2022 tax year with a business tax multiplier of 2.00.

140/2022 **It was MOVED and SECONDED**
THAT Item 8.6 – Tax Rates Bylaw No. 2022-17 be postponed to the Business Arising portion of the agenda.

CARRIED UNANIMOUSLY

The Mayor recessed the meeting at 3:13 p.m. and the meeting reconvened at 3:25 p.m.

8.7 First Quarter 2022 Economic Development Update
Thom Tischik, Executive Director, Travel Penticton

141/2022 **It was MOVED and SECONDED**
THAT Council receive into the record the report dated May 3, 2022 titled "First Quarter Economic Development Update";
AND THAT Council receive into the record the report dated May 3, 2022 titled "2022 Travel Penticton Update".

CARRIED UNANIMOUSLY

8.8 In-Year Grant Requests

142/2022 **It was MOVED and SECONDED**
THAT Council approves a $5,500 cash grant to the Penticton & Area Cycling Association, funded through administrative savings.

CARRIED UNANIMOUSLY

143/2022 **It was MOVED and SECONDED**
THAT Council approves a $5,000 cash grant to the Penticton Regional Bridge Tournament, funded through administrative savings.

CARRIED UNANIMOUSLY

8.9 Social System Mapping and Navigation

144/2022 **It was MOVED and SECONDED**
THAT Council receive into the record the report dated May 3, 2022 and titled "Social System Mapping and Navigation".

CARRIED UNANIMOUSLY

8.10 Penticton Child Care Action Plan: Advocacy, Spaces and Staffing

145/2022 **It was MOVED and SECONDED**
THAT Council direct staff to work with community partners, the Province, and relevant City committees on examining the redevelopment of Bugaboo University in order to prepare an application to the Province for childcare spaces funding during the next application period;
AND THAT Council approve the City to release an Expression of Interest to incorporate the core principles in Attachment C, and to return to Council with a recommendation for a partner organization;
AND THAT Council direct staff to work with community partners on finalizing correspondence highlighting Penticton's child care priorities to be submitted to the Province's child care consultation process.

CARRIED UNANIMOUSLY

8.11 Appointment of Chief Election Officer and Deputy Chief Election Officers

146/2022 **It was MOVED and SECONDED**
THAT Council appoint Angie Collison as the Chief Election Officer for the 2022 General Local Election;
AND THAT Council appoint Laurie Darcus and Paula McKinnon as Deputy Chief Election Officers for the 2022 General Local Election.

CARRIED UNANIMOUSLY

8.12 Council and Committee 2022 Meeting Schedule

Main Motion:
It was MOVED and SECONDED
THAT Council revise the 2022 Regular Council meeting schedule as follows: add a meeting on September 6; remove meeting of September 20; remove meeting of October 4; and add a meeting on October 18;
AND THAT the term for all Council Advisory Committees end August 31, 2022.

Amendment:
147/2022 **It was MOVED and SECONDED**
THAT the word "term" be replaced with "regular meetings".

CARRIED UNANIMOUSLY

Main Motion as Amended:
148/2022 **It was MOVED and SECONDED**
THAT Council revise the 2022 Regular Council meeting schedule as follows: add a meeting on September 6; remove meeting of September 20; remove meeting of October 4; and add a meeting on October 18;
AND THAT the regular meetings for all Council Advisory Committees end August 31, 2022.

CARRIED UNANIMOUSLY

8.13 Council Procedure Amendment Bylaw No. 2022-18

149/2022 **It was MOVED and SECONDED**
THAT Council give first, second and third reading to "Council Procedure Amendment Bylaw No. 2022-18".

CARRIED
Councillors Regehr, Robinson and Sentes, Opposed

8.14 Regional District and General Appointment Policy

150/2022 **It was MOVED and SECONDED**
THAT Council approve "CP#2022-02 Regional District and General Appointment Policy".

CARRIED
Councillors Robinson and Sentes, Opposed

9. Public Question Period

10. Recess into a Closed Meeting

151/2022 **It was MOVED and SECONDED**
THAT Council recess at 5:11 p.m. to a closed meeting of Council pursuant to the provisions of the Community Charter as follows: Section 90 (1)
(g) litigation or potential litigation affecting the municipality.

CARRIED UNANIMOUSLY

11. Reconvene the Regular Council Meeting following the Public Hearing at 6:00 p.m.

12. Bylaws and Permits

12.1 Zoning Amendment Bylaw No. 2022-14
Re: 273 Scott Avenue

152/2022 **It was MOVED and SECONDED**
THAT Council adopt "Zoning Amendment Bylaw No. 2022-14".

CARRIED UNANIMOUSLY

12.2 Fees and Charges Amendment Bylaw No. 2022-15

153/2022 **It was MOVED and SECONDED**
THAT Council adopt "Fees and Charges Amendment Bylaw No. 2022-15".

CARRIED UNANIMOUSLY

12.3 Zoning Amendment Bylaw No. 2022-16
Re: 719 Alexander Avenue

154/2022 **It was MOVED and SECONDED**
THAT Council give second and third reading to "Zoning Amendment Bylaw No. 2022-16".

CARRIED UNANIMOUSLY

13. Land Matters

13.1 Temporary Use Permit PL2022-9294
Re: 200 Carmi Avenue

155/2022 **It was MOVED and SECONDED**
THAT Council approve "Temporary Use Permit PL2022-9294, a permit to allow 'General Industrial' as a temporary permitted use, to allow the operation of recycling material drop-off site for used cans and bottles operated by Return-It as a "Express & Go Station" on Lot A District Lot 3237S Similkameen Division Yale District Plan KAP87660, located at 200 Carmi Avenue, for a three (3) year period;
AND THAT staff be directed to issue the permit.

CARRIED UNANIMOUSLY

13.2 Development Variance Permit PL2022-9252
Re: 152 Westminster Place

Applicant: Purchased property over 10 years ago, worked with designer to not impede views and minimize building footprint on property. Plan to live in the carriage house once built while main house is being built. If permit is denied, will need to redesign the home and potentially have three buildings built instead of two.

156/2022 **It was MOVED and SECONDED**
THAT Council after hearing from the applicant deny "Development Variance Permit PL2022-9252".

DEFEATED
Mayor Vassilaki, Councillors Regehr, Bloomfield and Watt, Opposed

157/2022 **It was MOVED and SECONDED**
THAT Council direct staff to re-advertise the notice for Development Variance Permit PL2022-9252;
AND THAT Council consider Development Variance Permit PL2022-9252 at a future Regular Council Meeting.

CARRIED
Councillor Watt, Opposed

13.3 Zoning Amendment Bylaw No. 2022-20
Development Variance Permit PL2021-9239
Development Permit PL2021-9240
Re: 145 Kinney Avenue

158/2022 **It was MOVED and SECONDED**
THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-20", for Lot A District Lot 115 Similkameen Division Yale District Plan 8719, located at 145 Kinney Avenue, a bylaw to rezone the subject property from R1 (Large Lot Residential) to RM2 (Low Density Multiple Housing);
AND THAT Council forward "Zoning Amendment Bylaw No. 2022-20" to the May 17th, 2022 Public Hearing;

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-20", consider "Development Variance Permit PL2022-9239", for Lot A District Lot 115 Similkameen Division Yale District Plan 8719, located at 145 Kinney Avenue, a permit to vary the following section of Zoning Bylaw No. 2021-01:

1. Section 10.9.2.3: to increase the maximum lot coverage from 40% to 51%.

AND THAT Council, subject to approval of "Development Variance Permit PL2021-9239", approve "Development Permit PL2021-9240", for Lot A District Lot 115 Similkameen Division Yale District Plan 8719, located at 145 Kinney Avenue, a permit to allow for the construction of a 4-plex.

CARRIED UNANIMOUSLY

13.4 Zoning Amendment Bylaw No. 2022-21
Re: 813, 825 and 877 Westminster Avenue West

159/2022 **It was MOVED and SECONDED**

THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-21", for:

1. Lot 1 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 13891;
2. Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 13891; and
3. Lot 1 District Lot 2 Group 7 Similkameen (Formerly Yale-Lytton) Division Yale District Plan 15658,

Located at 813, 825 and 877 Westminster Avenue West, a bylaw to rezone the subject properties from CT1 (Tourist Commercial), C7 (Service Commercial), and C8 (Vehicle Service Station) to CD9 – Comprehensive Development Zone (877 Westminster Avenue West),

AND THAT Council forward "Zoning Amendment Bylaw No. 2022-21" to the May 17, 2022 Public Hearing;

AND THAT Council, prior to adoption of "Zoning Amendment Bylaw No. 2022-21", require the following conditions be met:

1. A 2.5m wide road dedication along the eastern property line (Power Street) be registered with the Land Title Office;
2. A 8.5m x 8.5m southeast corner cut at the intersection of Westminster Avenue West and Power Street is registered with the Land Title Office; and
3. A Section 219 Covenant, to ensure the long-term protection and viability of the City-owned boulevard trees prior to, during and after construction, along the Westminster Avenue West frontage of the subject properties, is registered with the Land Title Office.

AND THAT Council requires a higher standard for the Westminster Avenue West and Power Street frontages than the current Subdivision and Development Bylaw requires, to be constructed at the developers cost prior to building occupancy, to be designed in alignment with the vision of the North Gateway Redevelopment and Investment Strategy, including the installation of a treed walkway along Power Street.

CARRIED UNANIMOUSLY

13.5 Official Community Plan Amendment Bylaw No. 2022-22
Zoning Amendment Bylaw No. 2022-23
Development Permit PL2022-9275
Re: 435 Green Avenue West

160/2022 **It was MOVED and SECONDED**

THAT Council give first reading to "Official Community Plan Amendment Bylaw No. 2022-22", a bylaw that amends Map 1: Future Land Use of Official Community Plan Bylaw No. 2019-08, by changing the future land use designation for Lot 3 District Lots 379 and 182 Similkameen Division Yale District Plan 6750 Except Plan H14743, located at 435 Green Ave West, from 'Detached Residential' to 'Ground Oriented Residential';

AND THAT Council, prior to adoption of "Official Community Plan Amendment Bylaw No. 2022-22" and in accordance with Section 475 of the Local Government Act, consider whether early and on-going consultation, in addition to the required Public Hearing, is necessary with:

1. One or more persons, organizations or authorities;
2. The Regional District of Okanagan Similkameen;
3. Local First Nations;
4. School District #67;
5. The provincial or federal government and their agencies.

AND THAT Council, following the Community Engagement for OCP Amendments Procedure, direct staff to commence public engagement for Official Community Plan Amendment Bylaw No. 2022-22 to change the future land use designation change from "Detached Residential" to "Ground Oriented Residential", in support of an 84-unit townhouse development at 435 Green Avenue West;

AND THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-23", a bylaw to rezone Lot 3 District Lots 379 and 182 Similkameen Division Yale District Plan 6750 Except Plan H14743, located at 435 Green Ave West, from the 'R2 (Small Lot Residential)' zone to the 'RM2 (Low Density Multiple Housing)' zone;

AND THAT Council, following the public engagement period, forward "Official Community Plan Amendment Bylaw No. 2022-22" and "Zoning Amendment Bylaw No. 2022-23" to the June 20, 2022 Public Hearing;

AND THAT Council, prior to adoption of "Zoning Amendment Bylaw No. 2022-23" require a 47.6m2 road dedication at the south west corner of the property along Green Avenue West to be registered with the Land Title Office;

AND THAT Council, subject to adoption of "Official Community Plan Amendment Bylaw No. 2022-22" and "Zoning Amendment Bylaw No. 2022-23", approve "Development Permit PL2022-9275", a permit to approve the form and character of the proposed multifamily development consisting of 84 townhouse units.

CARRIED UNANIMOUSLY

14. Notice of Motion

14.1 Councillor Regehr introduced the following Notice of Motion for consideration at the May 17, 2022 regular meeting of Council.

THAT Council direct staff, as part of the fees & charges comprehensive review of recreation fees for Penticton sport facilities, examine how Penticton could implement a two-tier fee structure for recreation facility fees or identify an alternate method of increasing revenues to support the City's recreation facilities.

14.2 Councillor Watt introduced the following Notice of Motion for consideration at the May 17, 2022 Regular Meeting of Council:

THAT Council request staff develop a "Public Safety Camera Program" that outlines how organizations can apply for funding for cameras that will monitor public spaces.

15. Business Arising

8.6 Tax Rates Bylaw No. 2022-17

Councillor Bloomfield withdrew his motion to provide first three readings to "Tax Rates Bylaw No. 2022-17", with a business tax multiplier of 2.00 and made the following motion.

161/2022 **It was MOVED and SECONDED**
THAT Council give first, second and third reading to "Tax Rates Bylaw No. 2022-17", a bylaw that establishes property taxation rates for the 2022 tax year with a business tax multiplier of 2.14.

CARRIED UNANIMOUSLY

16. Council Round Table

17. Public Question Period

18. Adjournment

162/2022 **It was MOVED and SECONDED**
THAT Council adjourn the regular meeting of Council at 8:04 p.m.

CARRIED UNANIMOUSLY

Certified correct:

Angie Collison
Corporate Officer

Confirmed:

John Vassilaki
Mayor

Minutes

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Special Council Meeting
held at the City of Penticton, Council Chambers
171 Main Street, Penticton, B.C.

Tuesday, May 10, 2022
at 1:00 p.m.

Present:	Mayor Vassilaki Councillor Regehr Councillor Sentes Councillor Bloomfield Councillor Miller Councillor Robinson
Absent:	Councillor Watt
Staff:	Donny van Dyk, Chief Administrative Officer Angie Collison, Corporate Officer Angela Campbell, Director of Finance & Administration Blake Laven, Director of Development Services Anthony Haddad, General Manager, Community Services Kristen Dixon, General Manager of Infrastructure Hayley Anderson, Legislative Assistant

1. Call to Order

The Mayor called the Special Council Meeting to order at 1:01 p.m.

2. Adoption of Agenda

163/2022 **It was MOVED and SECONDED**
THAT Council adopt the agenda for the Special Council Meeting held on May 10, 2022 as presented.

CARRIED UNANIMOUSLY

3. Staff Reports

3.1 Signing Officers and Banker for 2022 and Subsequent Years

164/2022 **It was MOVED and SECONDED**

THAT Council approve signing authorities for the City's bank accounts at Valley First Credit Union as follows:

A Signers

- Donny van Dyk, Chief Administrative Officer
- Angela Campbell, Director of Finance and Administration
- Elma Hamming, Manager of Finance
- Courtney Jones, Financial Planning & Budget Specialist

B Signers

- John Vassilaki, Mayor
- Julius Bloomfield, Councillor
- James Miller, Councillor
- Frank Regehr, Councillor
- Katie Robinson, Councillor
- Judith Sentes, Councillor
- Campbell Watt, Councillor

Signing officers for memberships 2491165 and 2357879 (City of Penticton) will be for the calendar year ending December 31, 2022 and subsequent years until changed.
AND THAT Council approve:

- Susan Coombes, Senior Finance Manager, South Okanagan Events Centre
- Dean Clarke, General Manager, South Okanagan Events Centre
- Kevin Webb, Assistant General Manager, South Okanagan Events Centre
- Mary Richards, PTCC Director of Sales, Penticton Trade and Convention Centre
- Donny van Dyk, Chief Administrative Officer, City of Penticton
- Angela Campbell, Director of Finance and Administration, City of Penticton
- Elma Hamming, Manager of Finance, City of Penticton

Signing officers for membership 2491223 (South Okanagan Events Centre) for the calendar year ended December 31, 2022 and subsequent years until changed.

CARRIED UNANIMOUSLY

The Mayor declared a conflict of interest as a property owner in the downtown area and left the meeting at 1:02 p.m. Acting Mayor Sentes chaired the meeting.

3.2 Downtown Business Improvement Area Bylaw No. 2022-09

165/2022 **It was MOVED and SECONDED**

THAT Council accept the Certificate of Sufficiency for the "Downtown Business Improvement Area Bylaw No. 2022-09";
AND THAT Council adopt "Downtown Business Improvement Area Bylaw No. 2022-09".

CARRIED UNANIMOUSLY

The Mayor returned to the meeting at 1:06 p.m. and resumed chairing the meeting.

3.3 Tax Rates Bylaw No. 2022-17

166/2022 **It was MOVED and SECONDED**
THAT Council adopt "Tax Rates Bylaw No. 2022-17".

CARRIED UNANIMOUSLY

4. Public Question Period

5. Adjournment

167/2022 **It was MOVED and SECONDED**
THAT Council adjourn the Special meeting of Council at 1:10 p.m.

CARRIED UNANIMOUSLY

Certified correct:

_____
Angie Collison
Corporate Officer

Confirmed:

_____
John Vassilaki
Mayor

Minutes

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Committee of the Whole
held at City Hall, Council Chambers
171 Main Street, Penticton, B.C.

Tuesday, May 3, 2022
Recessed from the Regular Council Meeting at 1:00 p.m.

Present: Mayor Vassilaki
Councillor Bloomfield
Councillor Miller
Councillor Regehr
Councillor Robinson
Councillor Watt
Councillor Sentes

Staff: Donny van Dyk, Chief Administrative Officer
Angie Collison, Corporate Officer
Angela Campbell, Director of Finance & Administration
Blake Laven, Director of Development Services
Anthony Haddad, General Manager, Community Services
Kristen Dixon, General Manager of Infrastructure
Paula McKinnon, Deputy Corporate Officer

1. **Call to order**

The Mayor called the Committee of the Whole meeting to order at 1:01 p.m.

2. **Adoption of Agenda**

It was MOVED and SECONDED
THAT the agenda for the Committee of the Whole meeting held on May 3, 2022 be adopted as presented.

CARRIED UNANIMOUSLY

3. **Delegations:**

3.1 Proclamation "Child Care Month" May 2022

Adam Goodwin, Social Development Specialist, introduced Carrie Reiter and Calie Roberts, Members, Child Care Action Plan Mobilization Group and encouraged Council and residents to participate in "Child Care Month".

Mayor Vassilaki proclaimed May 2022 as "Child Care Month' in the City of Penticton".

3.2 Proclamation "Youth Week" May 1-7, 2022

Melisa Edgerly, Foundary Penticton, provided Council with a presentation on the free events planned in the community for "Youth Week" May 1-7, 2022 and encouraged Council and residents to participate.

Mayor Vassilaki proclaimed May 1-7, 2022 as "Youth Week" in the City of Penticton.

3.3 Proclamation "National Hospice Palliative Care Week" May 1-8, 2022

Ruth Sawyer, Board of Directors Chair, Penticton and District Hospice Society, provided Council with an overview of the Penticton and District Hospice Society and requested that Council proclaim May 1-8, 2022 as "National Hospice Palliative Care Week".

Mayor Vassilaki proclaimed May 1-8, 2022 as "National Hospice Palliative Care Week" in the City of Penticton.

3.4 Proclamation "Building Safety Month" May 2022

Marc Vere, Ryan Smith and Jesse Lewis, City of Penticton staff, provided Council with a presentation on "Building Safety Month".

Mayor Vassilaki proclaimed May 2022 as "Building Safety Month" in the City of Penticton.

3.5 Penticton and Area Cycling Association (PACA) 2022 Update

Kevin Dyck, Executive Director, PACA, provided Council with a presentation showcasing the Penticton and Area Cycling Association's profile on how they support cycling and recreation in the community.

4. **Adjourn to Regular Meeting**

It was MOVED and SECONDED
THAT Council adjourn the Committee of the Whole meeting held May 3, 2022 at 1:25 p.m. and reconvene the Regular Meeting of Council.

CARRIED UNANIMOUSLY

Certified correct:

_____
Angie Collison
Corporate Officer

Confirmed:

_____
John Vassilaki
Mayor

CITY OF Penticton

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Public Hearing
held electronically and at City Hall, Council Chambers
171 Main Street, Penticton, B.C.

Tuesday, May 3, 2022
at 6:00 p.m.

Present:	Mayor Vassilaki Councillor Bloomfield Councillor Miller Councillor Regehr Councillor Robinson Councillor Watt Councillor Sentes
Staff:	Donny van Dyk, Chief Administrative Officer Angie Collison, Corporate Officer Angela Campbell, Director of Finance & Administration Blake Laven, Director of Development Services Steven Collyer, Planner II Anthony Haddad, General Manager, Community Services Kristen Dixon, General Manager of Infrastructure Paula McKinnon, Deputy Corporate Officer

1. Call to order

Mayor Vassilaki called the public hearing to order at 6:02 p.m. for Zoning Amendment Bylaw No. 2022-16.

The Corporate Officer read the opening statement and introduced the purpose of the bylaw. She then explained that the public hearing was being held in-person and electronically to afford all persons who considered themselves affected by the proposed bylaw an opportunity to be heard before Council. She further indicated that the public hearing was advertised pursuant to the *Local Government Act*.

2. <u>"Zoning Amendment Bylaw No. 2022-16" (719 Alexander Avenue)</u>

The purpose of "Zoning Amendment Bylaw No. 2022-16" is to amend Zoning Bylaw No. 2021-01 as follows:

> Rezone That Part of Lot 2 Shown on Plan B5522; District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 1913, located at 719 Alexander Avenue, to from R2 (Small Lot Residential) to RD2 (Duplex Housing: Lane) with the following site-specific provision:

1. Two single detached dwellings shall be permitted.

The applicant intends to build one residential unit fronting Alexander Avenue and one residential unit fronting Churchill Avenue on the subject property.

The Corporate Officer advised that no correspondence has been received since the printing of the agenda.

DELEGATIONS

Mayor Vassilaki asked the public for the first time if anyone wished to speak to the application.

- Jamela Van Steinberg, Representing Clients, difficult to find housing in this market, family decided to develop a home to accommodate their needs. Unique property, street facing on both sides, depending on which street you stand on the roads are subdivided down the centre already showing houses on both street frontage, flows nicely with neighbourhood. Did not want to subdivide to utilize the yards. No variances being requested, worked within the current Zoning Bylaw and met all requirements.
- Lynn Kelsey, Oakville Street, sought clarity on whether development will be duplexes or single family homes.
- Staff responded that there will be two single family homes.

Mayor Vassilaki asked the public for the second time if anyone wished to speak to the application.

- Jordan Shade, Backstreet Blvd., expressed concerns regarding transit route utilizing that route, street is narrow, parking is too crowded, suggested a no parking sign be installed. In favour of development.
- Staff responded that comments will be provided to applicable parties for any necessary changes.

Mayor Vassilaki asked the public for the third and final time if anyone wished to speak to the application.

- Jamela Van Steinberg, Representing Client, responded that development accommodates four parking spots for each house, eight cars total on property, should not affect street parking.
- James Brown, Brunswick Street, inquired about wheel chair accessibility and whether it was considered.
- Representing Client, responded that development includes an elevator designed into it, does not have wheel chair accessible bathrooms, are working with larger doorway frames.

The public hearing for "Zoning Amendment Bylaw No. 2022-16" was terminated at 6:13 p.m. and no new information can be received on this matter.

Certified correct:

_____
Angie Collison
Corporate Officer

Confirmed:

_____
John Vassilaki
Mayor

Minutes

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Special Community Sustainability Advisory Committee Meeting

to be held via Zoom
Wednesday, April 20, 2022
at 9:00 a.m.

Present:	Chris Allen, Chair Randy Boras, Vice Chair Amelia Boultbee Anne Hargrave Tracy Van Raes Margaret Holm Nicolas Stulberg Philip Hawkes
Regrets:	Lyndie Hill
Council Liaison:	Julius Bloomfield, Councillor
Staff:	Kristen Dixon, General Manager of Infrastructure David Kassian, Community Sustainability Coordinator Angie Collison, Corporate Officer
Delegation:	Peter Robinson, Tami Rothery and Greg Dong, Community Energy Association

DRAFT

1. **Call to Order**

The Chair called the Community Sustainability Advisory Committee meeting to order at 9:00 a.m.

2. **Adoption of Agenda**

It was MOVED and SECONDED
THAT the Community Sustainability Advisory Committee adopt the agenda for the meeting held on April 20, 2022 as presented.

CARRIED UNANIMOUSLY

3. **Adoption of Minutes**

3.1 Minutes of March 16, 2022 Community Sustainability Advisory Committee

It was MOVED and SECONDED
THAT the Community Sustainability Advisory Committee adopt the minutes of the March 16, 2022 meeting as presented.

CARRIED UNANIMOUSLY

4. **New Business**

4.1 Corporate Energy and Emissions Plan

The Community Sustainability Coordinator introduced Peter Robinson, Tami Rothery and Greg Dong of the Community Energy Association and provided an overview of the 2022 Corporate Energy and Emissions Plan.

The floor was opened up to the Committee members for questions and comments. Committee members will provide the Chair with written feedback that will be provided to staff prior to the Plan's submission to Council.

It was MOVED and SECONDED
THAT the Community Sustainability Advisory Committee recommend that Council endorse the "2022 Corporate Energy and Emissions Plan" subject to feedback provided by Committee.

CARRIED UNANIMOUSLY

The 2022 Corporate Energy and Emissions Plan will go to Council on May 17, 2022 for endorsement along with a recommendation to declare a climate emergency. The draft declaration will be shared with the Committee via email.

5. **Next Meeting**

The next Community Sustainability Advisory Committee meeting date is tentatively scheduled for May 18, 2022.

6. **Public Question Period**

7. **Adjournment**

It was MOVED and SECONDED
THAT the Community Sustainability Advisory Committee meeting held on Wednesday, April 20, 2022 adjourn at 10:43 a.m.

CARRIED UNANIMOUSLY

Certified Correct:

_____

Angie Collison
Corporate Officer

Minutes

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Safety and Security Advisory Committee Meeting

held via Zoom
Monday, May 2, 2022
at 10:30 a.m.

DRAFT

Present:	Deirdre Riley, Vice Chair Cheryl Watts Susan Greba Adam Power Jill Pascoe Nicolette Rodriquez
Council Liaisons:	Katie Robinson, Councillor
Staff:	Blake Laven, Director of Development Services Larry Watkinson, Fire Chief Staff-Sgt Bob Vatamaniuck, RCMP Adam Goodwin, Social Development Specialist JoAnne Kleb, Manager of Communications and Engagement Angie Collison, Corporate Officer Hayley Anderson, Legislative Assistant
Regrets:	Matt Taylor, Chair Lynn Allin Daryl Clarke John Vassilaki, Mayor Tina Mercier, Bylaw Services Manager

The Vice Chair chaired the meeting.

1. **Call to Order**

   The Safety and Security Advisory Committee was called to order by the Vice Chair at 10:31 a.m.

2. **Adoption of Agenda**

   It was MOVED and SECONDED
   THAT the Safety and Security Advisory Committee adopt the agenda for the meeting held on May 2, 2022 as presented.

   CARRIED UNANIMOUSLY

3. **Adoption of Minutes**

3.1 Minutes of April 4, 2022 Safety and Security Advisory Committee Meetings

It was MOVED and SECONDED
THAT the Safety and Security Advisory Committee adopt the minutes of the April 4, 2022 meetings as presented.

CARRIED UNANIMOUSLY

Adam Power joined the meeting.

4. **New Business**

4.1 "Where Are We Now" Updates from Primary Service Departments

- An update was provided by the Director of Development Services and responded to questions from the Committee.
- An update was provided by Staff-Sgt Bob Vatamaniuck, RCMP and responded to questions from the Committee.
- An update was provided by the Fire Chief.

4.2 Community Safety Resource Review Engagement Update

The Manager of Communications and Engagement provided a verbal update on the public survey that had been recently conducted and is now closed.

The floor was opened to the Committee Members for questions and comments.

4.3 Encampments Challenges/Response

The Director of Development Services provided a presentation on the current efforts taken to support the homeless population within the City.

The floor was opened to the Committee Members for questions and comments.

5. **Next Meeting**

The Next Safety and Security Advisory Committee meeting is scheduled for Monday, June 6, 2022.

6. **Public Question Period**

7. **Adjournment**

It was MOVED and SECONDED
THAT the Safety and Security Advisory Committee adjourn the meeting held on Monday, May 2, 2022 at 11:34 a.m.

CARRIED UNANIMOUSLY

DRAFT

Certified Correct:

_____

Hayley Anderson
Legislative Assistant

DRAFT

Minutes

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Heritage & Museum Advisory Committee Meeting

held via Zoom
Wednesday, May 4, 2022
at 1:00 p.m.

Present:	Brad Hillis, Chair Karen Collins, Vice Chair Anne Hargrave Emily Fitzowich Jeanette Beaven Nicole Ensing Peter Achtem Viv Lieskovsky Blake Allen
Council Liaison:	Judy Sentes, Councillor
Staff:	Blake Laven, Director of Development Services Dennis Oomen, Museum Manager Angie Collison, Corporate Officer Hayley Anderson, Legislative Assistant
Regrets:	Anthony Haddad, General Manager of Community Services Kelsey Johnson, Manager of Recreation, Arts and Culture JoAnne Kleb, Public Engagement Program Manager

1. **Call to Order**

The Heritage & Museum Advisory Committee was called to order by the Chair at 1:00 p.m.

2. **Adoption of Agenda**

It was MOVED and SECONDED
THAT the Heritage and Museum Advisory Committee adopt the agenda for the meeting held on May 4, 2022 as presented.

CARRIED UNANIMOUSLY

3. **Adoption of Minutes**

3.1 Minutes of the April 6, 2022 Heritage and Museum Advisory Committee

It was MOVED and SECONDED
THAT the Heritage and Museum Advisory Committee adopt the minutes of the April 6, 2022 meeting as presented.

CARRIED UNANIMOUSLY

DRAFT

4. **New Business**

4.1 Heritage Neighborhoods Project Update

The Director of Development Services provided an update on the Heritage Neighborhoods Project. The floor was opened up to the Committee Members for questions and comments. It was suggested that potential walking tour dates to be emailed to the Chair.

It was MOVED and SECONDED
THAT the Heritage and Museum Advisory Committee describe the area known as Windsor Avenue Area as "Cherryland".

CARRIED UNANIMOUSLY

It was MOVED and SECONDED
THAT the Heritage and Museum Advisory Committee receive the memo titled "Heritage Neighborhoods Project Update" into the record.

CARRIED UNANIMOUSLY

4.2 Community Heritage Education Discussion

The Museum Manager provided a verbal update on the Heritage Plaque Project.

The floor was opened up to the Committee Members for questions and comments.

Viv Lieskovsky left the meeting.

4.3 Heritage Styling Guidelines Discussion

The Chair provided an opportunity for the Committee to discuss a Heritage Styling Guidelines document and what it may contain.

5. **Next Meeting**

The next Heritage and Museum Advisory Committee meeting is tentatively scheduled to be held on June 8, 2022 at 1:00 p.m.

6. **Public Question Period**

7. **Adjournment**

It was MOVED and SECONDED
THAT the Heritage and Museum Advisory Committee adjourn the meeting held on May 4, 2022 at 2:24 p.m.

CARRIED UNANIMOUSLY

Certified Correct:

_____

Hayley Anderson
Legislative Assistant

DRAFT

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Economic Prosperity and Development Services Advisory Committee Meeting

to be held via Zoom
Friday, May 6, 2022
at 8:00 a.m.

Present:	Sean Ingraham, Chair Chris Allen, Vice-Chair Cary Berger Derek Badger Diane Kereluk Drew Barnes Josie Tyabji Judy Richards Nathan Little Sandra Oldfield Walter Sobool
Council Liaison:	John Vassilaki, Mayor Campbell Watt, Councillor
Staff:	Anthony Haddad, General Manager of Community Services Blake Laven, Director of Development Services Carly Lewis, Economic Development Manager Kristen Dixon, General Manager of Infrastructure Paula McKinnon, Deputy Corporate Officer Hayley Anderson, Legislative Assistant
Regrets:	Anthony Pilicicchio Eric Corneau Jeff McGinley Kelly Mercer Brian Murphy Alexandra Nuth Larry Olson

DRAFT

1. **Call Regular Committee Meeting to Order**

The Economic Prosperity and Development Services Advisory Committee meeting was called to order by the Chair at 8:03 a.m.

2. **Adoption of Agenda**

It was MOVED and SECONDED
THAT the Economic Prosperity and Development Services Advisory Committee adopt the agenda for the meeting held on May 6, 2022 as presented.

CARRIED UNANIMOUSLY

3. **Adoption of Minutes**

3.1 Minutes of the April 8, 2022 Economic Prosperity and Development Services Advisory Committee

It was MOVED and SECONDED
THAT the Economic Prosperity and Development Services Advisory Committee adopt the minutes of the April 8, 2022 meeting as presented.

CARRIED UNANIMOUSLY

4. **New Business**

4.1 First Quarter Economic Development Update – Carly Lewis, Economic Development Manager

The Economic Development Manager provided the Committee with a presentation on the City's first quarter economic development update. The presentation provided brief updates on business retention and expansion, resident and labor attraction, the Penticton airport, scheduled events and a summary on housing unit totals since 2014.

The floor was open to Committee Members for questions and comments.

It was MOVED and SECONDED
THAT the Economic Prosperity and Development Services Advisory Committee receive into the record the memo titled "First Quarter 202 Economic Development Update."

CARRIED UNANIMOUSLY

4.2 Draft Development Cost Charges Update – Kristen Dixon, General Manager of Infrastructure

The General Manager of Infrastructure introduced Joel Short with Urban Systems who provided the Committee with a presentation providing an update on the Development Cost Charges project. The presentation included background, an overview of the process, assist factors and benefit allocations, growth and infrastructure requirements, sectors, options for rates, comparisons to other communities and the bylaw approval process.

The floor was open to Committee Members for questions and comments.

The General Manager of Infrastructure provided the Committee with an update on the engagement activities taking place which will run through May 29, 2022 and noted that all the information presentations are available on the ShapeYourCity hub. Following the engagement activities, staff will coming back to the Committee for a formal recommendation to Council.

4.3 Monthly Planning Statistics

(This item is included for information purposes only)

a. March 2022 – Applications Received, Revenue

5. **Next Meeting**

The next Economic Prosperity and Development Services Advisory Committee meeting is tentatively scheduled to be held on Friday, June 10, 2022 at 8:00 a.m.

6. **Public Question Period**

7. **Adjournment**

It was MOVED and SECONDED
THAT the Economic Prosperity and Development Services Advisory Committee adjourn the meeting held on May 6, 2022 at 9:19 a.m.

CARRIED UNANIMOUSLY

Certified Correct:

_____
Hayley Anderson
Legislative Assistant

DRAFT

Council Report

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Date: May 17, 2022 File No: RMS 6440-01
To: Donny van Dyk, Chief Administrative Officer
From: David Kassian, Community Sustainability Coordinator
Kristen Dixon, General Manager of Infrastructure

Subject: **2022 Corporate Energy and Emissions Plan**

Staff Recommendation

THAT Council adopt the 2022 Corporate Energy and Emissions Plan; and

THAT Council adopt the following resolution, as follows:

THAT the City of Penticton hereby declares that a climate emergency threatens our city, our region, our province, our nation, humanity, and the natural world and reaffirms its commitment to local climate action; and

THAT Penticton City Council continues to support immediate actions to safeguard against the current and potential consequences of the climate crisis by implementing the goals and actions in the 2021 Community Climate Action Plan and 2022 Corporate Energy and Emissions Plan; and

THAT the City of Penticton collaborate with the Regional District Okanagan Similkameen and other neighboring local governments to work towards achieving carbon neutrality within the region by 2050; and

THAT the members of Penticton City Council commit to keeping the concerns of all community members, including vulnerable populations central to Penticton's Climate Action planning process, and invites and encourages all members of the community to actively participate in order to advocate directly for their needs; and

THAT Council shall continue to develop policy and demonstrate leadership that directs meaningful action on Penticton's Climate Emergency Declaration; and

THAT the City of Penticton commits to embed climate action into the City of Penticton budgeting process and planning documents; include climate action considerations in reports to Council; and report regularly to Council on progress and accomplishments, and

THAT correspondence be sent to the Ministry of Environment and Climate Change Strategy, requesting that the Province commit to providing ongoing, persistent funding to municipalities to assist with climate action implementation. This funding must be commensurate with the scale and challenge the Climate Crisis poses for municipalities across British Columbia;

AND THAT Council approve a new Manager of Sustainability and Solid Waste, funded in 2022 through a transfer from the Climate Action Reserve, and fully funded in 2023 through the budget process.

Strategic priority objective

Vision: A vibrant, innovative, healthy waterfront city focused on sustainability, community and economic opportunity.

Asset & Amenity Management: The City of Penticton will ensure the services we provide to our residents and visitors are reliable and cost effective by proactively investing into our natural and built assets.

Background

City Council supported the updating of the City's Climate Action plans through the approval of the 2021 Operational Budget. The Community Climate Action Plan (CCAP) was adopted by Council in October 2021. Since then, the work the consultants, Sustainability Committee and staff have focused on is the development of the Corporate Plan, which is an internal facing document focusing on the operation of the City of Penticton as an organization.

The draft 2022 Corporate Energy and Emissions Plan (CEEP) was presented to the Community Sustainability Advisory Committee on April 20th, 2022. A copy of the Committee report, including a summary of the key initiatives in the plan, is included as Attachment A. Staff, along with members of the Community Energy Association, the consultants contracted to develop the plan, presented key components of the CEEP to the committee, including:

- Current corporate emissions and greenhouse gas reduction targets
- Recommended climate actions and strategies
- Information associated with declaration of a climate emergency
- Assessment of organizational capacity to advance the initiatives

The Committee provided feedback that was supportive of the plan, with some suggestions for further improvement and refinement. The following resolution was then passed, which allowed members the following week to submit any additional comment or feedback for incorporation in to the final document:

It was MOVED and SECONDED
THAT the Community Sustainability Advisory Committee recommend that Council endorse the "2022 Corporate Energy and Emissions Plan" subject to feedback provided by Committee.

CARRIED UNANIMOUSLY

Specific feedback items that were received following the meeting that have been incorporated into the plan are as follows:

- Highlight the importance of electrification in the report to support rapid decarbonization
- Include additional information on the Three Blind Mice avoided forest conversion, and how the project contributes to annual corporate emissions reductions
- Include a new action to create an online dashboard on the City's community sustainability page that tracks annual corporate emissions

The recommendations from the Committee were incorporated into the final 2022 CEEP found in Attachment B of this report.

Analysis

The creation of the 2022 Corporate Energy and Emissions Plan has been guided by staff and the Community Sustainability Advisory Committee, resulting in a plan that provides actions that will reduce corporate emissions with measurable results. The CEEP has been endorsed by the CSAC, with feedback received from the CSAC included in the final draft of the Plan.

In line with the city's work undertaken over the past couple of years for the future investment in our facilities and amenities, the CEEP supports all of the AAMP priorities to ensure the sustainable development of the City's facilities into the future. The consolidation of facilities and saving resulting from both operational and energy savings will help sustain our facilities into the future. Implementation of the CEEP through the AAMP priorities over the coming years will be critical to the long term sustainability of the City's infrastructure.

The next step for both the CCAP and CEEP, are to create actionable implementation plans necessary to further each of the individual initiatives. However, there are two items which can be acted upon imminently and included as recommendations to this report, which will be further discussed below. In addition, as part of the commitment made with the declaration of a Climate Emergency, Council will see a change to the Council Report template going forward where all reports will be required to address alignment with the Corporate and or Community Plan. Much like the 'financial implications' section, the new 'climate action implications' section will be included in every report moving forward so that Council understand the environmental impact of the decisions being made.

Climate Emergency Declaration

The most recent report from the Intergovernmental Panel on Climate Change (IPCC) urges that GHG emissions be lowered in order to limit global warming to 1.5°C. By reducing global emissions to net zero by 2050, or earlier, some of the harmful effects of climate change can be avoided.

In order to address the IPCC report and to mitigate harmful effects of climate change, a key action item of the plan is Action 5.7: Declare Climate Emergency:

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Staff Responsibility
5.7: Declare Climate Emergency	**2022**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**Corporate Services**
Declaring a Climate Emergency, as recommended by the Community Sustainability Advisory Committee, is a critical step towards reducing greenhouse gas emissions in order to limit global temperature increases to the limit of 1.5C as recommended by the IPCC. The City address the climate emergency by financing projects through respective department budgets and by utilizing the climate action reserve to further fund projects that lower emissions and benefit the environment.							

A proposed resolution to declare a Climate Emergency has been included in the staff recommendation, which acknowledges that Penticton is facing a climate emergency, and that the City will provide a commitment to act on this emergency.

Staff Resources

In order to meet the GHG reduction targets of both the 2021 Community Climate Action Plan and 2022 CEEP, additional staffing resources are required to ensure each of the initiatives are pursued in a timely fashion in accordance with each of the plans. Currently, there is a 0.3 full-time equivalent (FTE) position dedicated to climate action initiatives, with the remaining 0.7 FTE dedicated to solid waste management. This is a technical staff position. Staff are proposing the creation of a new management position, a Sustainability and Solid Waste Supervisor that will oversee both solid waste and climate action commitments at a higher level, and give strategic direction and attention to both areas. This position will report to the Public Works Manager.

Action 5.1 of the CEEP addresses increasing staff capacity for climate action implementation as follows:

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Staff Responsibility
5.1: Have dedicated staff person or department for plan implementation	**2022**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**Community Sustainability Coordinator**
A Corporate Energy and Emissions Plan details actions that can be taken to reduce energy and emissions. The plan itself does not result in savings - it is the implementation of the actions listed in the plan that does. Limited staff capacity can be a barrier to successful implementation of the plan. Having a dedicated staff person or department to coordinate all responsible parties and provide support is critical for successful plan implementation. At the City of Penticton, only a 0.3 FTE (full-time equivalent) position is currently dedicated to sustainability, with the remaining 0.7 FTE dedicated to solid waste. Increasing technical staff capacity in a position of higher capacity and influence is necessary to properly facilitate plan implementation.							

While the objective of the CEEP is to embed the goals and objectives in both of the City's Climate Action Plans into each and every job within the City, it is important to have oversight, leadership, strategic direction

and coordination in delivering these initiatives, and to accomplish this, additional staff capacity is required. The new position would be similarly split with solid waste (which is a key element of the CCAP).

Financial implication

The actions within the 2022 CEEP have estimated costs, however there is no financial implication with adopting the plan. Costs associated with implementing climate action objectives will be accounted for in departmental budgets and come forward as projects are actioned. There is also no cost to the declaration of a climate emergency.

The estimated annual cost for additional staff resources in the Infrastructure Department is $130,000. Staff are anticipating higher recycling revenues (from Recycle BC) and renewed/additional funding from the Province to replace the CARIP funding in 2023, which would allow the position to be fully funded as part of the 2023 budget. However, it is recommended the position be filled as soon as possible, with interim funding for 2022 from the Climate Action Reserve. There are sufficient funds in the Climate Action Reserve to support this with a Dec 31, 2021 balance of $560k.

Conclusion

The adoption of the 2022 Corporate Energy and Emissions Plan follows the earlier adoption of the 2021 Community Climate Action Plan, sets the City in a positive direction to meet our Climate responsibilities and is aligned with direction in the 2019 Official Community Plan (OCP).

Following the adoption of the plans, the City will need to follow through on the actions and policies in order to meet the goals outlined in the plans. This report recommends adoption of the CEEP, a Council declaration of a Climate Emergency and support for additional staffing to support the various initiatives contained in the plans.

Alternate recommendations

Two alternate recommendations have been included for Council's consideration which would allow for the CEEP to be adopted, without immediately advancing either of the recommended initiatives (declaration of the climate emergency and increased staff resources). However, staff and Committee believe that these first two recommended initiatives are strong actions which demonstrate a commitment to meaningful energy and greenhouse gas reductions in the community.

Alternate Recommendation 1:

THAT Council adopt the 2022 Corporate Energy and Emissions Plan.

Alternate Recommendation 2:

THAT Council adopt the 2022 Corporate Energy and Emissions Plan; and

THAT Council adopt the resolution declaring a climate emergency

Attachments

Attachment A – CSAC Report: 2022 Corporate Energy and Emissions Plan

Attachment B – 2022 Corporate Energy and Emissions Plan

Respectfully submitted,

David Kassian
Community Sustainability Coordinator

Kristen Dixon
GM of Infrastructure

Concurrence

Director of Development Services	General Manager, Community Services	Director of Finance and Administration	General Manager of Infrastructure	Chief Administrative Officer
BL		AMC	KD	DvD

Memo to Committee

penticton.ca

Date: April 20, 2022 File No: 6440-01
To: Community Sustainability Advisory Committee
From: David Kassian, Community Sustainability Coordinator

Subject: **Corporate Energy and Emissions Plan**

Staff Recommendation

THAT the Community Sustainability Advisory Committee recommend that Council endorse the "2022 Corporate Energy and Emissions Plan" subject to feedback provided by Committee.

Background

Local governments can reduce greenhouse gas emissions (GHG) and encourage broader climate action by reducing emissions generated by its own assets, primarily through the City fleet and corporate buildings.

Penticton's *Official Community Plan* (OCP) has as a policy objective to "Update the 2011 City of Penticton Corporate Climate Action Plan and Community Climate Action Plan by 2020, and implement their recommendations." The *Community Climate Action Plan* (CCAP) was endorsed by Council in November 2021, and a separate *Corporate Energy and Emissions Plan* (CEEP) has been drafted for review by the Community Sustainability Advisory Committee (CSAC). Following the review period of the CSAC, the CEEP will be brought forward for Council's endorsement.

The Corporate Energy and Emissions Plan differs from the Community Climate Action Plan, as the CEEP is focused on lowering energy and emissions from City owned assets, while the actions in the CCAP are broader and community based. In addition to actions that reduce emissions from the City fleet and corporate owned buildings, there are actions for investing in renewable energy and demonstrating corporate leadership.

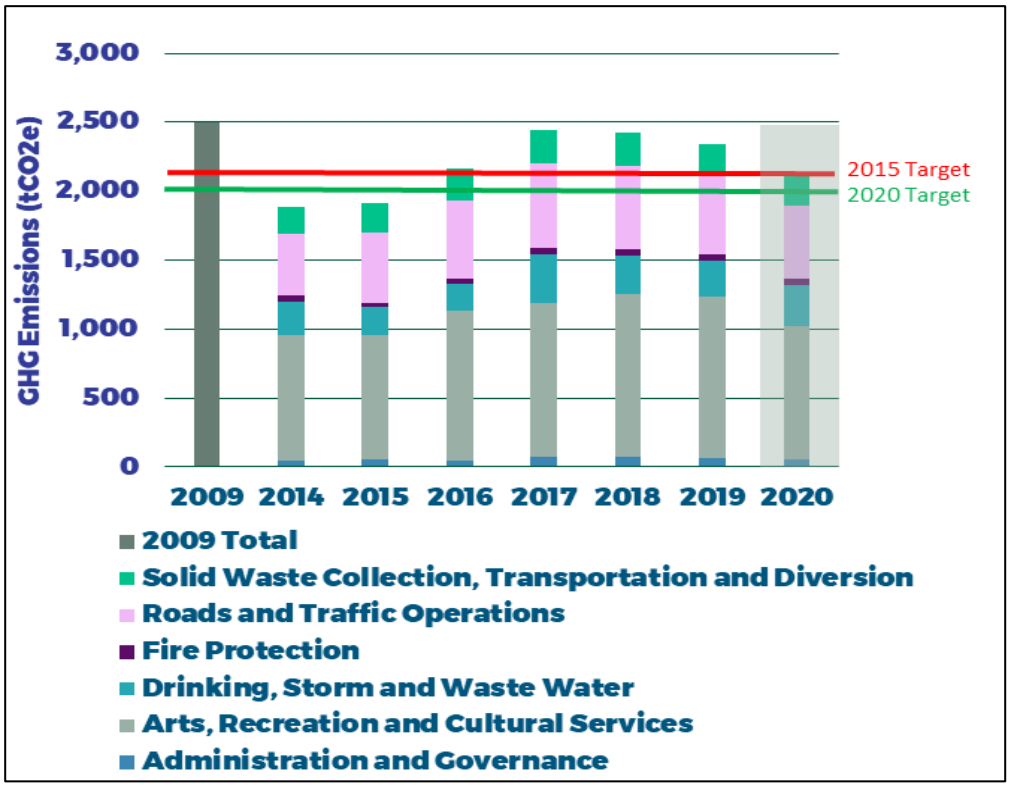
Key Elements of the Plan

Current Emissions and Targets

The City of Penticton's corporate emissions for 2014 through to 2020 were compiled according to CARIP classifications, and compared against the 2009 baseline. The City has reduced its corporate emissions by 15% between 2009 and 2020; however, the goal from the 2011 Corporate Climate Action Plan was a 20% reduction from 2009 levels by 2020. The original goal was therefore not achieved.

The 2022 CEEP calls for a short-term target of 25% below 2009 levels by 2025, and long-term target of net zero by 2050. The plan also calls for an energy reduction target of 15% below 2009 levels by 2030.

Table 1: Emissions by CARIP Classification, 2009 & 2014 - 2020



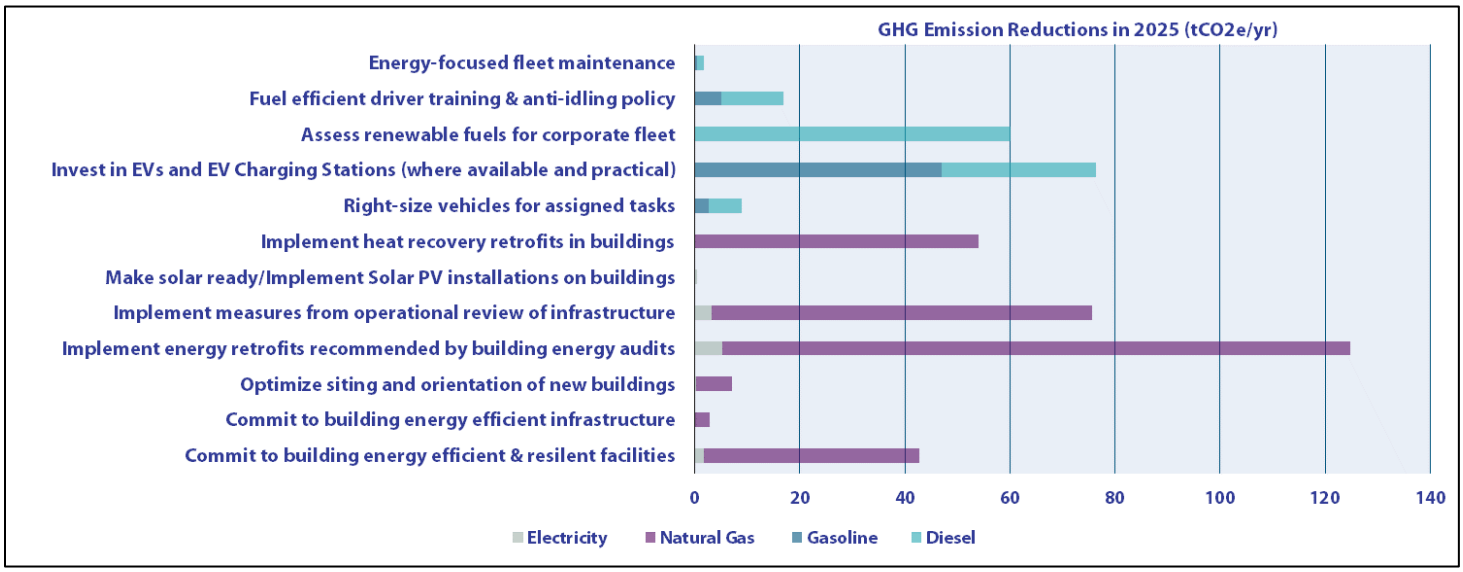
Recommended Climate Actions:

Based on best practices and internal stakeholder consultation, the plan recommends actions in five categories:

1. ***New Buildings and Infrastructure***: Improve energy performance and lower GHG emissions in new City buildings and infrastructure
2. ***Existing Buildings and Infrastructure***: Improve energy performance and lower GHG emissions in existing City buildings and infrastructure
3. ***Renewable Energy***: Increase the use of renewable energy
4. ***Transportation***: Improve energy efficiency and reduce GHG emissions in the City's fleet
5. ***Enabling Actions and Corporate Leadership***: Institutionalize the plan and demonstrate leadership on waste and water

Each category has distinct actions which include timelines, estimated GHG and financial impacts (including possible external funding sources), and identifies the department responsible for implementation. The largest emissions reductions will result from energy retrofits on corporate buildings, as well as investing in electric and zero emission vehicles and equipment for the City fleet.

Table 2: Emissions Reductions for Proposed Actions (2025)



Climate Emergency Declaration

When the 2022 CEEP is brought forward to Council for adoption, there will also be a motion recommending that Council declare a climate emergency. Guided by the Community Sustainability Advisory Committee and the most recent report from the Intergovernmental Panel on Climate Change (IPCC), the 2022 CEEP recognizes and affirms that GHG emissions must be rapidly reduced in order to limit global warming to 1.5°C.

In addition to information on declaring a climate emergency, the plan also includes 'Action 5.7: Declare Climate Emergency', which states to further climate action by financing projects through respective department budgets and by utilizing the climate action reserve to assist with funding projects that lower emissions and benefit the environment.

Financial implication

The 2022 CEEP contains distinct actions with estimated costs for implementation, and each department will be responsible for accounting for climate action project costs within their own respective budgets. There are also enhanced guidelines for utilizing the Climate Action Reserve, estimated at $512,000, which include:

- Topping-up projects or purchases
- Increasing staff resources
- Providing seed money for grants or new projects
- Plans, studies, or other initiatives
- Community engagement or awareness about climate change or GHG reductions
- Purchasing offset credits

There is no financial implication to Council adopting the 2022 CEEP as costs will be accounted for in departmental budgets and come forward as projects are actioned.

Analysis

The most recent report from the IPCC identifies that now is a critical time to reduce emissions in order to limit global warming increases to 1.5°C and to avoid disastrous consequences of climate change. By adopting this plan into the record, Council will be declaring a climate emergency and endorsing the actions and recommendations to lower energy use and GHG emissions.

Departments will be responsible for budgeting for climate action, with the Climate Action Reserve available to assist in mobilizing projects that lower emissions and benefit the environment. The City is positioned to lower emissions and energy use from corporate buildings and the City fleet by implementing the 2022 Community Energy and Emissions Plan.

Alternate Recommendation

THAT the Community Sustainability Advisory Committee request that staff consider revisions provided by Committee and provide a report back at the May 18, 2022 meeting of the Community Sustainability Advisory Committee.

Attachments

Attachment A – 2022 Corporate Energy and Emissions Plan

Respectfully submitted,

David Kassian
Community Sustainability Coordinator

Concurrence

Director of Finance & Administration AMC	GM Infrastructure *KD*

City of Penticton Corporate Energy and Emissions Plan



Corporate Energy & Emissions Plan

May 2022

CITY OF PENTICTON

Community Energy Association

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Acknowledgements

The Corporate Energy and Emissions Plan was developed by the City of Penticton in collaboration with the Community Energy Association.

The City of Penticton would like to acknowledge the contributions of several people that were involved in the development of this plan:

- David Kassian – Community Sustainability Coordinator
- Staff from the following departments at the City of Penticton
  - Community Services – Anthony Haddad
  - Infrastructure – Kristen Dixon, Tyler Figgitt
  - Development Services – Blake Laven
  - Electric Utility – Shawn Filice
  - Public Works – Len Robson
  - Finance – Angela Campbell

Executive Summary

Introduction

A key part of a local government's role in dealing with climate action is to reduce emissions caused by its own assets. This helps it to meet its requirements as a signatory of the BC Climate Action Charter. The City of Penticton has signed the Climate Action Charter, committing the City to work towards being carbon-neutral in its own operations. This Corporate Energy and Emissions Plan (CEEP) will provide Council and staff with the background information to develop strategic priorities for the next five years. It will be implemented concurrently with the Asset & Amenity Management Project (AAMP) which is intending some major construction projects over the next 2-5 years.

The City should also declare a Climate Emergency, as recommended by the Community Sustainability Advisory Committee, concurrently with the adoption of the CEEP to demonstrate its commitment to take action on climate change. When implemented, the actions in the CEEP will lower GHGs from the corporate fleet and buildings. The City can show its commitment to the Climate Emergency declaration by financing projects through respective department budgets and by utilizing the climate action reserve to further fund projects that lower emissions, improve community resilience, and benefit the environment. Having Council acknowledge the Climate Emergency at the same time as the plan brings validity to both the declaration and the Plan – providing affirmation that the City will engage in actions that lower local GHG emissions on both a community and corporate scale at the same time as the declaration is made.

Reducing corporate GHG emissions has the following co-benefits:

- Reducing municipal energy costs, i.e. providing better value for money to taxpayers
- Providing a more comfortable working environment for staff
- Leading by example with its own assets, helping stimulate further GHG emission reductions in the community
- Community economic development by leveraging infrastructure dollars
- Helping to improve resilience to climate change

The City of Penticton is currently at Milestone 4 of FCM-ICLEI's Partners for Climate Protection (PCP) program. The City can use this Corporate Plan to help it refresh Milestones 1-3, upon adoption of the report and GHG reduction targets by Council.

Note that the corporate inventory in this Executive Summary and the body of this report is defined according to the Climate Action Revenue Incentive Program (CARIP), and not according to PCP. The PCP inventory is included in Appendix C.

City of Penticton's Progress So Far

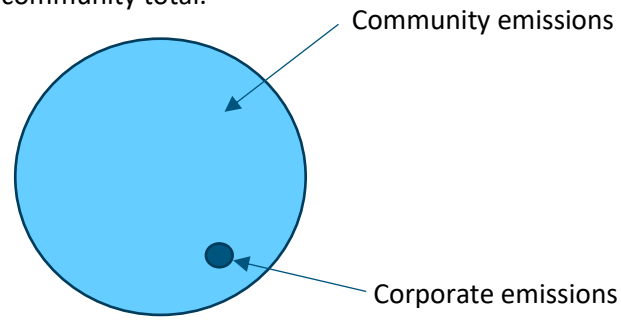
As detailed in the City's annual CARIP reporting, many energy efficiency and GHG reduction measures have already been implemented. Note that this list is not exhaustive:

- **Buildings / lighting** – Replaced ice chiller at Memorial Arena, four new HVAC units installed at Trade & Convention Centre, new cooling units installed at Leir House and City Hall
- **Energy generation** – Feasibility studies completed for smart grid system at City facilities and solar PV in City buildings, continuation of Voltage Conversion Program to increase distribution voltage and increase overall energy efficiency
- **Transportation** – Two hybrid vehicles purchased for building operations, ongoing replacement of aging vehicles with new fuel-efficient ones. Replaced a propane ice resurfacer with electric in Jan 2022, with another on order. Most recently approving the addition of four e-bikes in to the fleet.
- **Solid waste reduction** – Hired Community Sustainability Coordinator to focus on solid waste and improving overall garbage, recycle and yard waste best practices, developed Solid Waste Collection RFP that favoured innovative technologies and low emission vehicles
- **Water / wastewater** – New asset plan for wastewater treatment plant, high performance aeration blower and air floatation pump, replaced half of air diffusers, integrated master plan
- **Institutionalisation** – Hired Community Sustainability Coordinator to hasten progress on climate action.

City of Penticton's Current Emissions and Energy Expenditure

Corporate vs. Community Inventories

In 2019 the City of Penticton's community GHG emissions were 248,039 tCO_2e. Corporate GHG emissions in that year were about 0.8% of the community total.



Community

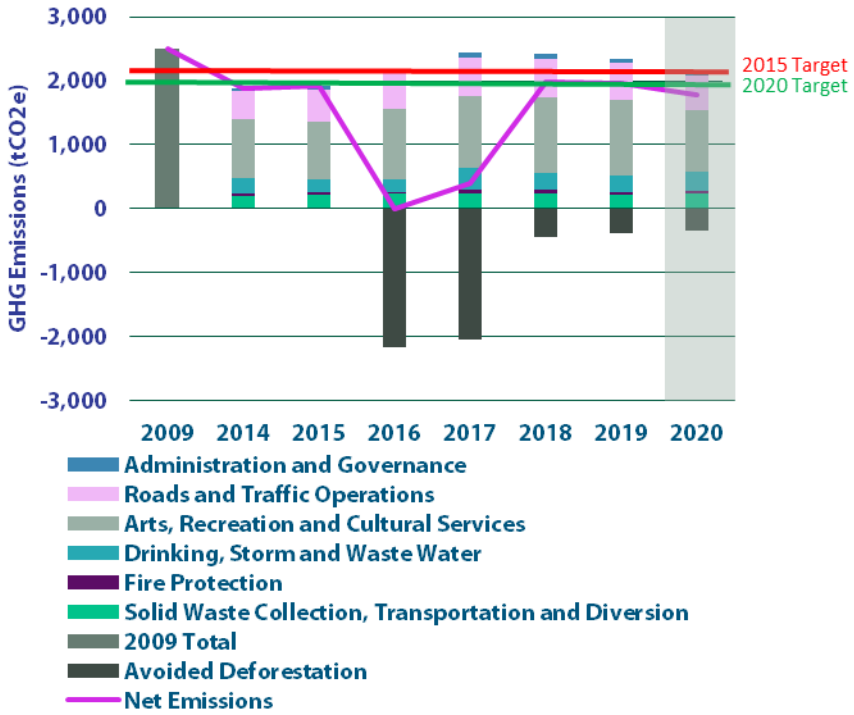
- Community-wide energy use
- Use local government levers of infrastructure, policy/regulation and outreach/engagement to impact community energy and emissions
- Transportation, buildings and waste are the areas of focus

Corporate

- Municipal facilities and operations
- Detailed energy information
- More emphasis on immediate actions
- Corporate actions can anchor community-wide projects

The City of Penticton's corporate emissions for 2014 through to 2019 were compiled according to CARIP classifications, and compared against the 2009 baseline, as illustrated in Figure E. 1. Note that 2020 data was also available, however due to the COVID-19 pandemic, may not be indicative of normal corporate operations. Therefore, it is only being used as a comparison against other years. Arts, Recreation, and Cultural Services contribute the most GHG emissions, increasing from 913 tCO_2e in 2014, to 1,170 tCO_2e in 2019, before dropping to 965 tCO_2e in 2020, which equates to 45-48% of all emissions before offsets. A noticeable increase in emissions in 2016 was due to the partial failure of an electric chiller at the Recreation Centre's pools, which required backup from two natural gas boilers (the chiller should be replaced in 2024 allowing energy use to fully return to normal). Further increases in 2017, 2018, and 2019 were due to relatively cold winters, as was reflected from increased natural gas consumption throughout the Okanagan.[1] The next largest classification was Roads and Traffic Operations, which increased from 446 tCO_2e to 579 tCO_2e in 2019, before dropping to 529 tCO_2e in 2020, which equates to 24-26% of all emissions before offsets. Avoided deforestation from the Three Blind Mice Project has been used to offset emissions from 2016 onwards, with most of the reductions in 2016 and 2017, and residual reductions continuing through 2020, and to 2035.

Figure E. 1 - Emissions by CARIP Classification, 2009 & 2014 – 2020



Total corporate emissions were available in 2009 from the previous Corporate Climate Action Plan, and from 2014-2020 from internal ledgers. Total corporate emissions have reduced from 2,499 tonnes of CO_2e in 2009 to 1,952 tonnes of CO_2e in 2019, and 1,786 tonnes of CO_2e in 2020. The City has therefore reduced its corporate emissions by 21% between 2009 and 2019, and 29% between 2009 and 2020, thus meeting its 15% target by 2015, and 20% by 2020.

[1] Province of BC. Provincial Greenhouse Gas Inventory. (2021) https://www2.gov.bc.ca/gov/content/environment/climate-change/data/provincial-inventory

CARIP classifications were compared based on their relative energy consumption, emissions, and energy costs in 2019, shown in Figure E. 2. Note that avoided deforestation has not been included in Figure E. 2 and Figure E. 3. Arts, Recreation, and Cultural Services contribute the largest proportion of all three categories at 49%, 50%, and 41%, respectively. The next largest source of emissions is from Roads and Traffic Operations at 25%, while also contributing 15% of energy costs and 12% of energy consumption. Drinking, Storm, and Waste Water also contribute large proportions of energy consumption at 30% and energy costs at 34%, while only attributing for 11% of emissions. The relatively low contribution from emissions is due to high electricity demand for infrastructure; natural gas consumption was limited to buildings in this classification.

Another way to look at energy consumption, GHG emissions, and expenditures, is by fuel type, shown in Figure E. 3. GHG emissions from natural gas account for 59% of total emissions, followed by diesel and gasoline at 25% and 14%, respectively. Whilst electricity only accounts for 2% of GHG emissions, it accounts for 81% of the City's energy expenditure. Actions that reduce electricity consumption in buildings provide an opportunity for substantial cost savings. In total, the City spent approximately $2.9 million on energy in 2019. Energy costs have risen steadily for all fuels from 2014 to 2019, with electricity increasing by $716,000 (43%) due predominantly to the unit price of electricity rising 38%. Gasoline was next at $61,000 (74%). Electricity costs dropped by $70,000 from 2019 to 2020, while costs for other sources remained relatively consistent.

Figure E. 2 – Energy, Emissions, and Energy Costs in 2019 by CARIP Classification

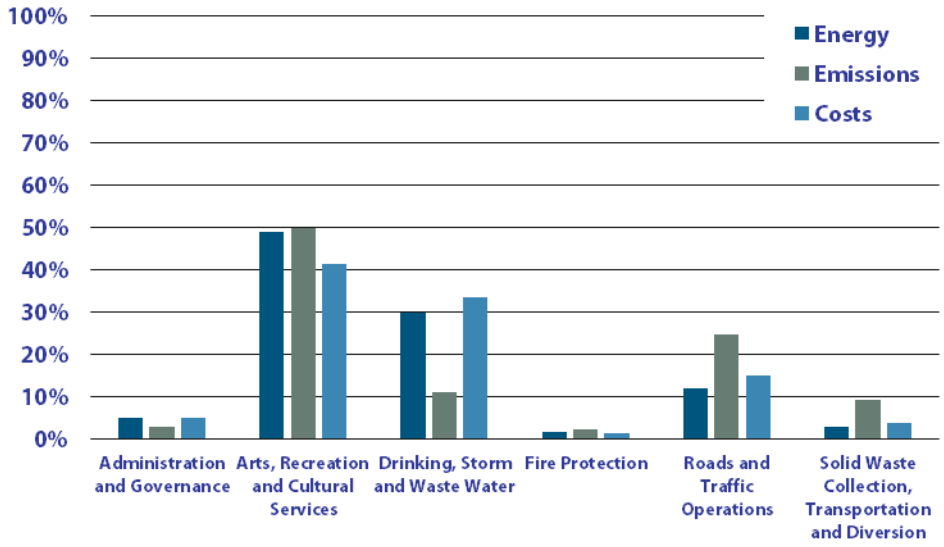
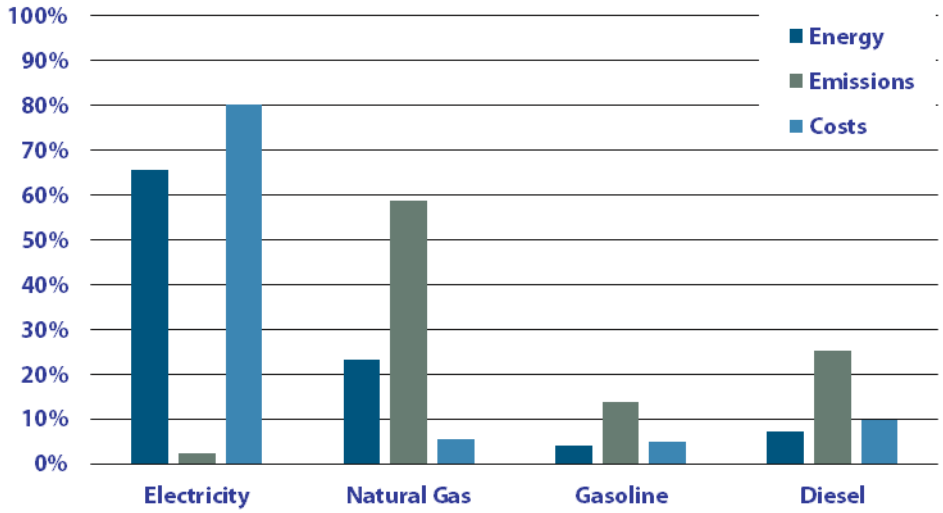


Figure E. 3 – Energy, Emissions, and Energy Costs in 2019 by Fuel



City of Penticton Corporate Targets

To refresh Corporate Milestone 2 under the PCP program, the City must set a corporate emissions reduction target that is adopted by Council. This Plan recommends two sets of targets: for net emissions, short-term targets of 30% below 2009 levels by 2025 and 45% by 2030; and another set of targets that excludes local community sequestration projects or offsets, set at 25% by 2025, 40% by 2030, and zero by 2050.

Though the City does not currently have one, it may benefit from setting a target for energy consumption as well. Based on the expected energy savings from the actions within this Plan, we recommend an energy reduction of 15% below 2009 levels by 2030.

What We Can Do: Recommended Climate Actions

Based on staff consultation and best practices, actions were identified for implementation over the next 5 years. These actions fall under the following five categories:

1. ***New Buildings & Infrastructure***: Improve energy performance and lower GHGs in ***new*** City buildings & infrastructure
2. ***Existing Buildings & Infrastructure***: Improve energy performance and lower GHGs in ***existing*** City buildings & infrastructure
3. ***Renewable Energy***: Increase the use of renewable energy
4. ***Transportation*****:** Improve energy efficiency and reduce GHG emissions in the City's fleet
5. ***Enabling Actions and Corporate Leadership***: Institutionalize the plan and demonstrate leadership on waste and water

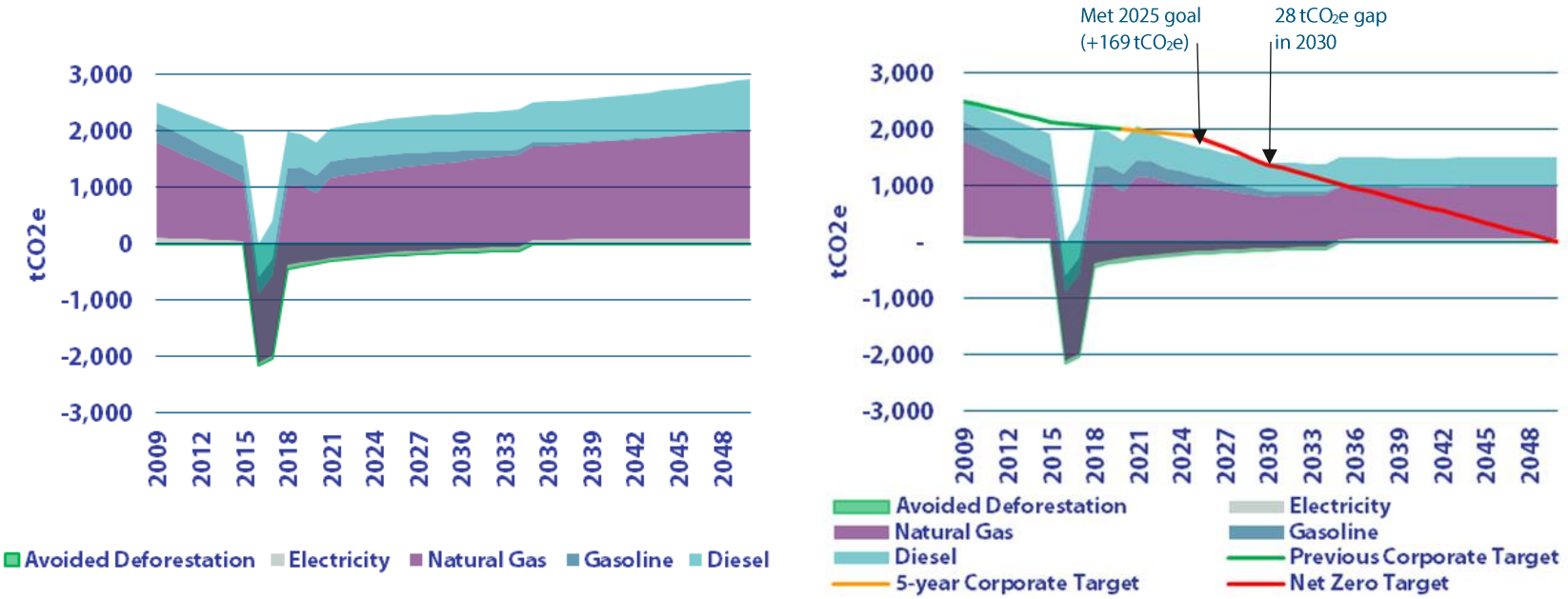


A detailed list of actions for implementation in the next 5 years is featured in this plan. The timeframe for implementation, department or position responsible for implementation, and possible partners or funding sources for each action are also noted.

Based on business as usual projections shown in Figure E. 4, GHG emissions are forecast to increase by 3% in 2025 and by 5% in 2030 relative to 2019 levels. Business as usual assumes no additional actions by the City but takes into account growing population (and hence assets), policies of higher levels of government, and other factors such as a changing climate. Implementing the actions identified in this plan will reduce total GHG emissions by 32% by 2025 (meeting the above referenced target) and 44% by 2030, relative to 2009).

The business as usual emissions trajectory can be seen on the chart on the left below in Figure E. 4, whereas the chart on the right shows the emissions trajectory if the actions contained in this Plan are implemented. To meet the 2025 and 2030 net emissions targets, Penticton would need to reduce emissions by an additional 90 tCO_2e/year for the next 4 years for 2025, and 8 years for 2030. The red line on the right chart shows the City's short-term and long-term GHG emissions reduction targets combined. Inventory years are 2015 to 2020 and the data from 2021 onwards are projections. Note that projections are based on **2019 data,** as 2020 data was affected from the pandemic. As noted above, the increase in emissions during inventory years is predominantly due to 2017 and 2018 being cold years, resulting in increased natural gas consumption. Also note that propane is not included in the graphs since consumption was relatively negligible, and would be difficult if not impossible to identify graphically.

Figure E. 4 - Business-as-Usual and Modelled Emissions from Proposed Climate Actions



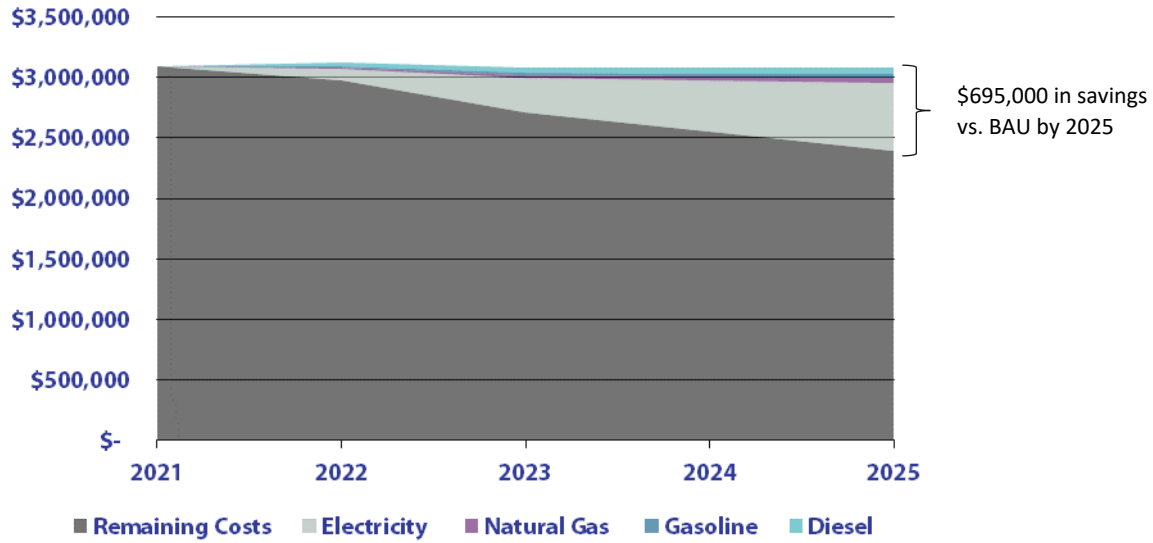
The planned actions are expected to achieve a net reduction of emissions of 32% by 2025, and 44% by 2030 (below 2009 levels). More work will need to be done beyond this to achieve the long-term goal of net zero by 2050, primarily on decarbonisation of building heating and fleet electrification. The CleanBC Roadmap to 2030 does indicate that all heating equipment purchased as of 2030 will need to be a minimum efficiency of 100% (e.g. heat pumps, electric baseboard), and that all new buildings built as of 2030 will be zero carbon. Though the Roadmap and its components have not yet been brought into legislation, and have not been included in GHG modelling as a result, it does indicate Provincial direction towards decarbonisation of buildings.

The top three actions that will achieve the largest reductions in GHG emissions over the next four years are:

- **2.2 – Implement building energy retrofits recommended by building energy audits** (125 tonnes annually)
- **2.4 – Implement measures from operational review of infrastructure** (76 tonnes annually)
- **4.3 – Invest in EVs and EV Charging Stations** (where available and practical) (76 tonnes annually)

In addition to GHG emissions savings, this Plan will result in energy cost savings as a natural bi-product. Figure E. 5 below shows that by 2025, the City could save nearly $695,000 per year on energy expenditures.

Figure E. 5 – Energy Costs and Plan Savings by Fuel to 2025



Successful implementation of this Plan depends upon increasing staff capacity from the current 30% of a full-time position to a dedicated full-time position, and capital investments. Internal and external funding sources are identified in this plan and include allocation from existing budgets, CARIP grant replacement, FCM's Green Municipal Fund, and the CleanBC Communities Fund.

It is advisable to renew this plan in five years as most actions should be completed by then; however, if the need arises, the plan can be renewed in less than five years. The inventory itself should ideally be updated every year to 2030 to track reductions and adapt actions as necessary and available based on results, direction from others orders of government, and advances in technologies. These updates should also include monitoring of key performance indicators such as annual emission reductions towards the 2030 target, the number of fleet vehicles converted to zero-emission alternatives, and number of corporate buildings retrofitted. This will allow the City to continue making progress towards its long-term target and set a new short-term target.

Introduction

Our Role in Climate Action, & Benefits

Climate action consists of both reducing emissions, or *mitigation*, and preparing for the impacts of a changing climate, or *adaptation*. A key part of a local government's role in dealing with climate action is to reduce GHG emissions caused by its own corporate assets, and this is what this plan covers. This helps it to meet its requirements as a signatory of the BC Climate Action Charter (CAC).

> The BC Climate Action Charter is a voluntary agreement between the Province of BC, the Union of BC Municipalities (UBCM), and each local government signatory. The Charter was launched at the 2007 UBCM Convention. By signing it, local governments acknowledge that they and the Provincial government have an important role in addressing climate change. Local governments make commitments including to measure and report on their corporate emissions, and progress towards becoming carbon neutral in their own operations. The City of Penticton is a signatory to this Charter, along with almost every local government in BC.

Reducing corporate GHG emissions has the following co-benefits:

- Reducing municipal energy costs, i.e. providing better value for money to taxpayers
- Providing a more comfortable working environment for staff
- Leading by example with its own assets, helping stimulate further GHG emission reductions in the community
- Community economic development by leveraging infrastructure dollars
- Helping to improve resilience to climate change

The economic development co-benefit could support Penticton's efforts to recover economically from the COVID-19 pandemic. In addition, Federal and Provincial infrastructure funding could be leveraged, and thus improve on the business cases identified in this project.

FCM-ICLEI Partners for Climate Protection Program

The City of Penticton is a member of the FCM-ICLEI Partners for Climate Protection (PCP) program, and currently sits at Milestone 4 for both Corporate and Community climate action. PCP is *mitigation specific*. See Appendix C for a description of the PCP program.

Two Types of Inventory

There are two principal ways for a corporate inventory to be defined, following the CAC/CARIP methodology, and following the PCP methodology. These are described in more detail in the following text box. In this report, Penticton's corporate inventory is defined according to

CAC/CARIP[2], and in Appendix C defined according to PCP. Note that although CARIP funding ended in 2021, most BC communities have used the CAC/CARIP inventory methodology. For continuity, it was decided to continue using the CAC/CARIP methodology for this report.

Corporate Reporting for Climate Action Charter vs. Partners for Climate Protection

BC Climate Action Charter (CAC) Reporting is the reporting conducted by local governments in BC each year to receive the now defunct Climate Action Revenue Incentive Program (CARIP) grant. It includes fuels used through the local governments' traditional services including:

- Administration and Governance
- Drinking, Storm and Waste Water
- Solid Waste Collection, Transportation and Diversion
- Roads and Traffic Operations
- Arts, Recreation and Cultural Services
- Fire Protection

Note that emissions from non-traditional services such as policing (i.e. RCMP Buildings and Fleet) and solid waste management (i.e. the landfill) are not included in BC CAC reporting. Fuel from contracted services and from staff-owned vehicles on mileage for corporate work are however included in fuel inventories. Any buildings that are leased out by the City or paid by the operator would not be included in CAC inventories (e.g. restaurants in parkades or senior's centres) as these do not fall under traditional services.

FCM's Partners for Climate Protection (PCP) reporting is conducted by local governments if they wish to achieve PCP corporate milestone 1. It includes anything that is under "operational control" of the local government. The inventory data needs to be organized into the following five "activity sectors":

- Buildings (electricity, natural gas data) – *includes buildings leased by the City; such as RCMP*
- Street Lights (electricity)
- Water and Sewer (electricity, natural gas, propane) – *including treatment plants*
- Vehicle Fleet (gasoline and diesel) – *includes contractors providing traditional services (contracts over $25,000); includes staff-owned vehicles used for corporate work*
- Solid Waste

Inventories for PCP must include energy consumed by everything a local government owns (e.g. buildings, fleet) and/or operates including leased buildings and contracted services so long as the City has "full authority to introduce and implement operating policies at the operation". Unlike CAC reporting, PCP reporting includes solid waste from corporate operations, and the City-owned RCMP building.

[2] Although CARIP has been discontinued, most BC communities continue to follow this inventory methodology, therefore it was decided to keep using this inventory methodology for consistency.

Penticton – Progress So Far

The City of Penticton has completed CARIP reports since 2009. Highlighted actions are described below in Table 1. A full list of actions can be found in Appendix B. The City has reduced its corporate GHG emissions from 2,499 tCO2e in 2009 to 1,952 tCO_2e in 2019 and 1,786 tCO_2e in 2020, for reductions of 6% and 15%, respectively. This reduction is largely attributable to energy efficiency upgrades to the South Okanagan Events Centre, Trade & Convention Centre, and the Community Recreation Centre.

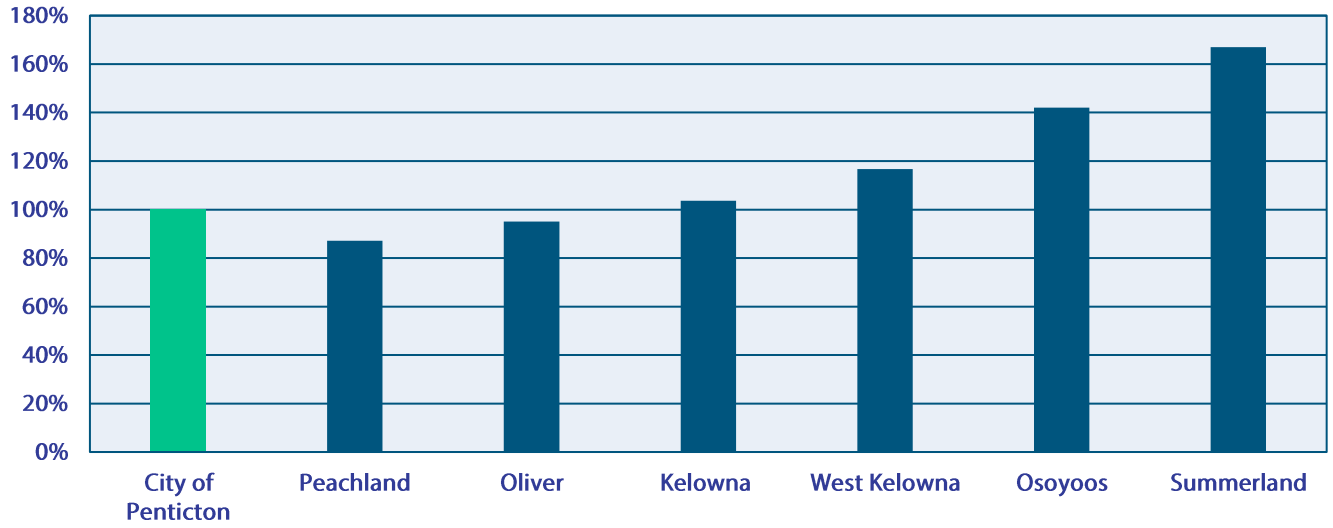
Table 1 – Highlighted Corporate Climate Actions

Buildings / lighting	2019 • New rooftop unit at Library, air handling unit at Museum • New ammonia system at Memorial Arena to replace ice chiller 2018 • Four new HVAC units at Trade & Convention Centre 2017 • Two new cooling units installed at Leir House and City Hall 2016 • LED lighting installed at Curling Rink and McLaren Arena • New infrared tube heater system in garage at City Yards 2015 • LED bulb replacement program for City buildings and arenas, and street lights
Energy generation	2020 • Penticton Generation Study Report, evaluating 15 electricity generation, smart grid, and policy alternatives 2018 • Continued implementation of Voltage Conversion Program to increase energy efficiency • Conducted feasibility study on installing a smart grid system to control/operate some City facilities

Transportation	2022 • Four level 2 EV charging stations installed at 307 Ellis, and two level 2 EV charging stations installed at City Hall, March 2022 • Replaced a propane ice resurfacer with electric in Jan 2022, with another on order 2019 • New electric vehicle charging stations installed in public parking lot 2018 • Two hybrid vehicles purchased for building department 2017 • Route planning through GPS to maximize travel efficiency of fleet
Solid waste reduction	2018 • Biosolids processing review conducted to identify alternatives and upgrades to composting program
Water / wastewater	2019 • Wastewater Water Treatment Asset Plan updated, Master Plan initiated • New variable frequency blower, air diffusers, and pump installed at Advanced Wastewater Treatment Plant 2018 • Installed second high speed turbo blower to decrease energy use 2016 • New blower at wastewater treatment plant (WWTP)
Institutionalisation	2019 • Parks and Recreation Master Plan and Parks Asset Management System beginning to be implemented 2017 • Community Sustainability Coordinator hired to centralize solid waste reduction and climate reporting 2016 • Asset Management Study completed – the Asset & Amenity Management Project (AAMP) – which is intending some major construction projects over the next 2-5 years. 2015-2018 • Penticton has been carbon neutral from 2015-2018 through continual emission reductions and purchase of carbon offsets for remaining emissions. Implementation of the Three Blind Mice avoided forestry conversion project has been a key component of the City's corporate emission reductions to date

Figure 1 compares the GHG emissions per capita for the City's corporate operations (excluding offsets or local carbon reduction projects) with other Cities and Municipalities in the same geographic area of BC, as a percentage of the City's emissions. Data is used from CARIP reports prepared by the individual Cities and Municipalities, which only contain data on traditional services and use a consistent methodology to ensure a like-for-like comparison. The City of Penticton is 3rd out of 7 communities evaluated, with Peachland and Oliver having lower emissions per capita, and Osoyoos, Kelowna, West Kelowna, and Summerland having greater emissions per capita.

Figure 1 – A Comparison of Corporate GHG Emissions Per Capita, 2019

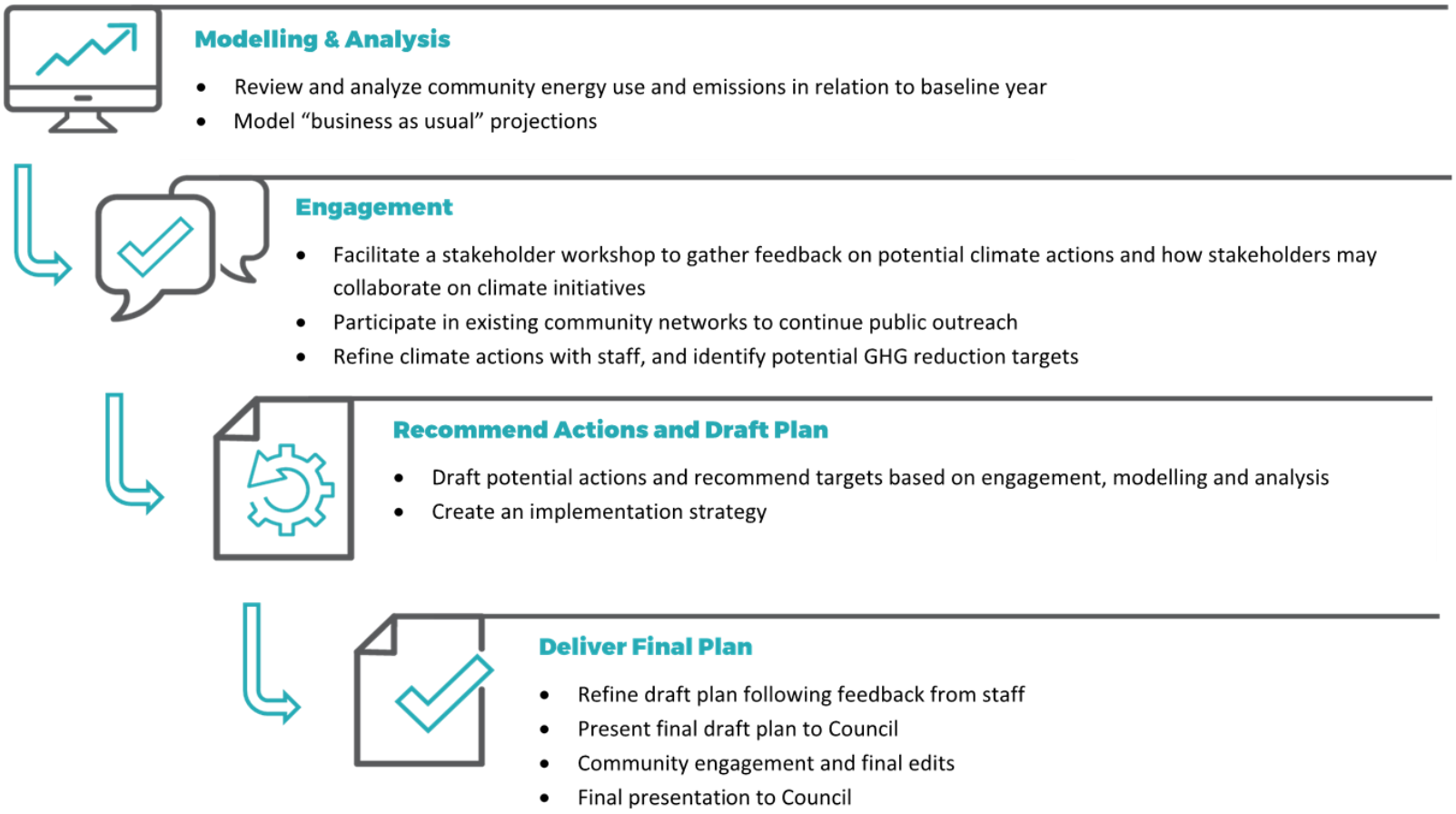


Population (2021)	36,885	5,789	5,094	144,576	36,078	5,556	12,042
GHG Emissions (tCO_2e)	1,952	267	256	7,931	2,229	418	1,065

Corporate Energy & Emissions Plan Development

In 2020, the City of Penticton, in collaboration with CEA, began the process of creating a Corporate Energy and Emissions Plan. The planning process consisted of four main steps, as illustrated in Figure 2.

Figure 2 – Development of the Corporate Energy and Emissions Plan



Energy & Emissions – Where We Are Now

Overview

An inventory is a compiled list of all the energy consumed, the money spent on energy, and the associated greenhouse gas emissions created by the local government in their operations. The inventory may identify the best opportunities for cost and emissions reductions.

This inventory describes the GHG emissions, energy consumption, and annual energy expenditures of all corporate assets based on the CARIP inventory definition. Assumptions made are described in Appendix F. See the info box below for a description of common units to express energy usage and GHG emissions, and what they mean practically.

What is a GJ?

A gigajoule (one billion joules) is a measure of energy. One GJ is about the same energy as:

- Natural gas for 3-4 days of household use
- 25-30 litres of diesel or gasoline
- Two 20 lb propane tanks
- The electricity used by a typical house in 9 days

What is a tonne (tCO_2e) of GHG?

A tonne of greenhouse gases (GHG's) is the amount created when we consume:

- 385 litres of gasoline (about 5 fill-ups)
- $200 of natural gas (a month of winter heating)
- Enough electricity for 8.5 average BC Hydro homes for a year (93,700 kWh)

Historically, the City of Penticton had used SMARTTool, a web based GHG emissions inventory and reporting tool developed and maintained by Shared Services BC, providing a standardized approach to calculating and reporting corporate greenhouse gas emissions. In 2020, SMARTTool was retired and replaced with the Clean Government Reporting Tool (CGRT). Through SMARTTool/CGRT, Penticton tracked corporate energy consumption and GHG emissions, and reported annually for the Provincial CARIP grant. CEA has used the information provided through CGRT to compile the graphs and charts shown in this report.

Breakdown and Trends

Overall, the City of Penticton's energy inventory for the 2019 year was as follows:

- GHG Emissions: 1,952 tonnes CO_2e (tCO_2e)
- Energy consumption: 119,000 GJ
- Energy expenditures: $2.9 million

Figure 3 shows the City of Penticton's GHG emissions by CARIP classifications, and also includes avoided deforestation through the Three Blind Mice Project. The largest area of emissions is Arts, Recreation and Cultural Services at 1,170 tCO_2e in 2019 (965 tCO_2e in 2020). Significant

increases were identified in 2016, 2017, and 2018. The increase in 2016 was due to the partial failure of an electric chiller at the Recreation Centre's pool, requiring natural gas backup from two natural gas boilers (the chiller should be replaced in 2024 allowing energy use to fully return to normal). Increases in 2017 and 2018 were due to colder winters in both years.

The second largest category is Roads and Traffic Operations at 579 tCO_2e in 2019 (529 tCO_2e in 2020). Drinking, Storm, and Wastewater followed next at 260 tCO_2e in 2019 (294 tCO_2e in 2020), followed by Solid Waste Collection, Transportation, and Diversion at 218 tCO_2e in 2019 (231 tCO_2e in 2020). Overall, the City of Penticton has seen a total reduction in GHG emissions of 6% between 2009 and 2019. Avoided deforestation reduced net emissions by 389 tCO_2e from 2,341 to 1,952 tCO_2e. Also note that avoided deforestation offsets began to be applied as of 2016, at 3,696 tCO_2e. Since the totality avoided deforestation offsets was greater than 2016 emissions, the remaining 1,532 tCO_2e from 2016 was then added to the residual offset for 2017. Ongoing residual offsets continue to 2035.

Figure 3 – Emissions by CARIP Classification, 2009 & 2014 - 2020

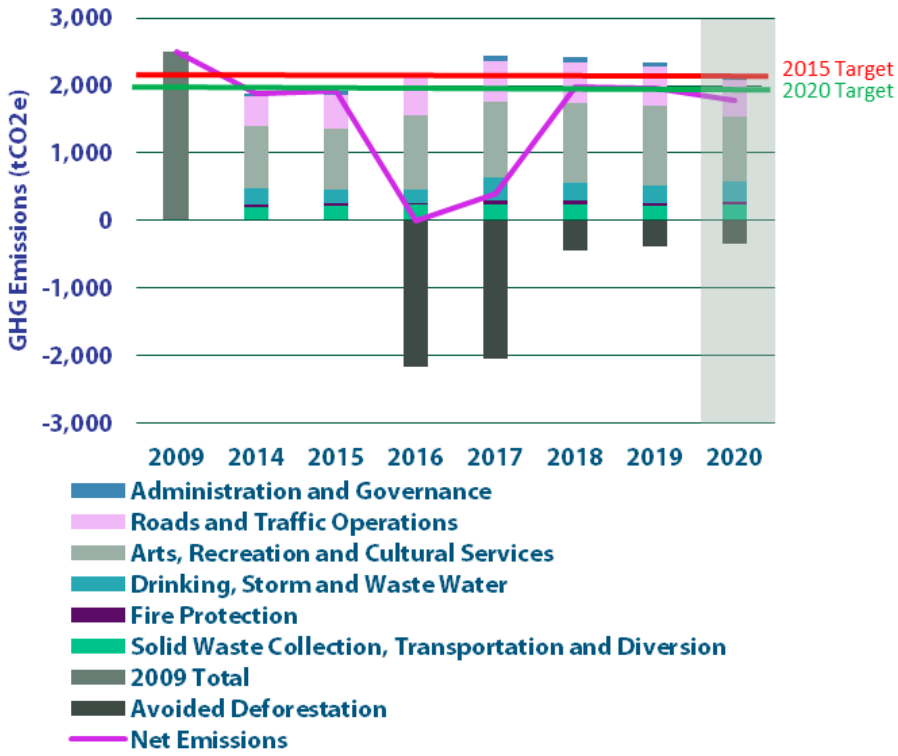


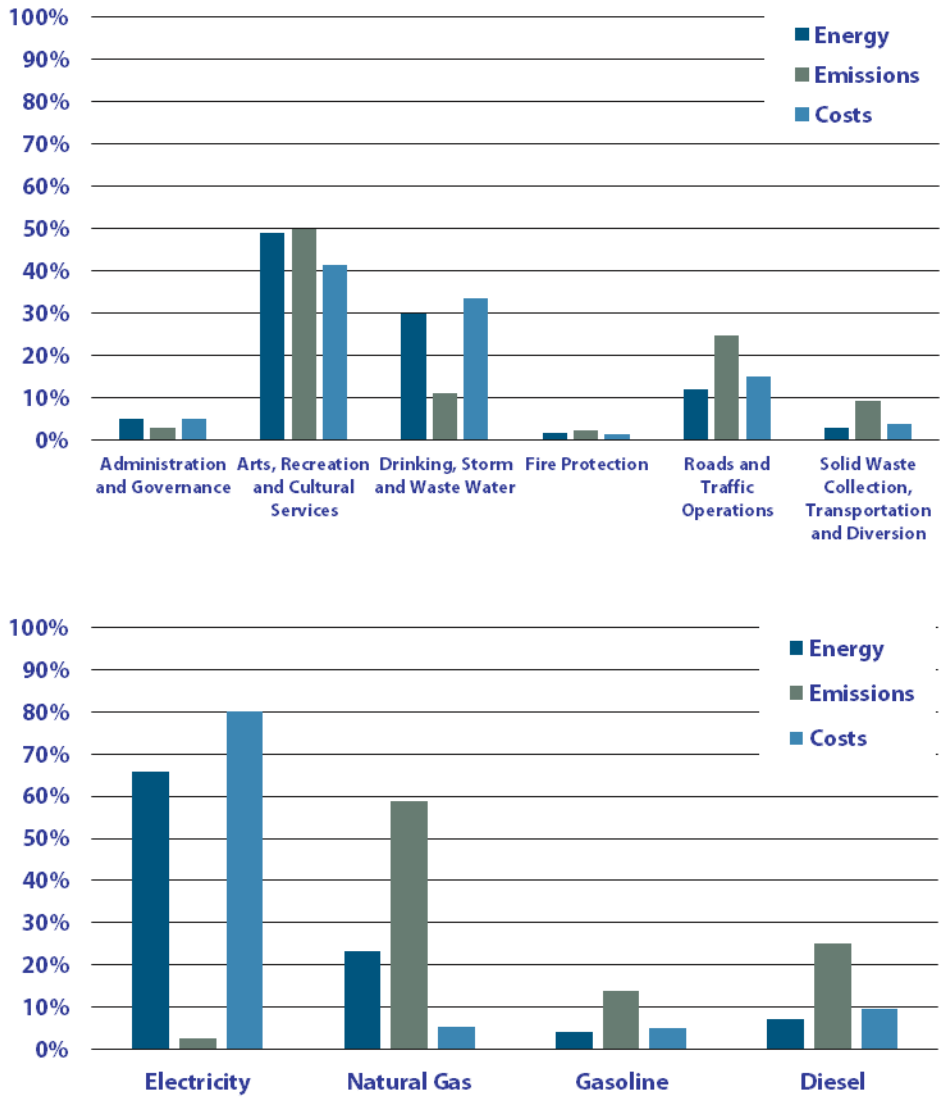
Figure 4 shows the percentage of energy consumption, GHG emissions, and energy expenditure that is attributed to each CARIP classification, and each fuel source in 2019. Note that avoided deforestation has been excluded to keep the calculations simple. In addition to being the largest emitter, Arts, Recreation, and Cultural Services consumed the most energy (49%), at the highest cost (42%). The relative emissions from Roads and Traffic Operations vs. their energy consumption and costs was due to the high emission factor of gasoline and diesel. Conversely for Drinking, Storm, and Wastewater, electricity was the primary energy source; it has a very low emission factor but high cost, hence why its emissions were low relative to energy consumption and costs.

GHG emissions in 2019 were predominantly from natural gas, comprising a total of 59% of total emissions (1,377 tCO_2e) yet accounted for only 5% of energy costs. Electricity, on the other hand, contributed only 2% of emissions, but accounted for 66% of energy consumption (78,200 GJ), and 81% of costs, at over $2.37 million. This is owing to the low emission factor for electricity, but its relatively high cost.

Diesel and gasoline counted for 28% and 14% respectively of total GHG emissions, which combined means that vehicles are responsible for over a third of the City's GHG emissions.

Figure 5 shows the top five operational assets in terms of energy consumption, GHG emissions and energy costs. The Community Recreation Centre used nearly 20,000 GJ of energy in 2019, followed closely by the South Okanagan Events Centre and the Advanced Waste Water Treatment Plant (AWWTP). Fleet vehicles combined was 4th in energy consumption, but contributed the highest proportion of emissions, at just over 900 tCO_2e, nearly double that of the next highest source, the Community Recreation Centre, at 500

Figure 4 – Energy, Emissions, and Cost by CARIP Classification & Source, in 2019

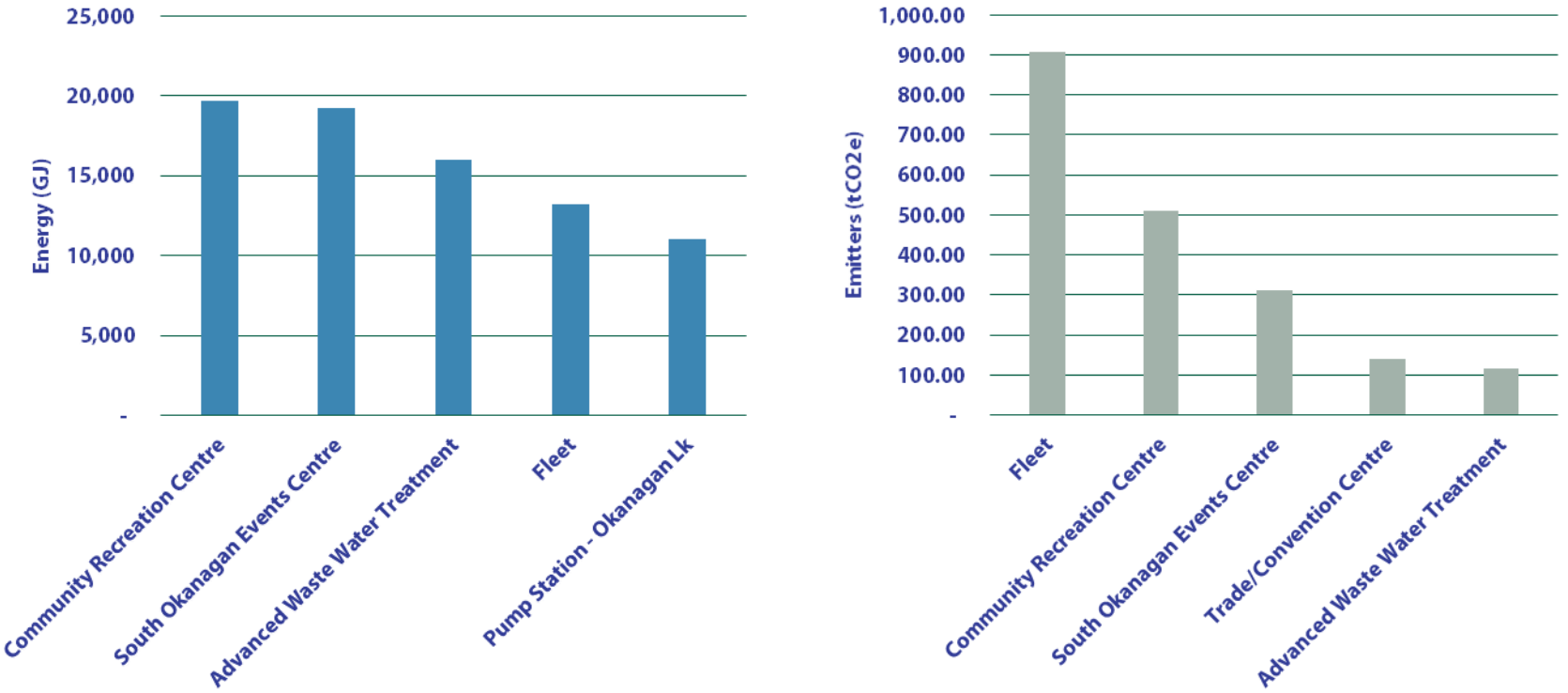


tCO_2e. Conversely, the buildings with the highest energy cost in 2019 were the Events Centre and the AWWTP at approximately $430,000. Both buildings spent over $400,000 in electricity, with small contributions from natural gas.

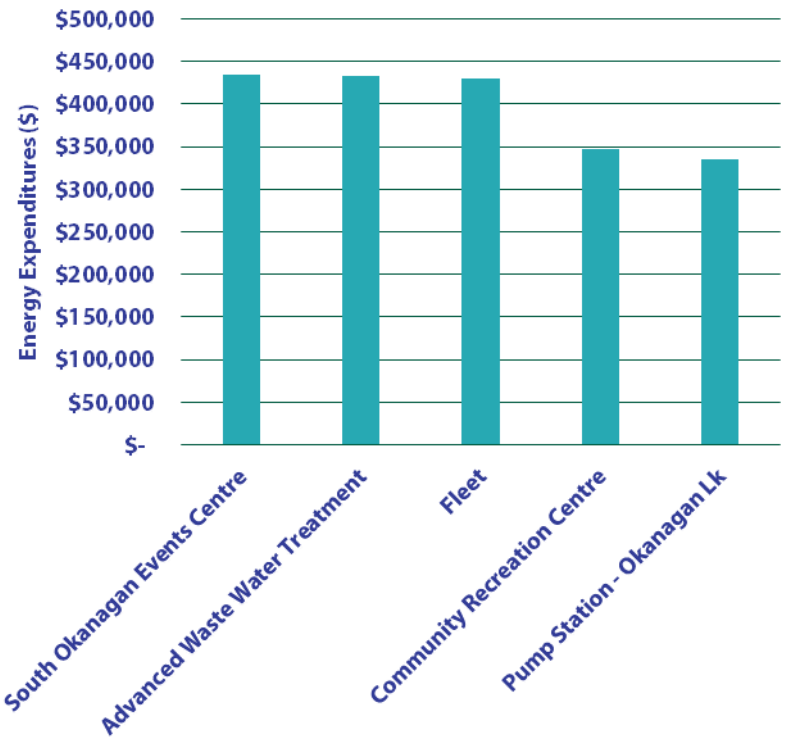
Based on these findings, the 4 priority operational assets to focus on to prioritize electrification, reduce emissions, costs, and consumption are:

- Fleet vehicles
- Community Recreation Centre
- South Okanagan Events Centre
- Advanced Waste Water Treatment Plant

Figure 5 – Top 5 Operational Assets for Energy, Emissions and Cost, 2019



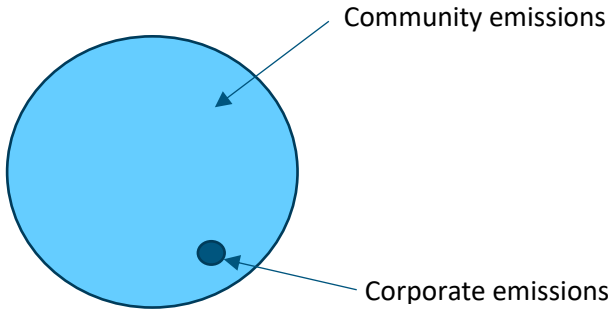
Continuation of Figure 5, Top 5 Operational Assets for Cost, 2019



As mentioned previously, the emissions inventory shown above and its comparison to corporate GHG targets includes the carbon reductions from avoided deforestation through the Three Blind Mice Project. Although this approach is permissible for the purposes of carbon accounting and laudable over the short and medium-terms, the City should not rely on carbon reduction projects and offsets over the long-term to reduce emissions; rather the City should focus on deep energy retrofits and fleet decarbonisation of the assets under its control. To that end, a secondary inventory without offsets and carbon reduction projects has been created to illustrate City emissions in relation to its 2015 and 2020 GHG targets. This is shown in Appendix D.

Corporate vs. Community Inventories

In 2019 the City of Penticton's community GHG emissions were 248,039 tCO_2e. Corporate GHG emissions in that year were about 0.9% of the community total.



Community

- Community-wide energy use
- Use local government levers of infrastructure, policy/regulation and outreach/engagement to impact community energy and emissions
- Transportation, buildings and waste are the areas of focus

Corporate

- Municipal facilities and operations
- Detailed energy information
- More emphasis on immediate actions
- Corporate actions can anchor community-wide projects

Business as Usual Projections

Business as Usual (BAU) projections for the City's CARIP inventory are shown in this section. For projections for the PCP inventory, see Appendix C. Again, due to the pandemic, 2020 data is likely not a representative year from which to base projections on. Therefore, projections were based on 2019 data.

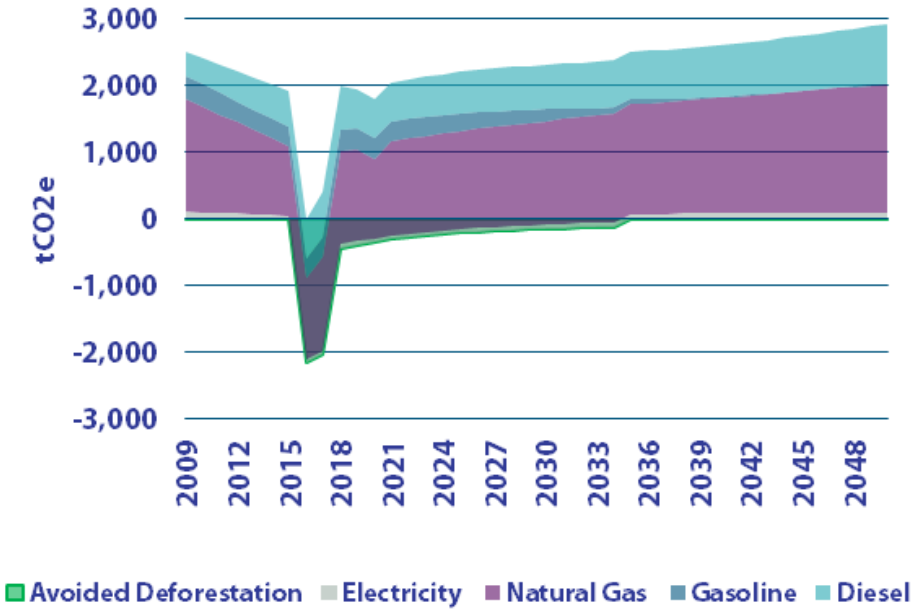
What does Business as Usual mean?

Business as Usual, or BAU, is a way of describing what is estimated to happen if the City does not try to reduce emissions going forward. A number of factors are taken into account, similarly to a Community Energy and Emissions Plan. Population growth and the subsequent growth in corporate assets is a very important consideration. As the number of people increase in a community, more corporate assets are needed to serve them. Other things that are taken into account include:

- Changing climate patterns, as warmer winters and hotter summers change the way that energy is consumed in corporate buildings.
- Impacts of policies already adopted by higher levels of government, such as:
    - Renewable and low carbon fuel standards
    - Vehicle emissions standards
    - That progressive policies on electric vehicles will have an impact on the City's purchases for gasoline vehicles, in particular the Zero Emissions Vehicles mandate.
    - The greening of the BC Building Code (progressive steps towards net zero energy ready buildings by 2032)

If the City of Penticton implements no special efficiency or conservation activities, and assuming that future changes are proportional with population increase at 1.45% per year, then the City's emissions are forecast to increase by an additional 13% in 2025 and by 18% in 2030 relative to 2019 levels as shown in Figure 6 under a BAU scenario. For the BAU scenario projection without local offset project carbon reductions, see Appendix D.

Figure 6 – Business-as-Usual Emissions Forecast to 2050, by Energy Source



It is difficult to predict these future increases, but it is clear that an increasing population will provide upward pressure, while the policies from higher levels of government will provide downward pressure on GHG emissions. It would therefore be prudent for the City to also conduct its own measures (i.e. implement the actions detailed in this Plan) to manage its energy consumption and GHG emissions.

No BAU chart for energy expenditures has been created because of the considerable uncertainty around predicting future energy prices.

Corporate GHG Reduction Target

The City had existing corporate GHG reduction targets of 15% by 2015, and 20% by 2020, below 2009 levels. The City has met its reduction target up to 2020, due in part to the inclusion of avoided deforestation offsets from the Three Blind Mice project. There is however, no current target beyond 2020 for Penticton's corporate emissions.

Through this report, it is recommended that the City adopt a long-term target that is in line with the Intergovernmental Panel on Climate Change (IPCC)'s targets to limit climate change to 1.5°C above 2010 levels, which requires net-zero emissions by 2050. Since a full set of inventory data is not available for 2010, it is recommended that Penticton use 2009 as a baseline year for this target (any difference in emissions will be small).

Based on modelling results from the implementation of actions outlined in the next section, it is recommended that the City adopt a short-term net emissions target including local reduction projects and offsets such as the Three Blind Mice Project. The short-term net emissions target should be a 30% reduction by 2025 and 45% by 2030, below 2009 levels.

Ideally however, the City should not depend on offsets in the long-term to account for increasing corporate emissions. Therefore, it is recommended that the City also adopt an internal emissions target that does not include offsets or other projects that sequester carbon. To that end, based on the modelling results the City should adopt a 25% reduction in GHG emissions by 2025, 40% reduction by 2030, and zero by 2050.

Though the City does not currently have one, it may benefit from setting a target for energy consumption as well. Based on the expected energy savings from the actions within this Plan, we recommend an energy reduction of 15% below 2009 levels by 2030.

Climate Emergency Declaration

By adopting the CEEP the City acknowledges that now is a critical time to reduce greenhouse gas emissions in order to limit global temperature increases to the limit of 1.5ºC as recommended by the IPCC. Declaring a Climate Emergency, as recommended by the Community Sustainability Advisory Committee, concurrently with the adoption of the CEEP will demonstrate the City's commitment to take action on climate change.

When implemented, the actions in the CEEP will lower GHGs from the corporate fleet and buildings. The City can show its commitment to the Climate Emergency declaration by financing projects through respective department budgets and by utilizing the climate action reserve to further fund projects that lower emissions and benefit the environment. Having Council acknowledge the Climate Emergency at the same time as the plan brings validity to both the declaration and the Plan – providing affirmation that the City will engage in actions that lower local GHG emissions on both a community and corporate scale at the same time as the declaration is made.

What We Can Do: Recommended Climate Actions

Based on staff consultation and best practices, actions were identified to be implemented over the next five years, as shown in Table 2. Actions fall under the following five categories.

1. ***New Buildings and Infrastructure:*** Improve energy performance and lower GHG emissions in ***new*** City buildings and infrastructure
2. ***Existing Buildings and Infrastructure****:* Improve energy performance and lower GHG emissions in ***existing*** City buildings and infrastructure
3. ***Renewable Energy****:* Increase the use of renewable energy in municipal operations
4. ***Transportation:*** Improve energy efficiency and reduce GHG emissions in the City's fleet
5. ***Enabling Actions and Corporate Leadership****:* Institutionalise the plan, and demonstrate leadership on waste and water



Look for the "low-hanging fruit" icon. This identifies easy to implement actions that Penticton should focus on in the near term. More details on specific actions can be found in the "Next Steps"

Table 2 – Climate Actions Summary

ACTIONS LIST		Already Done	Ongoing	2022	2023	2024
New Buildings and Infrastructure						
1.1	Commit to building energy efficient and resilient facilities (may include Step Code implementation)		x	x	x	x
1.2	Commit to building energy efficient and resilient infrastructure					(Maybe)
1.3	Optimize siting and orientation of new buildings		x	x	x	x
Existing Buildings and Infrastructure						
2.1	Conduct building energy audits prioritized in AAMP		x	x		
2.2	Implement energy retrofits recommended by building energy audits, & improve resiliency				x	x
2.3	Conduct energy & resilience-focused operational review of infrastructure			x		
2.4	Implement measures from operational review of infrastructure				x	x
2.5	Incorporate energy management into annual building maintenance procedures			x		
2.6	Investigate opportunities to consolidate older buildings			x		
Renewable Energy						

ACTIONS LIST		Already Done	Ongoing	2022	2023	2024
3.1	Make solar ready/Implement Solar PV installations on buildings			x		
3.2	Implement heat recovery retrofits in buildings				x	
3.3	Complete & Identify next steps from Power Generation Study	x	**x**	**x**	**x**	x
Transportation						
4.1	Right-size vehicles for assigned tasks		x			
4.2	Develop a vehicle purchasing policy/Green Fleet Policy			x		
4.3	Invest in EVs and EV Charging Stations (where available and practical)		x	x	x	x
4.4	Assess renewable fuels (e.g. biodiesel, ethanol) for corporate fleet			x		
4.5	Fuel efficient driver training & anti-idling policy			x		
4.6	Energy-focused fleet maintenance (e.g. tire pressure, fuel & air system)		x			
4.7	Encourage employee carpooling and active transportation where possible			x		
4.8	Improve/expand facilities to help staff reduce the emissions associated with commuting to work	x	x	x	x	x
Enabling Actions and Corporate Leadership						
5.1	Have dedicated staff person or department for plan implementation	x				
5.2	Implement recommendations on funding climate action			x	x	x
5.3	Develop KPIs, monitor and track for progress			x	x	x
5.4	Manage waste creation & water consumption			x	x	x
5.5	Examine local carbon offset projects or offset purchases for remaining emissions	x	x	x	x	x
5.6	Incorporate energy and emissions impacts into council reports		x	x	x	x
5.7	Declare Climate Emergency		x	x	x	x
5.8	Create an Emissions Dashboard		x	x	x	x

Further details on actions, including projected implementation timelines, GHG and economic impacts (for the year 2025), are detailed in Appendix B.

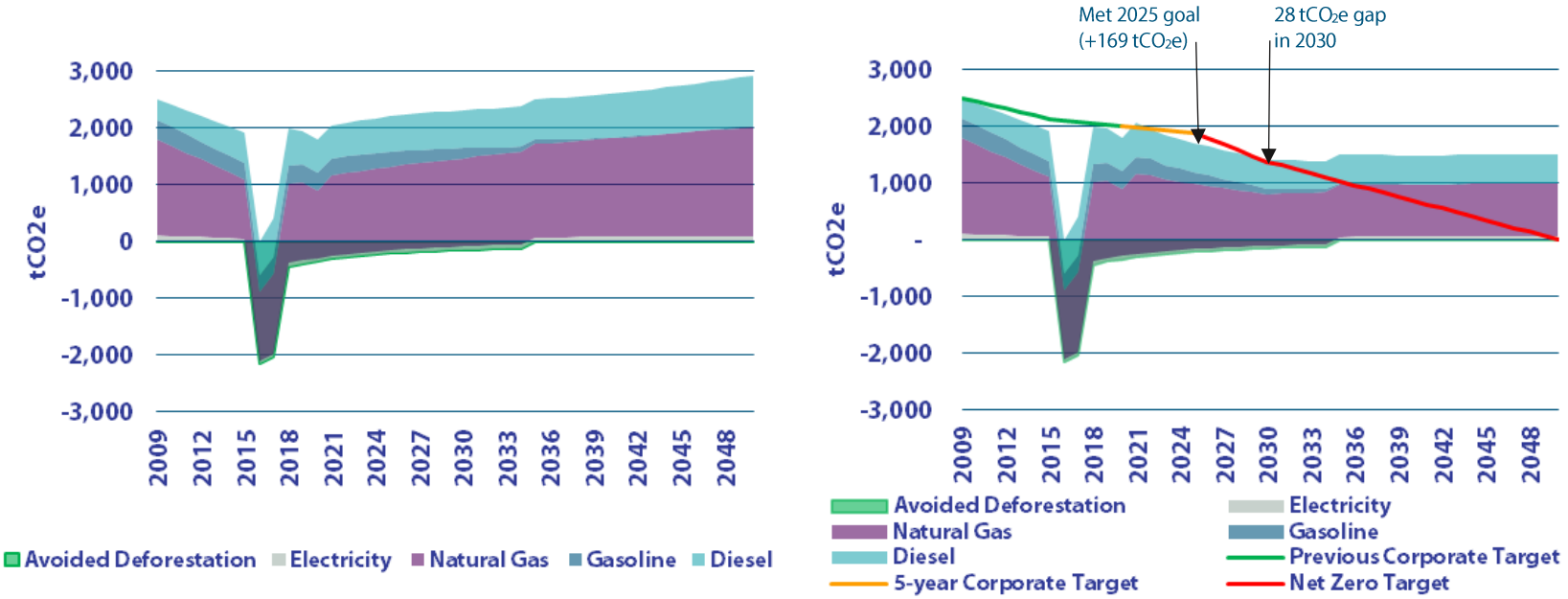
What We Can Achieve

Modelling Climate Actions

Implementation of the actions was modelled to estimate the potential GHG emission reductions and energy expenditure savings. More detail on the modelling is in Appendix F.

As shown in Figure 7, upon implementation, total GHG emissions are expected to decrease by 794 tonnes/year (32%) in 2025, and 1,097 tonnes/year (44%) in 2030, relative to 2009 levels, thus achieving the 2025 short-term suggested corporate target, and essentially meeting the IPCC target in 2030. For projected emissions without contributions from carbon reduction projects, see Appendix D. GHG emissions are then predicted to plateau unless further actions are implemented. It is important that this Corporate Energy and Emissions Plan be updated again in 3-5 years to identify new actions to implement to keep the City on track with its long-term target of net-zero by 2050.

Figure 7 – BAU and Modelled Emissions from Proposed Climate Actions



As depicted in Figure 8, the top three actions that will achieve the largest reductions in GHG emissions in 2025, in order of largest GHG reductions first, are:

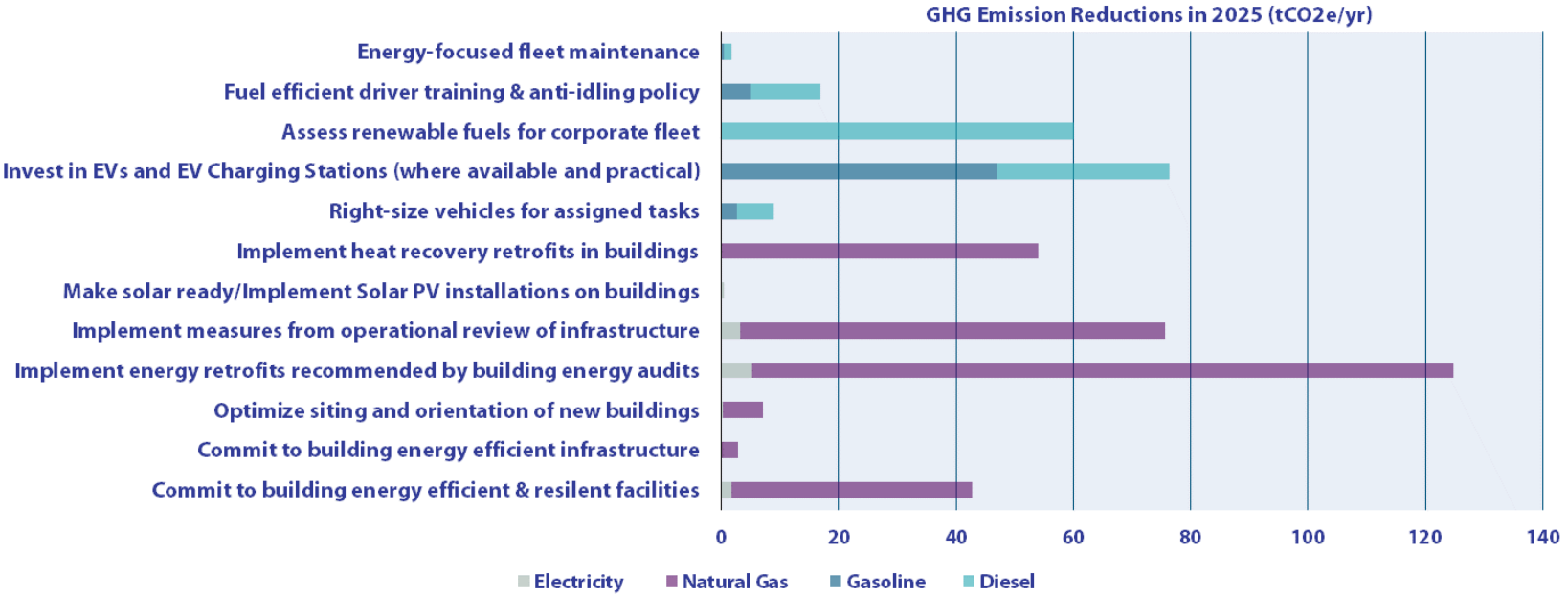
- 2.2 – Implement building energy retrofits recommended by building energy audits (125 tonnes/yr)
- 2.4 – Implement measures from operational review of infrastructure (76 tonnes/yr)
- 4.3 – Invest in EV's and EV charging stations (76 tonnes/yr)

Expected emission reductions for building and infrastructure retrofits are 125 and 76 tonnes/yr in 2025, respectively. Note that energy audits on infrastructure and buildings are expected to be conducted in 2022, which are denoted as actions 2.1 and 2.3, respectively. These actions are pre-requisites to actions 2.2 and 2.4, which are the implementation of retrofits recommended by the audits. Since this report was developed before the audits were completed, smaller but cumulative annualized estimates were made for expected energy and emission reductions, rather than large, discrete reductions for specific retrofit projects. These reductions should be revisited once audits are completed and recommended retrofits are prioritized. Retrofits will also have a resilience co-benefit, as it will improve the ability of buildings to provide a comfortable environment even during extreme temperatures.

Investing in EV's and EV charging stations will reduce the City's consumption of diesel and gasoline and therefore result in reduced GHG emissions from fleet vehicles. There will be an increase in the consumption of electricity as a result of this shift, however, EV's are approximately four times more efficient[3] than traditional internal combustion engine (ICE) vehicles and involve less maintenance costs, therefore significant cost savings will be realised.

[3] Canada Energy Regulator, 2021. *Market Snapshot: Battery electric vehicles are far more fuel efficient than vehicles with internal combustion engines.* https://www.cer-rec.gc.ca/en/data-analysis/energy-markets/market-snapshots/2021/market-snapshot-battery-electric-vehicles-are-far-more-fuel-efficient-than-vehicles-with-internal-combustion-engines.html#:~:text=Altogether%2C%20BEVs%20are%20far%20more,movement%20when%20including%20regenerative%20braking

Figure 8 – Emissions Reduction for each Proposed Action, in 2025



Actions will be implemented over time, and therefore savings will increase over time. There is potential for significant cost savings from reducing electricity purchases, which will come predominantly from energy efficiency measures in new/existing buildings and infrastructure.

Substantial energy cost savings could be realised through the implementation of the actions listed in Figure 9, in particular the implementation of building and infrastructure retrofits arising from the energy audits to be conducted in 2022. Alone, those two actions could yield annual savings of over $440,000/year by 2025. Overall, the plan could save over $695,000/year by 2025, with $560,000/year from electricity. This amounts to an 18% savings in 2025, reducing costs from $3.78 million to $3.09 million, as shown in Figure 10.

Figure 9 – Cost Savings for Each Proposed Action, in 2025

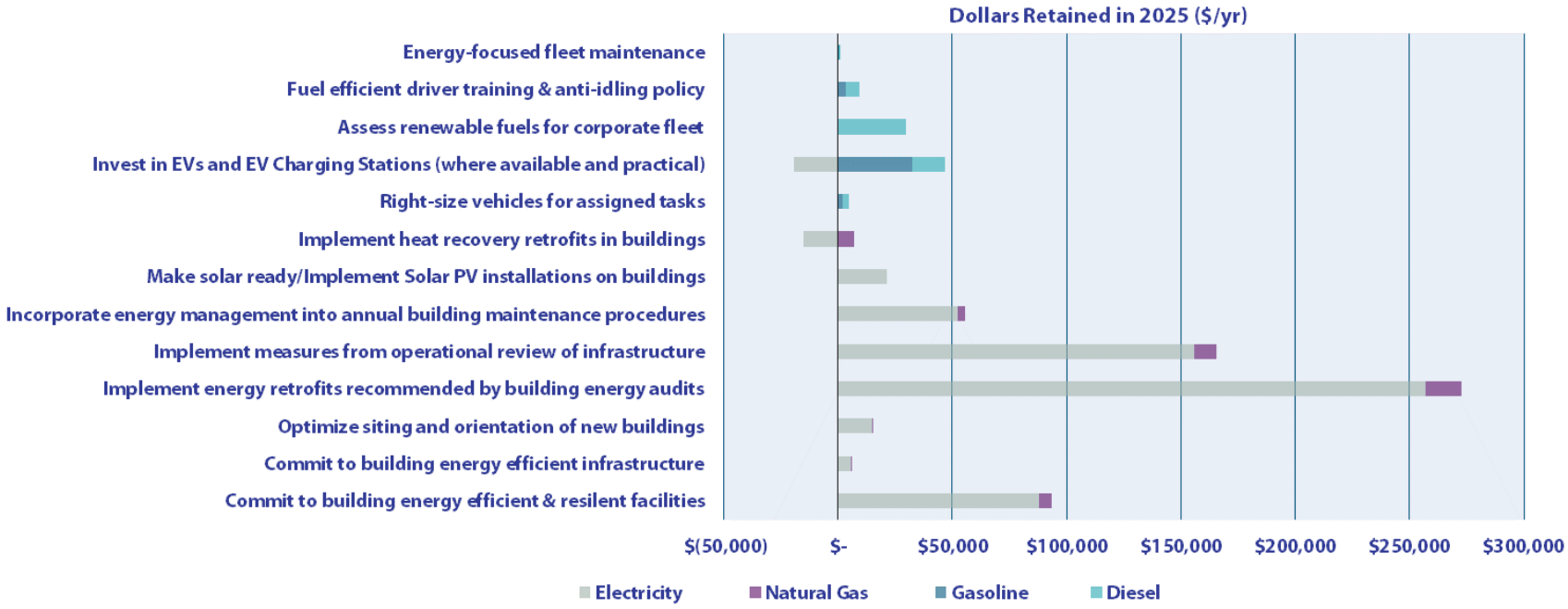
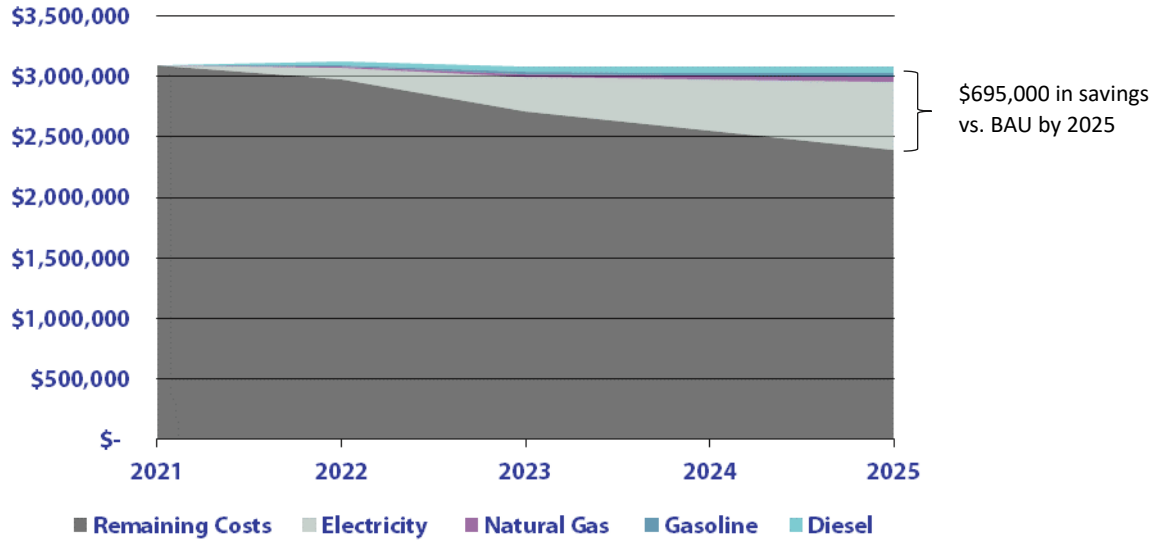
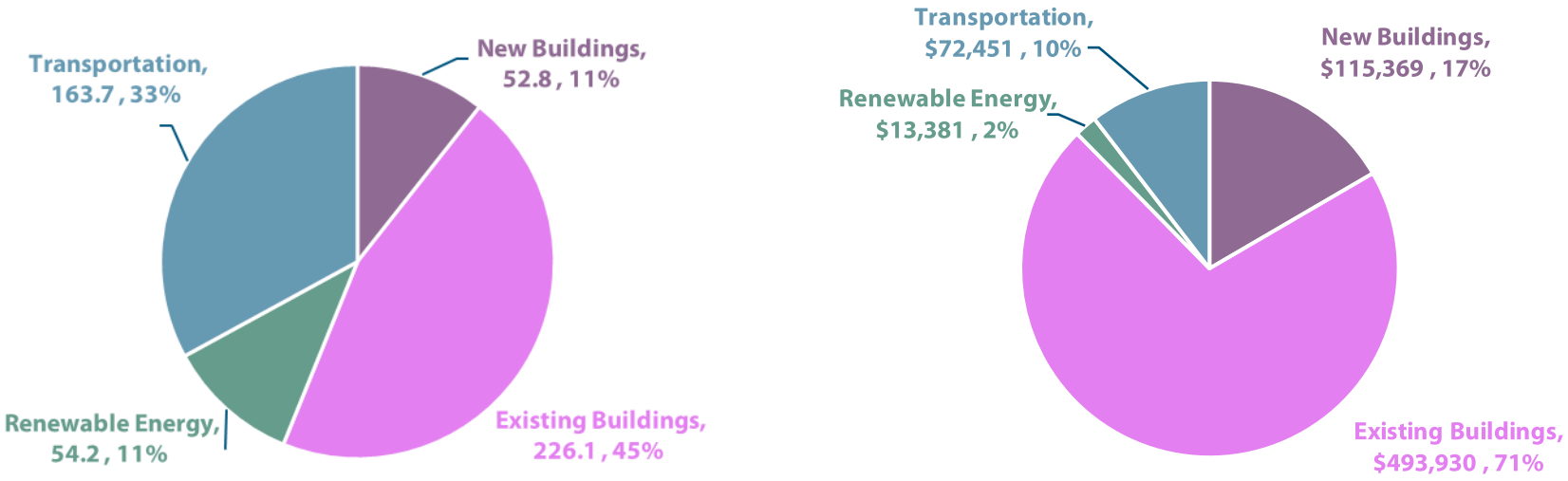


Figure 10 – Energy Costs and Savings from Actions to 2025 by Fuel



Action impacts can be represented in terms of how much each action category will contribute towards the 2025 GHG emissions reduction, as well as associated cost savings. This information is shown in Figure 11. The largest proportion of emission and cost savings will be from existing buildings at 45% and 72%, respectively, while transportation will also contribute 33% and 9% respectively.

Figure 11 – Emissions Reductions* and Cost Savings by Category, in 2025



*Reductions in this graph are in tonnes CO_2e

Next Steps – The Low-Hanging Fruit

Funding Climate Action

Penticton currently has a Climate Action Reserve Fund of approximately $512,000. The fund was financed annually through CARIP grants up until 2021, with the most recent contribution totalling approximately $65,000. The closure of the CARIP grant in 2021 raised questions about how the fund would continue, although since then announcements have been made about a CARIP grant replacement coming in 2022 and would be an excellent way to continue the fund. The Climate Action Reserve Fund has up until now been the sole dedicated source of climate action funding and does not currently have policy guidelines.

To ensure adequate funding for climate action going forwards, as well as to integrate climate action within municipal processes, it is recommended that the City of Penticton require all projects in the City (capital or otherwise) to include an emissions and energy analysis, and that those factors be considered in their prioritization. In addition, the guidelines for the use of the Climate Action Reserve Fund should be created and could include:

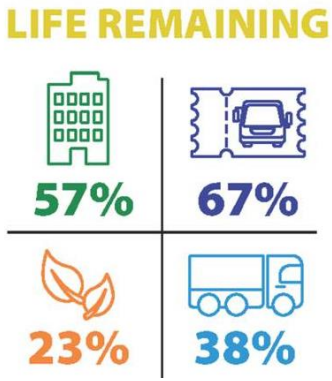
- Topping-up projects or purchases (e.g. increasing the budget of another department to assist with energy savings, such as increasing the Fleet budget to replace a gasoline vehicle with an EV equivalent, instead of replacing with another gas unit)
- Increasing staff resources
- Providing seed money for grants or new projects
- Plans, studies, or other initiatives
- Community engagement or awareness about climate change or GHG reductions
- Purchasing offset credits

City staff could also keep an open mind with respect to finding other sources of funding for augmenting the Climate Action Reserve Fund. Revenues from selling electricity for EV charging through the Low Carbon Fuel Standard are one possible example.

Building & Infrastructure Energy Audits & Retrofits

A recent asset assessment conducted by the City, shown in Figure 12, identified 57% of life remaining for the City's buildings and infrastructure, as well as 67% for transportation systems, 38% for the fleet, and 23% for parks.

Figure 12 – Life Expectancy of Penticton Assets



Penticton is currently in discussion with FortisBC on beginning energy audits on qualified corporate buildings as part of the Commercial Energy Assessment Program, and the Custom Efficiency Program.

The Commercial Energy Assessment Program offers a free walk through energy audit with a high level report (ASHRAE Level 1) identifying energy conservation measures that could take advantage of FortisBC's equipment focused prescriptive rebates, and potential energy efficiency upgrades.

Identified energy efficiency upgrades could then be implemented as part of the Custom Efficiency Program, if the building has the potential to save over 1,000 GJ of natural gas or 50,000 kWh of electricity each year as determined by an energy study proposal. FortisBC will provide 75% of funding to conduct an ASHRAE Level 2 (or equivalent) energy study on the building by an approved engineering consultant, up to $37,500. Note that the cost of the study will depend heavily on the size and type of building, however to that end, the following buildings in Table 3 have been recommended for by FortisBC, with the respective consumption of natural gas and electricity included.

Table 3 – Buildings of Focus for High Impact Energy Retrofits

Building	Nat Gas (GJ)	Electricity (kWh)	Energy Costs ($)
South Okanagan Events Centre	6,051	3,661,483	$434,133
Trade & Convention Centre	2,755	1,009,680	$125,911
Community Rec Centre	10,115	2,657,760	$347,778
McLaren Park Arena	625	693,190	$79,221
Memorial Arena	1,029	1,091,680	$125,017
Works Yard	1,040	430,508	$52,918
Water Filtration Plant	1,311	1,105,200	$128,101

Buildings to focus on first

Buildings that qualify for the Custom Efficiency Program will receive incentives that offset the incremental cost of the new energy efficient project relative to the baseline consumption. The incentives are the lesser of:

- $3/GJ over the measure life of a natural gas efficiency project
- $0.02/kWh over the measure life of an electric efficiency project
- 75% of the invoiced project costs
- a maximum of up to $500,000 for commercial building or agricultural lighting projects, or up to $1 million for industrial facilities

As a hypothetical example of the degree of savings, if natural gas consumption were reduced by 20% and electricity by 5% in the Top 3 buildings identified in blue, this would translate into annual energy cost savings of $23,250 and $43,600 for natural gas and electricity, respectively. There would then be the additional incentives from the Custom Efficiency Program, increasing savings further.

Energy audits are being completed on the three high priority buildings identified in Table 3: South Okanagan Events Centre, Trade & Convention Centre, and Community Rec Centre. The 3rd intake of the Clean Communities Fund (CCF) has been announced, and is being targeted as a suitable funding source for one of these buildings, and the energy audits are important prerequisites to apply for this funding.

This plan will be developed in detail upon completion of the energy audits, as they will provide more certainty on the timeframe and expected costs and returns for recommended retrofits.

Solar-Ready Policy for Buildings

A solar policy is already being drafted for new corporate buildings, which will require that all new corporate buildings have solar installed. The policy will also require solar-readiness for roof retrofits in existing buildings.

Develop a Green Fleet Policy, Including EVs for City Fleet

As the fleet comprises 39% of overall corporate emissions, electrification is important to meet the City's emission reduction targets. As per Figure 12, the City's most recent assessment of asset life indicates that the life remaining for the fleet is at 38%; presenting ample opportunity to develop a green fleet plan, and convert towards electric options.

A Green Fleet Policy formalizes and clarifies fleet replacement policies and practices to reduce GHG emissions acquiring the most appropriate vehicle and equipment (also known as "right-sizing"), minimizing fuel consumption, improving driver satisfaction and equipment life and reducing operating costs. See Appendix K for a sample Green Fleet Policy that the City could implement.

At present, the City has only six Level 2 EV charging stations on City property (four at 307 Ellis and two at City Hall), nor do they have any fully electric vehicles within the fleet. Installation of Level 2 chargers for City staff is relatively inexpensive if unmetered, which are in the $1,000-$2,000 range installed, vs. public chargers which require metering and networking, and are considerably more expensive ($5,000+).

The City is currently awaiting a final decision on its application to the Clean Communities Fund for four direct current fast charging stations on owned properties: One at City Hall, one at the SS Sicamous, one at the South Okanagan Events Centre, and one at Skaha Lake Park West.

As for electrification, electric trucks are starting to reach the market (e.g. Tesla Cybertruck, Rivian R1T in 2021, and the Ford F-150 Lightning, Chevy Silverado EV, Atlis XT in 2022). Though upfront costs are expensive (around $100,000 per vehicle), the Climate Action Reserve Fund could potentially be considered to fund the incremental capital costs. Alternatively, the City could look at new/used passenger EVs.

Of the approximately 180 fleet vehicles owned by the City, 57 are light duty trucks, and 29 are light duty vehicles. Table 4 identifies the number of fleet vehicles in each category that have ZEV alternatives available. A fleet assessment is currently underway with ChargeFWD and is expected to be completed by fall 2022, which will provide more context on vehicles ready for replacement, and potential ZEV alternatives.

Table 4 – ZEV Alternatives for City Fleet

	# in Fleet	# and % with ZEV alternatives	Potential GHG Reduction (tCO_2e/yr)
Light duty vehicles	29	21 (72%)	25
Light duty trucks	57	54 (95%)	122

Below in Table 5 is a list of the top 3 emitters amongst City-owned diesel and gasoline fleet vehicles. Of these six, the 2013 Toro Mower and 2013 Chevrolet Silverado could be candidates for electrification at the time of this report, based on available vehicle models. The 2008 Ford F250 is also a possibility in the near future as technology becomes available, while the other vehicles will be more likely to be available in the longer-term.

Table 5 – Highest Emitting Fleet Vehicles

Reporting_Code	Description	Fuel	Amount (L)	Emissions (tCO_2e)
COP-UNIT-E201	2013 SPARTAN PUMPER TRUCK	Diesel	11,146	29.3
COP-UNIT-0077B	2017 Johnston Sweeper	Diesel	10,093	29.1
COP-UNIT-0070	2013 TORO MOWER	Diesel	9,495	27.4
COP-UNIT-0025A	2015 GMC Concrete Crew	Gasoline	4,037	9.1
COP-UNIT-0029	2013 CHEV SILVERADO	Gasoline	3,961	9.4
COP-UNIT-0135	2008 FORD F250	Gasoline	3,752	8.5

Incorporate Energy and Emissions Impacts into Council Reports

Bringing awareness and transparency of climate action into Council reports will help keep the climate discussion top of mind for Council members and the public. Showcase climate actions at both the community and corporate levels should be identified, with overall energy and emission reductions, along with how those are contributing to the City meeting its emissions (and potentially energy consumption) targets, should be included.

Implementation for Success – Funding the Way

Several key factors are important for the successful implementation of energy and emission reduction plans based on research conducted by CEA, QUEST, and Smart Prosperity.[4] Among others, they include establishing broad support for implementation, building staff and financial capacity for implementation, and institutionalizing the plan in order to withstand political and staff turnover.

The City of Penticton has political and staff support for climate action, however additional staff capacity is necessary, as only 30% of a full-time technical position is currently allocated to climate action, with the remaining 70% allocated to solid waste. The City may need to consider additional staff resources of a higher capacity to appropriately advance the action items in this plan. The City does also does have a Climate Reserve Fund, which is currently being utilized as seed money for the 2020 CleanBC electric vehicle fast charger grant application, to purchase four e-bikes for corporate use, and to pay for the net cost of energy audits for the SOEC, PTCC and Community Recreation Centre.

Funding sources that communities typically use for climate action are shown in Table 6. External funding sources should be pursued where available to accelerate action. The internal funding sources that the City sets aside can be used to leverage external funding to great effect.

Table 6 – Funding Sources BC Governments Typically Use for Climate Action

Internal Funding Sources	External Funding Sources
• Allocation from operating budget (e.g. 0.1% annually) • Climate action revolving fund • Recycling and solid waste user fees • Building permit fees and other service fees charged by Development Services • Electrical utility and water user fees	• Replacement to CARIP grant • Revenue from EV charging, through Low Carbon Fuel Standard • UBCM Gas Tax Agreement Funds • FCM's Green Municipal Fund (supports plans, studies, capital projects and pilot projects for environmental initiatives in a number of focus areas) • Northern Development Initiative Trust • Federal government programs such as the Low Carbon Economy Challenge and Clean Energy Innovation Program • Provincial government programs such as the Clean Energy Vehicle Program and CleanBC Communities Fund

[4] Community Energy Implementation Framework, https://questcanada.org/project/getting-to-implementation-in-canada/?dc=framework

The City already:

- Incorporates climate action into some documents like the OCP
- Has a partially dedicated staff position (30% of a full-time employee) working on climate action, the Community Sustainability Coordinator (remaining 70% dedicated to solid waste)
- Completes annual CARIP reports

In addition to these actions, the City should consider:

- Increasing technical staff resources to implement the actions items in the plan
- Discussing climate action implications in all reports to Council
- Incorporating the recommendations on Funding Climate Action contained in this report, which are:
    - Continuing to fund the Climate Action Reserve Fund with the CARIP replacement, and keeping an open mind to other sources of funding
    - That all projects in the City (capital or otherwise) include an emissions and energy analysis, and that those factors be considered in their prioritization
- Incorporating climate action into job descriptions of other City staff. Climate action is the responsibility of all departments, and there is greater chance of success if responsibility is formally shared
- Monitoring indicators that are easy to track to help ensure that progress is being made
- Reporting on indicators as part of an annual report to Council
- Renewing this plan in five years

With regards to institutionalization, ideas on how this can be done are shown in Table 7.

Table 7 – Ways Local Governments Can Institutionalize a Corporate Energy and Emissions Plan

Incorporate	Embed climate action into other planning documents such as the OCP, bylaws and policies, and departmental/master plans. Climate action could also be incorporated into City staff job descriptions. Include climate action considerations in all reports to Council.
Budget	Embed climate action into the budgeting process.
Monitor	Monitor indicators as outlined in the Monitor and Evaluation section.
Convene	Host regular meetings to discuss implementation with internal and/or external stakeholders.
Report	Report regularly to Council on progress and accomplishments. Annual reporting is recommended. It can be integrated with CARIP-equivalent reporting.
Renew	Prepare for Plan renewal approximately every five years.







Monitoring and Evaluation

Monitoring and evaluating the implementation of the plan is critical for its success. Key Performance Indicators (KPIs) enable communities to measure the outcomes of a plan's implementation. When KPIs are monitored regularly, communities can determine how to best allocate resources to support implementation, and the level of success of different actions.

Suggested indicators are shown in Table 7. Two types of indicators are recommended. Primary indicators measure corporate GHG emissions, energy consumption and energy expenditure, while secondary indicators can quantify the indirect success of various actions.

Examples of KPIs that could be developed now to meet 2030 targets:

- Convert 3 light duty vehicles per year to ZEV (from 2022 to 2030)
- Convert 4 heavy duty vehicles per year to ZEV (from 2026 to 2030)
- Convert 3 off-road vehicles per year to ZEV (from 2026 to 2030)

Note that the number of fleet vehicles converted has been increased to offset emissions from waste hauling, as roughly 25% of fleet emissions are from contracted waste services, and reducing those emissions would require negotiation with the waste hauling contractor regarding their fleet vehicles, or acquiring offsets through local sequestration projects or purchases.

Unlike a Community Energy and Emissions Plan, the primary indicators of corporate energy consumption, emissions, and energy expenditures can be easily and accurately tracked. Whilst these are the determinants of success, secondary indicators can still play a useful role in monitoring progress on climate action. Annual progress reporting should be planned by the City.

Table 8 – Primary and Secondary Indicators for Monitoring and Evaluation

INDICATOR	2021	2022	2023	2024	2025
Primary					
Corporate GHG emissions (tonnes CO2e)					
Corporate energy consumption (GJ)					
Corporate energy expenditure ($)					
Secondary - New Buildings and Infrastructure					
Percentage of new buildings or infrastructure projects conducted to higher energy efficiency projects					
Secondary - Existing Buildings and Infrastructure					
% of corporate assets that have undergone energy assessments in last 24 months					
GJ and GHGs reduced from completion of retrofits on corporate assets in last 24 months					
Secondary - Renewable Energy					
Installed capacity of solar PV on corporate buildings (KW)					
Secondary - Transportation					
Percentage of fleet vehicles that are electric, hybrid, or use other alternative fuels					
Percentage of driving employees that have completed fuel efficient driver training					
Secondary - Enabling Actions and Corporate Leadership					
Water consumption at specific corporate buildings (m^3)					
Total value of incentives received (e.g. grants) for Plan implementation ($)					
Current PCP Milestone (1 to 5)					

Appendix A. Abbreviations

AAMP	Asset & Amenity Management Project
AMBC	Asset Management BC
BAU	Business as Usual
CAC	Climate Action Charter
CARIP	Climate Action Revenue Incentive Program (administered through the Province of BC)
CDD	Cooling Degree Day
CEA	Community Energy Association
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide equivalent
EV	Electric Vehicle
FCM	Federation of Canadian Municipalities
GHG	Greenhouse Gas (there are several different anthropogenic GHGs and they have different relative impacts. When tonnes of GHGs are stated in the document the standard practice of stating this in equivalent of tonnes of carbon dioxide is followed.)
GJ	Gigajoules (one of the standard measures of energy)
GMF	Green Municipal Fund
HDD	Heating Degree Day
HVAC	Heating Ventilation and Air Conditioning
IPCC	Intergovernmental Panel on Climate Change (an intergovernmental body of the United Nations dedicated to providing the world with an objective science-based view of climate change, its possible impacts, risks, and response options)
KPI	Key Performance Indicator
kWh	kilowatt hours (standard measure of energy, typically used with electricity)
LCR	Low Carbon Resilience (a term to describe integrated climate change mitigation & adaptation, created by Simon Fraser University's Adaptation to Climate Change Team)

LED	Light Emitting Diode
MCIP	Municipalities for Climate Innovation Program
MFA	Municipal Finance Authority of BC
MNAI	Municipal Natural Assets Initiative
OCP	Official Community Plan
PCP	FCM-ICLEI's Partners for Climate Protection
PV	Photovoltaics (solar panels that generate electricity)
RCP	Representative Concentration Pathway (four RCPs were adopted by the IPCC as scenarios for the 2014 Fifth Assessment Report, depending on how much GHGs are emitted in future years)

Appendix B. Climate Actions in Detail

Table 9 – Climate Actions in Detail

New Buildings and Infrastructure

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
1.1 Commit to building energy efficient & resilient facilities (may include Step Code implementation)	**2022**	**43 tCO_2e**	**$94k**	**Low**	**High**	**Medium**	**Province of BC, FortisBC, MFA, GMF, MCIP, REFBC**	**Facilities**

The City will commit to build new buildings that are energy efficient and have low GHG emissions. Appendix J contains "Guiding Principles for Climate Ready Municipal Buildings". The benefits of doing so are;

- Reducing risk by ensuring that the City owns assets that are "future proofed". I.e. that will have low energy costs, low GHG emissions (and hence low carbon tax payments / low offset requirements), and will be resilient to a changing climate (e.g. hotter and smokier summers). It's important for long-term operational savings to the City to be taken in to account when considering higher initial costs.
- Reducing the need for buildings to be retrofitted later.
- Finding opportunities for renewable energy systems.
- Ensuring that the City owns and operates high quality, low maintenance buildings.
- Leading by example in the community on energy efficient building practices, and ensuring that energy efficient best practices are disseminated throughout the community.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
1.2 Commit to building energy efficient & resilient infrastructure	**2024 (Maybe)**	**3 tCO_2e**	**$6,2k**	**High**	**Medium**	**Medium**	**CleanBC, MFA, GMF, MCIP**	**Engineering and Public Works**

The City will commit to building the most energy efficient and resilient low emission infrastructure that it reasonably can. There are multiple benefits to doing this:

- Reducing risk by ensuring that the City owns assets that are "future proofed". I.e. that will have low energy costs, low GHG emissions (and hence low carbon tax payments / low offset requirements), and will be resilient to a changing climate (e.g. hotter and smokier summers). It's important for long-term operational savings to the City to be taken in to account when considering higher initial costs.
- Reducing the need for infrastructure to be retrofitted later.
- Finding opportunities for renewable energy systems.
- Ensuring that the City owns and operates high quality, low maintenance infrastructure.
- Leading by example in the community by demonstrating best practices, and ensuring that energy efficient best practices are disseminated throughout the community.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
1.3: Optimise siting and orientation of new buildings	**2022**	**7 tCO_2e**	**$16k**	**High**	**Medium**	**Medium**	**n/a**	**Facilities**

The City will commit to optimizing the siting and orientation of new buildings where possible. This includes optimizing orientation to benefit from passive solar gain and siting a building adjacent to a waste heat source if available. This action has the following benefits

- Reducing risk by ensuring that the City owns assets that are "future proofed". I.e. that will have low energy costs, low GHG emissions (and hence low carbon tax payments / low offset requirements), and will be resilient to a changing climate (e.g. hotter and smokier summers).
- Reducing the need for buildings to be retrofitted later.
- Finding opportunities for renewable energy systems.
- Leading by example in the community on building best practices.

Many of these benefits are similar to 1.1 but can in some cases be realised for a lower cost and effort. For example, orientation of a building can ensure passive heat gain at cooler times of the year, while installing passive solar design features that will also reduce the summer heat gain.

Existing Buildings & Infrastructure

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
2.1: Conduct building energy audits	**2022**	**n/a**	**n/a**	Medium	Low	Low	**Province of BC, FortisBC**	**Facilities**

The City will conduct energy audits of its buildings, beginning with those that consume the most energy. As the audits are completed, the City will then prioritize improvements based on audit results.

The City may choose to prioritize projects based on energy cost savings or GHG emissions savings. The former is most likely to come from reduced electricity consumption whereas the latter is most likely to come from reduced natural gas consumption.

Prioritized buildings should follow the shortlisted buildings identified in the Asset & Amenity Management Plan (AAMP). These include:

- Firehall #1 and #2
- City Hall
- Memorial Arena
- McLaren Arena
- Library/Museum
- Art Gallery
- Leir House
- Cleland Theatre
- Indoor Soccer Sportsplex

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
2.2: Implement energy retrofits recommended by building energy audits, & improve resiliency	**2023**	**125 tCO_2e**	**$273k**	Medium	High	High	**NRCan, FCM, Province of BC, FortisBC**	**Facilities**

Upon completion of action 2.1, energy retrofits recommended by the energy audit reports should be implemented. A prioritization process will identify which projects to be completed first, based on energy cost savings or GHG emissions savings. Typically, energy retrofits that reduce

electricity consumption will result in energy cost savings and energy retrofits that reduce natural gas consumption will result in GHG emissions savings. A project prioritization matrix can be found in Appendix F.

Opportunities to improve resiliency of existing buildings should also be implemented.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
2.3: Conduct energy & resilience-focused operational review of infrastructure	**2022**	**n/a**	**n/a**	Medium	Medium	Medium	**FCM/UBCM Asset Management**	**Engineering and Public Works**
The City will conduct an energy and resiliency-focussed operational review of its infrastructure, which includes drinking, storm and waste water systems, roads, natural assets, and streetlights. It may be possible to identify areas of energy efficiency improvements, which would be planned and implemented after the review.								

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
2.4: Implement measures from operational review of infrastructure	**2023**	**76 tCO_2e**	**$165k**	Medium	High	High	**FCM, AMBC , MNAI**	**Engineering and Public Works**
The energy and resiliency-focussed operational review of infrastructure will have identified areas of potential energy savings. Most of the operational energy consumption in municipal infrastructure is in the form of electricity for municipal water services and street lighting, though the wastewater system does include some facilities that use natural gas, and are captured here vs. Action 2.2. Due to the relatively high cost of electricity (compared with natural gas), there is the potential for significant energy cost savings, while the reduction in natural gas from wastewater buildings has potential for significant emission reductions.								

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
2.5: Incorporate energy management into annual	**2022**	**26 CO_2e**	**$56k**	Medium	Low	Low	**n/a**	**Facilities**

building maintenance procedures								

Annual maintenance and safety inspections provide a convenient opportunity to incorporate energy management objectives. Specific actions include:

- Check programming of thermostats and lighting controls
- Check and replace weather stripping on doors and windows as necessary
- Monitor annual energy consumption to identify abnormal energy use
- Assess condition and maintenance dates of HVAC and hot water equipment

Two sample checklists are provided in Appendix H.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
2.6: Investigate opportunities to consolidate older buildings	**2022**	**n/a**	**n/a**	**Medium**	**Medium**	**Medium**	**FCM/UBCM Asset Management**	**Facilities, Public Works**

As per the Asset & Amenity Management Plan, the City will investigate opportunities to consolidate buildings and other assets. An example of this is the Proposed 2-Ice Facility which will consolidate operations (e.g. Zamboni, catering, chiller facilities, staff for general duties).

Renewable Energy

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
3.1: Install solar PV on corporate buildings	**2022**	**0.4 tCO_2e**	**$22k**	**Medium**	**Medium**	**High**	**CleanBC, FortisBC**	**Facilities, Procurement, Electric Utility**

The 2019 Power Generation Study recommended solar PV installations on all new corporate buildings. Additional opportunities can be sought on existing building (e.g. recreation centre). Solar PV is often more cost effective when installed on new buildings or when roof replacement is necessary on an existing building. This action has the following benefits:

- Reducing risk by ensuring that the City owns assets that are "future proofed" (i.e. that will have low energy costs, and will be resilient to a changing climate (e.g. hotter and smokier summers)).
- Reducing the need for buildings to be retrofit later.
- Ensuring that the City owns and operates high quality, low maintenance assets.
- Leading by example in the community on building best practices.

At minimum, when a building is re-roofed, it should be made solar-ready (i.e., wiring conduit added). This is low cost but can significantly reduce the cost of a solar installation later.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
3.2: Implement heat recovery retrofits in buildings	**2023**	**54 tCO_2e**	**- ($8k)**	**Medium**	**Medium**	**High**	**Province of BC, FortisBC**	**Facilities**

Building energy audits as described in action 2.1 may identify opportunities to retrofit low-carbon heating systems. Similarly, heat recovery retrofits including low carbon heating systems should be considered for all new corporate buildings. Low-carbon heating systems may include air-source heat pumps and waste heat recovery. Waste heat recovery may be from an ice arena or a wastewater treatment plant. This action could lead to substantial GHG emissions savings, but may have negative financial implications in the case of air-source heat pumps, due to the higher cost of electricity than natural gas.

This action will tie-in with asset management and building maintenance/inspection programs at the City, as retrofit costs and benefits, as well as necessary changes to existing maintenance and inspection programs, will need to be incorporated in asset management decisions.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
3.3: Complete & Identify next steps from Power Generation Study	**Done/ Ongoing**	**n/a**	**n/a**	**Medium**	**Medium**	**Medium**	**Province of BC, FCM**	**Facilities, Electric Utility, Procurement**
Renewable energy opportunities include both electricity generation and waste heat recovery. Solar PV was already discussed in action 3.1. Further opportunities are likely to be in the form of waste heat recovery. The City has already had a feasibility study completed for heat recovery from the arena at the recreation centre. Heat recovery from the wastewater treatment centre could also be considered.								



Transportation

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
4.1: Right-size vehicles for assigned tasks	**2024 (Maybe)**	**9 tCO_2e**	**$4k**	**Low**	**Low**	**Low**	**n/a**	**Public Works**
A municipal fleet contains a wide array of vehicle types and sizes. Vehicle fuel economy (litres/100km) varies widely between vehicle types. An appropriately sized vehicle should be used for each task to reduce fuel consumption. Alternative modes of transportation should also be considered, particularly with the introduction of e-cargo bikes. The City has started a fleet assessment in early 2022 through the CleanBC Go Electric Fleets Program. After the fleet assessment is complete, the City will then create a vehicle use policy, and institutionalise it.								

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility

4.2: Develop a vehicle purchasing policy/Green Fleet Plan	**2022**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**n/a**	**Public Works, Procurement**

A vehicle purchasing policy should be created and implemented that includes zero-emission vehicles. The policy should ensure that new vehicles are evaluated based on:

- Anticipated usage of vehicles (e.g. engine size, vehicle weight, load capacity, passenger capacity, and routes / operational terrain)
- Life cycle considerations (e.g. life cycle emissions, residual costs / values of vehicle being replaced, capital costs, maintenance costs, fuel costs including fuel being used, resale values)

The objective is to ensure that all vehicles have the lowest GHGs / are the most energy efficient, that still meet minimum service requirements with some contingency. Zero / low carbon vehicles would be considered as part of this.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
4.3: Invest in EVs and EV Charging Stations	**2022/ Ongoing**	**76 tCO_2e**	**$20k**	**Low**	**Medium**	**Medium**	**Province of BC, NRCan, Clean BC**	**Public Works, Facilities, Procurement**

When light-duty vehicles are due for replacement, the City will consider purchasing an EV rather than a traditional ICE vehicle. The City will consider the full life-cycle costs including fuel and maintenance when comparing the two vehicle types for purchase. (The GHG impacts for this action assume replacement of ICEs with EVs at end of life.)
The City will consider installing electric vehicle charging stations at City-owned properties, which could also be available for use by the public.
The City will consider partnering with regional EV networks.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
4.4: Assess renewable fuels for corporate fleet	**2022**	**60 tCO_2e**	**$27k**	**Low**	**Low**	**Medium**	**Regional fleets (e.g., RDOS, SD67)**	**Public Works**

The City will assess the potential of renewable fuels such as biodiesel and ethanol for its corporate fleet. The City will request a quote for renewable fuels when tendering for fuel contracts annually.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
4.5: Fuel efficient driver training & anti-idling policy	**2022**	**17 tCO_2e**	**$8k**	**Low**	**Low**	**Low**	**n/a**	**HR**
The most cost-effective way to reduce fleet emissions is through operator behaviour. The costs to implement an efficient vehicle use program will likely be more than offset by the direct savings on fuel purchases. The City will include fuel efficient and anti-idling driver training as part of yearly training, or staff training plans. It will be included as part of new employee training. Training will be tracked in the employee's personal folder. A Corporate anti-idling policy will be introduced by the City.								

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
4.6: Energy-focussed fleet maintenance	**2024 (Maybe)**	**2 tCO_2e**	**$1k**	**Low**	**Low**	**Low**	**n/a**	**Public Works**
Routine checks of vehicle systems (e.g. tire pressures, engine tuning), is a very low cost way to improve on emissions and reduce costs. This could be combined with regular safety inspections of vehicles (e.g. brakes). Penticton's vehicle maintenance checklist is provided in Appendix I.								

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
4.7: Encourage carpooling and active transportation where possible	**2022**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**n/a**	**All**
This action encourages staff to carpool for travel to work and for work-related travel. Furthermore, travel needs can be reduced through attending off-site meetings virtually. Encouraging walking and cycling to work can take place through incentives and competitions. The City already suggests that employees carpool when travelling out of town for conferences and meetings.								

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
4.8: Improve/expand facilities to help staff reduce the emissions associated with commuting to work	**Done/ Ongoing**	**n/a**	**n/a**	**Low**	**Medium**	**Medium**	**n/a**	**Public Works, Communications**
Providing amenities like covered / secured bicycle racks and showering facilities can help enable staff to leave their vehicles at home and commute to work by foot or bike. EV charging stations and plug-ins can help staff who have electric vehicles, including e-bikes and e-scooters. The City currently provides bike racks. Emissions from staff commuting are not included within a corporate inventory, but in many cases represent a significant opportunity to demonstrate leadership in reducing overall community emissions. This explains why emissions and economic impacts are given as zero.								

Enabling Actions and Corporate Leadership

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
5.1: Have dedicated staff person or department for plan implementation	**Done**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**n/a**	**Community Sustainability Coordinator**

A Corporate Energy and Emissions Plan details actions that can be taken to reduce energy and emissions. The plan itself does not result in savings - it is the implementation of the actions listed in the plan that does. Limited staff capacity can be a barrier to successful implementation of the plan. Having a dedicated staff person or department to coordinate all responsible parties and provide support is critical for successful plan implementation.

At the City of Penticton, only a 0.3 FTE (full-time equivalent) position is currently dedicated to sustainability, with the remaining 0.7 FTE dedicated to solid waste. Increasing technical staff capacity in a position of higher capacity and influence is necessary to properly facilitate plan implementation.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
5.2: Implement recommendations on funding climate action	**2022/ Ongoing**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**n/a**	**Finance, all Departments**

The City should implement the recommendations on Funding Climate Action contained in this report, which are:

- Continuing to fund the Climate Action Reserve Fund with the CARIP replacement, and keeping an open mind to other sources of funding
- That all projects in the City (capital or otherwise) include an emissions and energy analysis, and that those factors be considered in their prioritization
- That guidelines be created for the Climate Action Reserve Fund (outlined in 'Implementation for Success', page 41) to further support climate action implementation

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
5.3: Develop KPIs, monitor and track for progress	**2022/ Ongoing**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**n/a**	**Community Sustainability Coordinator, Department Directors**
It is important to track energy consumption, energy expenditure and GHG emissions year over year to evaluate overall progress. However, some secondary indicators may also be helpful to monitor progress. A full list of primary and secondary performance indicators are provided in Table 8.								

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
5.4: Demonstrate leadership on corporate waste and water	**2022/ Ongoing**	**n/a**	**n/a**	**Medium**	**Medium**	**Low**	**n/a**	**All**

Actions should be taken to reduce waste creation and water consumption at the corporate level. Demonstrating leadership at the corporate level may help to guide reductions at the community level. Examples include:

- Zero-waste target for corporate operations
- Best practices in water efficient landscaping
- Policies that discourage printing
- Green Event Policy (See Appendix K)

Reduction in water consumption and waste creation will have minimal impact on corporate GHGs, but may lead to modest labour and tipping fee savings. Furthermore, GHG's from waste are not included in CARIP reporting.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
5.5: Examine local carbon offset projects or offset purchases for remaining emissions	**Done**	**n/a**	**n/a**	**Low**	**Low**	**High**	**n/a**	**Corporate Services**

To achieve carbon neutrality, local governments must find a way to make up for, or balance, their ongoing corporate emissions. By purchasing offsets, Penticton had been a carbon neutral community from 2015 to 2018. Community carbon offset projects such as Three Blind Mice have also played a significant role in Penticton meeting its corporate GHG targets for 2015 and 2020, and will be an important piece of the carbon puzzle going forward. That said, they should not be relied upon to compensate for increasing emissions; deep retrofits and fleet decarbonisation of City controlled assets need to be the focus to achieve true reduction.

More information about becoming carbon neutral can be found in this report
https://www.toolkit.bc.ca/sites/default/files/BecomingCarbonNeutralGuideV3.pdf

Options currently identified by the Province include the following:

- Energy efficient building retrofits and fuel switching (for private buildings and other buildings outside of traditional corporate emissions)
- Solar thermal retrofits (for private buildings and other buildings outside of traditional corporate emissions)
- Household organic waste composting
- Low-emission vehicles (e.g. for public transportation, police departments and airports)
- Avoided forest conversion (such as Three Blind Mice)

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
5.6: Incorporate energy and emissions impacts into council reports	**2022**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**n/a**	**Corporate Services**

Identify and highlight showcase climate actions at both the community and corporate levels, include overall energy and emission reductions from actions taken so far, along with how those are contributing to the City meeting its emissions (and potentially energy consumption) targets.

Action	Timing	GHG Impacts	Economic Impacts	Adaptation/ Resilience Linkages	Effort	Cost	Possible Partner/ Funder	Staff Responsibility
5.7: Declare Climate Emergency	**2022**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**n/a**	**Corporate Services**
Declaring a Climate Emergency, as recommended by the Community Sustainability Advisory Committee, is a critical step towards reducing greenhouse gas emissions in order to limit global temperature increases to the limit of 1.5C as recommended by the IPCC. The City can address the climate emergency by financing projects through respective department budgets and by utilizing the climate action reserve to further fund projects that lower emissions and benefit the environment.								
Action	**Timing**	**GHG Impacts**	**Economic Impacts**	**Adaptation/ Resilience Linkages**	**Effort**	**Cost**	**Possible Partner/ Funder**	**Staff Responsibility**
5.8: Create an Emissions Dashboard	**2022**	**n/a**	**n/a**	**Low**	**Low**	**Low**	**n/a**	**Community Sustainability Coordinator, Corporate Services**
Create an emissions dashboard on the City's community sustainability webpage that displays annual corporate emissions data. Purpose is for residents to easily look up and track annual corporate emissions year over year.								

How are action impact numbers calculated?

Action impact numbers are calculated through a number of assumptions and modelled estimates based on CEA's experience. The impacts of individual actions on energy consumption are calculated for the year 2025. From this, GHG impacts and economic impacts are calculated using GHG intensity values and energy costs.

Actions may have further reaching impacts than the values stated here. Specifically, they demonstrate leadership and therefore may lead to GHG reductions and energy cost savings in the community.

What do the terms and colour coding mean in the actions tables?

In Table 9, the terms refer to the following:

- Effort = staff time
- Costs = municipal costs
- GHG & economic impacts = GHG emission savings & financial savings in the year 2025
- Adaptation / resilience linkages = capacity for increased efficiency and enhanced outcomes through linkages to climate adaptation / resilience. An example of a high resilience linkage is energy independence and an example of a mild linkage is air quality.

And where there are no numbers, there is colour coding to help communicate expected impacts and implications:

- **Green = high adaptation / resilience linkages, low effort, costs estimated to be $0 - $500.**
- **Grey = medium for all attributes. Costs estimated to be in $500-5,000 range.**
- **Red = no adaptation / resilience linkages, high effort, costs estimated to be $5,000 or more.**

Appendix C. PCP Information and Inventory

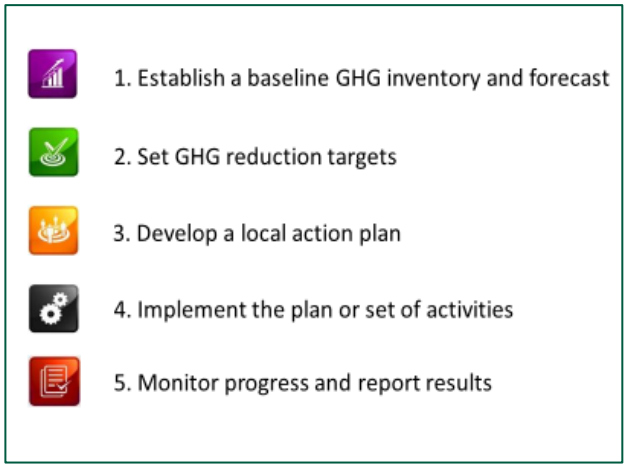
PCP Information

The FCM-ICLEI Partners for Climate Protection (PCP) is a network of Canadian municipal governments that have committed to reducing GHG emissions and to acting on climate change. Since the program's inception in 1994, over 350 municipalities have joined PCP, making a public commitment to reduce GHG emissions. PCP membership covers all provinces and territories and accounts for more than 65 per cent of the Canadian population.

The PCP program is managed and delivered by FCM and ICLEI Canada. They form the PCP Secretariat, which provides administrative and technical support, develops tools and resources, and delivers capacity building activities to support members in reducing local GHG emissions. The Secretariat also provides national recognition for member achievements.

Figure 13 – PCP Program Milestones

Source: PCP



The program empowers municipalities to take action against climate change through a five-milestone process that guides members in creating GHG inventories, setting GHG reduction targets, developing local action plans, implementing actions to reduce emissions, and monitoring and reporting on results.

Under PCP, there are five milestones for mitigation, for both the corporate and community categories. The five milestones are set out in the following figure.

For Milestones 1-3, this report with its appendices will be sufficient, although to achieve Milestone 2 the report will need to be adopted by Council.

For Milestone 4, the City will need to implement actions in this Corporate Plan, and report on this activity in its annual CARIP reports. Then it will need to submit these reports to FCM-ICLEI. **The City of Penticton is currently at this milestone on the corporate path.**

For Milestone 5, the City will need to create a document with updated corporate inventory information (already being collected for CARIP), and that quantifies the impacts of individual actions that have been conducted.

Inventory

The following table breaks down the City's GHG emissions by the PCP categories from 2014 to 2020, along with 2009 emissions as a baseline. The largest area of emissions are buildings, followed by fleet vehicles. This is because many buildings use natural gas as a heating source and fleet vehicles use gasoline or diesel. These three fuel sources are responsible for significant GHG emissions. Streetlights and traffic signals, as well as water and wastewater have much lower emissions because they use electricity as their fuel source which has low GHG emissions, with the latter only having considerable emissions due to the use of natural gas heating in their facilities.

GHG emissions from corporate solid waste were not available, as no surveys for solid waste volumes were conducted/recorded for City facilities. It is important to note that corporate solid waste GHG emissions under PCP are from solid waste produced at corporate buildings only. It does not include landfill GHG emissions nor does it include solid waste collection, transportation and diversion. GHG emissions from solid waste collection and transportation are accounted for in the fleet category. This is an opportunity for the City to record solid waste volumes for their facilities to gain a better understanding of their corporate waste profile.

The GHG emissions from buildings saw significant increases in 2016, and continuing into future years. The original increase in 2016 was due to the partial failure of an electric chiller at the pool, requiring backup from two natural gas boilers. Continued increases in future years was due in part to cold winters. GHG emissions from fleets rose from 723 tCO_2e in 2014 to a high of 1,016 tCO_2e in 2017, before stabilizing at 942 tCO_2e in 2019. Fleets under the PCP classification includes vehicles from all CARIP classifications.

Table 10 – PCP Inventory: Emissions, 2009 & 2014-2020

PCP Emissions by sector (tCO2e)	2009	2014	2015	2016	2017	2018	2019	2020
Buildings		1,055	1,007	1,206	1,279	1,324	1,344	1,124
Corporate Solid Waste		0	0	0	0	0	0	0
Fleet		723	845	913	1,016	1,011	942	924
Streetlights and Traffic Signals		3	3	3	3	3	4	4
Water and Wastewater		220	167	169	293	215	199	209
Total	**2,499**	**2,000**	**2,022**	**2,291**	**2,591**	**2,554**	**2,489**	**2,260**

Figure 14 shows the percentage of energy consumption, GHG emissions, and energy expenditures that can be attributed to each PCP classification, and by fuel source. Buildings comprise the largest proportion for each category, at 56% of energy consumption, 54% of emissions, and 49% of expenditures. Fleet emissions were next at 38%, despite relatively low consumption and expenditures. Despite their low GHG emissions, Water and Wastewater and Streetlights and Traffic Signals account for 32% and 6% of energy cost respectively, due to the high usage of electricity in each sector. This is reflected in the second graph by fuel source, where electricity accounts for 66% of energy consumption and 81% of expenditures.

Figure 15 shows the GHG emissions and energy cost by fuel source in 2019.

Figure 14 – PCP Inventory: Energy, Emissions and Cost by Classification and by Fuel Source, 2019

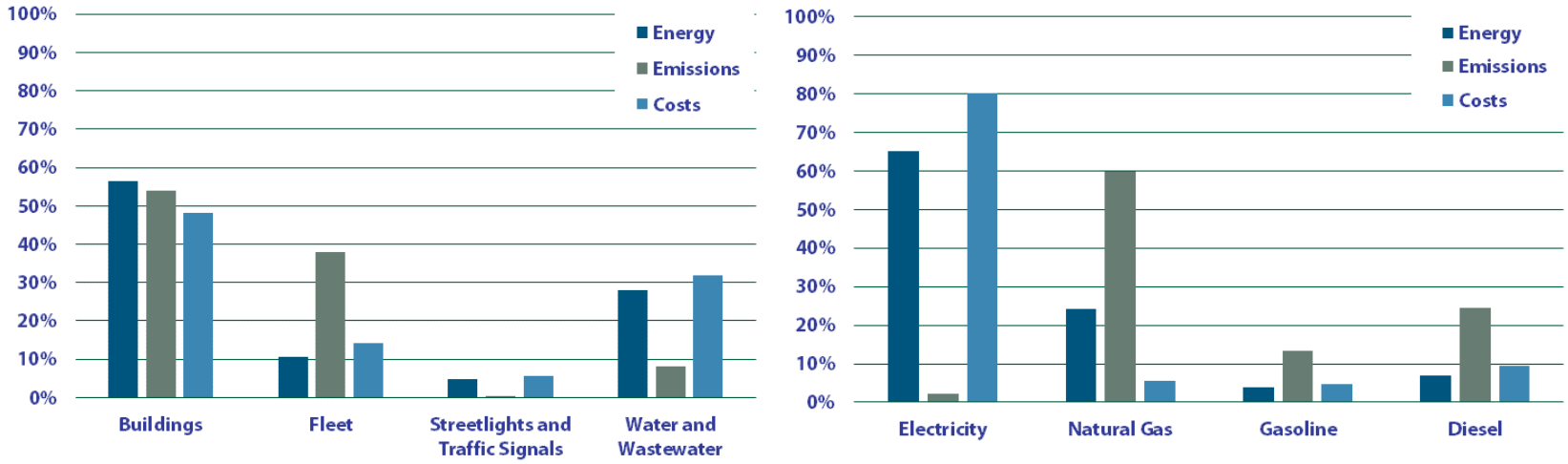
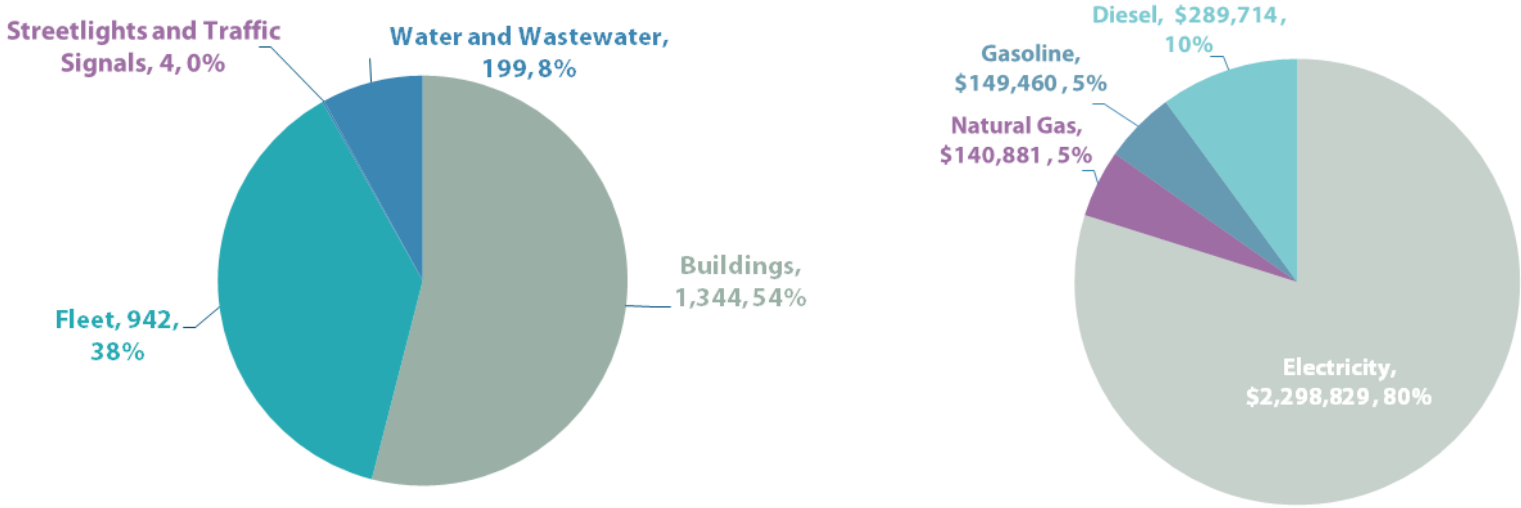


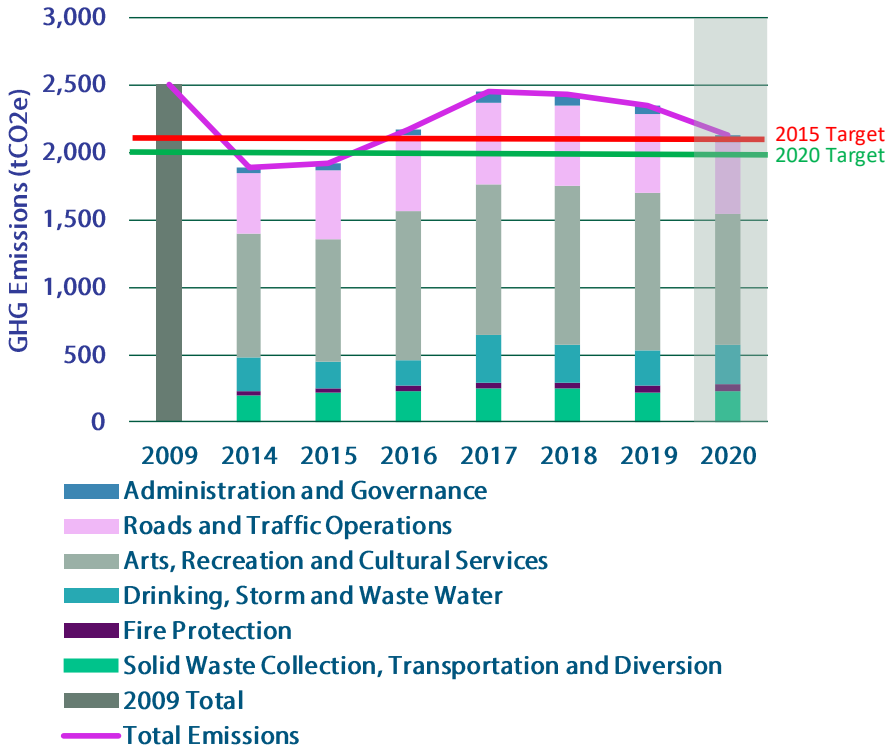
Figure 15 – PCP Inventory: Emissions and Cost by Fuel Source, 2019



Appendix D. GHG Inventory Without Carbon Offsets

This inventory has been created to demonstrate that while carbon reduction projects and offsets are permissible for the purposes of carbon accounting, they should not be relied upon for long-term GHG reductions. Rather, the City should focus on deep energy retrofits and fleet decarbonisation of City controlled assets. Figure 16 illustrates the City of Penticton's corporate GHG emissions without carbon reduction contributions from the Three Blind Mice project.

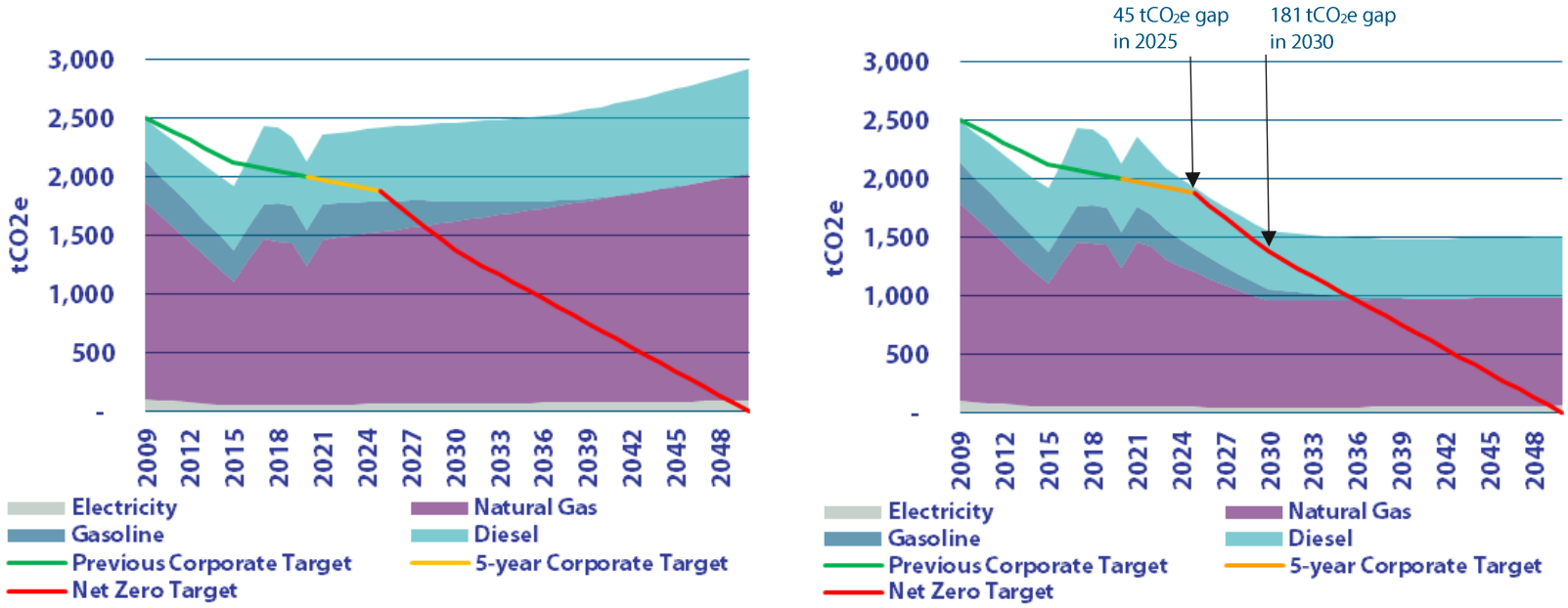
Figure 16 – Corporate GHG Inventory Without Carbon Reduction Contributions



Without carbon reduction contributions, the City's 2019 emissions totalled 2,341 tCO_2e in 2019, a 6% reduction vs. 2009 levels. This compared to a 22% reduction with carbon reduction contributions. Removing the 16% reduction from the Three Blind Mice project significantly changes the narrative on the City's GHG reduction results. In this scenario, the City is well off the target set for 2015 (15% below 2009) and even more so for 2020 (20% below 2009).

With respect to projections, Figure 17 shows that BAU corporate emissions (left) are slated to only decrease 2% and 4% vs. 2009 levels in 2025 and 2030, respectively. With planned actions included (right), emissions are reduced by 23% in 2025, and 40% in 2030, compared to 32% and 44% with carbon reduction contributions.

Figure 17 – BAU and Planned GHG Emissions to 2050 Without Carbon Reduction Contributions



Appendix E. City of Penticton Actions to Date

Table 11 – Climate Actions to Date

Buildings/lighting	2019 • New rooftop unit at Library, air handling unit at Museum • New ammonia system at Memorial Arena to replace ice chiller 2018 • Four new HVAC units at Trade & Convention Centre • Implemented Direct Digital Control (DDC) system 'owners' at key facilities to optimize performance • Natural gas consumption reduction measures in buildings 2017 • Two new cooling units installed at Leir House and City Hall 2016 • Facilities Master Plan Phase II underway • LED lighting installed at Curling Rink and McLaren Arena • Installation of high efficiency furnace for soccer bubble • New infrared tube heater system in garage at City Yards 2015 • City Hall renovation • LED bulb replacement program for City buildings and arenas, and street lights
Energy generation	2018 • Feasibility studies for smart grid system at City facilities, and solar PV in City buildings completed • Continuation of Voltage Conversion Program to increase distribution voltage and increase overall energy efficiency • Home Energy Loan Program to reduce community electricity consumption and minimize required electrical infrastructure upgrades
Transportation	2019 • New electric vehicle charging stations installed in parking lot • Continuous replacement of older vehicles with fuel-efficient vehicles 2018 • Two hybrid vehicles purchased for building department 2017 • Route planning through GPS to maximize travel efficiency of fleet • Promotion of Bike to Week and Carpool Month

Solid waste reduction	2018 • Biosolids processing review conducted to identify alternatives and upgrades to composting program 2017 • RFP released for Solid Waste Collection favouring innovative technologies and low emission vehicles • Hired Community Sustainability Coordinator to focus on solid waste and improving overall garbage, recycle and yard waste best practices • Procurement department investigated limiting single-use plastics
Water / wastewater	2019 • Wastewater Water Treatment Asset Plan updated, Master Plan initiated • New variable frequency blower, air diffusers, and pump installed at Advanced Wastewater Treatment Plant 2018 • Installed second high speed turbo blower to decrease energy use 2016 • New pumping technology for Dissolved Flotation 2015 • New blower at wastewater treatment plant (WWTP) • Electrical sub-metering installed to monitor peaks at WWTP
Institutionalisation	2019 • Parks and Recreation Master Plan and Parks Asset Management System beginning to be implemented 2017 • Community Sustainability Coordinator hired to centralize solid waste reduction and climate reporting 2016 • Asset Management Study completed

Appendix F. Inventory and Modelling Assumptions

This appendix contains details on the corporate energy & emissions inventory and projections for the City of Penticton.

Inventories

Inventories were created using SMARTTool and energy costing data provided by the City. Based on the data compiled, full inventory years for energy consumption and emissions are 2015 – 2020.

Emissions factors for inventory years are shown in Table 12, and are sourced from the Province of BC.

Table 12 – Emissions Factors

GHG/GJ, by Year	2009	2015	2016	2017	2018	2019	2020
Electricity	0.002	0.001	0.001	0.001	0.001	0.001	0.001
Natural gas	0.050	0.050	0.050	0.050	0.050	0.050	0.050
Gasoline	0.068	0.066	0.067	0.067	0.067	0.067	0.065
Diesel	0.073	0.075	0.070	0.070	0.070	0.070	0.069

Assumptions made with respect to the SMARTTool data are described in the 2018 and previous editions of the *BC Methodological Guidance for Quantifying Greenhouse Gas Emissions.*[5]

Projections

CEA's Corporate model was used both to calculate the BAU trajectory, and to estimate the potential GHG reductions that could be achieved. Developed in 2019, the model builds on the SMARTTool data using population and assumptions.

The model uses formulas both to calculate the BAU trajectory, and to estimate the impacts of each action.

The BAU trajectory was calculated by using available inventory data, and then projecting forwards using a population increase of 1.45% per year (the average annual increase between 2011 and 2016).

From 2021 onwards, all of the data is an estimate as a BAU projection. Note that due to the COVID pandemic, 2020 data was not used as the baseline for BAU projections; instead 2019 data was used as it is considered to be more representative of a normal year.

[5] https://www2.gov.bc.ca/gov/content/environment/climate-change/public-sector/carbon-neutral

For the BAU projection modelling, the assumption is that energy consumption and emissions will increase proportionally with increases to population, although the impact of policies from higher levels of government are also incorporated, and other assumptions. Only policies that have already been adopted and that will have quantifiable impacts are incorporated. Assumptions are:

- The Province's incremental steps to net zero energy ready buildings by 2032.
- Tailpipe emissions standards.
- Renewable & low carbon transportation fuel standards.
- How the impacts of a changing climate will affect building energy consumption, as outlined below.

The final assumption had the following methodology:

- Climate change data for the region obtained from ClimateData.ca.
- Projected global emissions to 2030 currently places the world in the range for the IPCC's Fifth Assessment Report's Representative Concentration Pathway (RCP) 6.0 scenario.
- RCP 6.0 scenario not available on ClimateData.ca, therefore RCP 4.5 (high impact scenario) used as a conservative proxy.
- Decreases in commercial / institutional natural gas consumption assumed to be proportional to decreases in HDDs and the proportions of natural gas consumed for space heating for the sector, and that proportion obtained from the Navigant 2017 Conservation Potential Review for FortisBC Gas.
- Decreases in commercial / institutional electricity consumption assumed to be proportional to decreases in HDDs and the proportions of electricity consumed for space heating for the sector. This proportion obtained from the Navigant 2016 Conservation Potential Review for FortisBC Electric.

Annual variability affecting projections

Although CEA's model assumes that projections will be linear, there will be annual variability, primarily due to climatic variations (particularly on building energy consumption). These variations mean that it may often be necessary to collect several years of data before one can see the success or lack of it in implementation of an action, in the primary indicators. An exception to this will be streetlights, which have a remarkably similar consumption in each year, and so the impacts of actions taken should be immediately apparent.

Action impacts

To take into account the impact of implementing a climate action plan, the modelling tool estimates the impacts of actions compared to the BAU trajectory. It calculates the individual and combined impact of actions.

The impacts of individual actions depend on the assumptions made. CEA made educated estimates of the impacts that each action could have.

Details on the impacts of individual actions on GHGs are described in the main body of this report, in Figure 8.

Electricity emissions factor subject to change

Information received from the Province of BC in December 2020 and January 2021 states that the electricity emissions factor used for electricity consumption across BC will change, effective for reporting for the 2021 year. But because of the lag in reporting cycles it will not appear in reports until June 1st 2022, and the Province will not officially change the electricity emission factors in the forthcoming *2019 BC Methodological Guidance for Quantifying Greenhouse Gas Emissions.*

Despite this it is official that there is an intention to change, which will take effect in 2022, and the change will be backdated as well for previous years.

Previously, emissions from electricity use was calculated using a three-year rolling average of emissions from BC utility owned and operated facilities, and did not include emissions associated with importing electricity from outside of BC. Those emissions will now be included. (Note that no credit will be made for clean electricity generated in BC used to displace electricity generated in other jurisdictions.)

Under the old methodology the Province calculated the City of Penticton's electricity emissions factor to be 10.67 tCO_2e/GWh for 2018. Based on the limited information currently available, under the new methodology the Province has calculated the figure for the 2019 year to be 29.9 tCO_2e/GWh. *If* the 2018 and 2019 years are comparable (and it is probable that they are at least approximately comparable), this would be an increase of 2.8 times.

Despite the increase, emissions from electricity would still be far lower than for natural gas on a per unit of energy basis, and electricity used in the City would still have among the lowest GHG emissions in the world (e.g. still about 30 times lower than Australia's, 8 times lower than New York's, or 40% lower than Ontario's).

If the 2018 and 2019 figures are comparable, this change would increase the City's corporate 2019 GHG emissions from electricity from 28 to 78 tCO_2e, and increase its overall 2019 GHG emissions from 962 to 1,012 tCO_2e, or 5%.

This change would slightly impact how actions that reduce electricity or generate renewable electricity are considered as they would reduce more GHG emissions than previously anticipated. This change would also slightly impact the consideration of actions that may increase electricity consumption, e.g. heat pumps.

Appendix G. Sample Project Scoring Matrix

Project #	Date Reviewed

Reviewed By: _____

I. Project Overview	
Project Title	**Analysed By:**
	Name:
	Dept:
Project Lead:	**Supporting Staff (if applicable):**
Name:	**Name(s):**
Dept:	**Dept(s):**

II. Project Metrics		
	Annual Average	**Life of Project**
Emissions Avoided (tCO_2e)		
Financial Savings ($)		
Simple Payback (yrs) after external funds:	**Annual ROI (%) after external funds:**	**Cost per tCO_2e avoided ($):**
Project References / Success Examples:		

Category	Point Value	Poor 0.0	Fair 0.25	Acceptable 0.5	Good 0.75	Excellent 1.0	Total
Potential to Reduce GHG Emissions (50)							
Total GHG Reductions per $ (Community funds only, after external funds)	20						
Annual GHG Reductions	10						
Lifespan of Project	10						
Replicability of Project within community	10						
Ease of Implementation / Business Case (30)							
Ease of implementation (staff time)	10						
Business case (simple payback or ROI)	10						
External funding sources likelihood	10						
Other Considerations (20)							
Impacts to Health and Safety	5						
Project Visibility/Innovation	5						
Benefits to Community	5						
Other Resources Conserved	5						
Total Points Available	**100**	**Total Points This Application**					

Other Key Criteria:

- Staff capacity
  - Project leads and project supports should each determine their capacity to take on projects.
  - Limit projects they take on to their capacity.
  - Select most effective projects first, to maximise effectiveness of staff capacity.

- City funds – budgeting
  - Departments should each determine the ability of their funds to pay for projects.
  - Limit projects based on available funds.
  - Select most effective projects first, to maximise effectiveness of departmental funds.

Appendix H. Sample Building Maintenance Checklists

Sample 1

Building System Optimization – Simple Energy Efficiency Retrofit Measures

Space Heating and Cooling

☒ Building envelope sealing – caulk and draught proof around windows and doors, and other gaps on exterior walls.

Lighting, Appliances and Equipment

☐ Replace any remaining incandescent bulbs with LEDs.

☐ Improve safety and energy efficiency by converting Exit signs to LED. For Exit signs use LED products that maintain their brightness.

☐ Put vending machines on a vending miser – a device with a motion sensor so that it only switches on when people are present.

☐ Plug certain appliances into intelligent power bars with master/slave functions or motion sensors. These can be used for TVs, bench tools, compressors, task lighting, auxiliary heating, printers, coffee makers, microwaves, beverage coolers, or similar devices. (Appliances that need a controlled shutdown sequence, e.g. computers or many ink-jet printers, should not be plugged into such a power bar.)

☐ Unplug or remove unused or rarely used equipment (equipment that is not “on” may still use electricity).

Water – hot and cold

☐ Install aerators on taps in bathrooms and kitchens.

☐ Install low flow shower heads.

☐ Install timers, motion detectors, or flushes to save water with urinals.

☐ Install insulation on hot water pipes where accessible.

☐ Insulate domestic hot water tanks installed before 2005 (if they are not due for replacement).

☐ Turn down domestic hot water tank to lowest acceptable setting, e.g. 55°C (131 F).

Occupant engagement

☐ Dedicate a staff member on energy efficiency for each building, tasked with ensuring lights and equipment are off at the end of each day, and thermostats are correctly set.

Put up signs to:

☐ Remind people to switch off lights.

☐ Remind people to switch off equipment when not in use, including computers, monitors, printers, and photocopiers.

☐ Where there are programmable thermostats, explain how to use these without permanently overriding the settings (install lockable boxes around them if necessary).

☐ Encourage people to close window blinds when leaving a room.

☐ Encourage employees to participate in residential energy efficiency programs. If energy efficiency practices are adopted at home, they are more likely to be adopted in the work place.

Sample 2

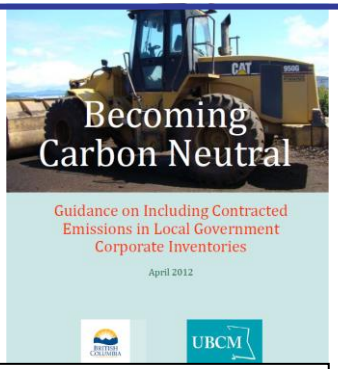
MONITORING	
Each billing period	Ensure the energy consumption for bills of each facility is monitored by the local government as each bill arrives (recording of energy consumption needs to be conducted for the Climate Action Revenue Incentive Program public reporting anyway). Monitor the consumption for any obvious changes, comparing it especially with billing periods with similar weather, e.g. the same billing period in previous years. Large changes in consumption should be investigated as well as the appearance of any special charges, e.g. demand charges or power factor charges.
SPACE HEATING / COOLING	
Monthly	Check settings of Building Automation Systems / thermostats.
Monthly	Inspect, clean, and change HVAC air filters once a month (or according to equipment specifications).
Twice a year	Ensure building temperatures are adequate for building occupants.
Annually	Check weather stripping and caulking around doors and windows. Fix any problems.
Annually	Check HVAC equipment for any obvious signs of problems, e.g. vents/blowers not operating correctly.
Annually	Clean evaporator and condenser air conditioning coils – dirty coils can increase energy costs and reduce equipment life
Annually	Check air conditioner refrigerant levels – too much or too little refrigerant can increase energy costs and reduce equipment life.
LIGHTING, APPLIANCES, EQUIPMENT	
Twice a year	Ensure lights are still working. Ensure no incandescent lightbulbs are installed.
Twice a year	Ensure light sensors are working correctly, e.g. motion sensors for interior lights, and photosensors for exterior lights.
Twice a year	Ensure intelligent power bars and vending misers, where they are being used, are working correctly.
WATER – HOT & COLD	
Annually	Ensure low flow devices working correctly, e.g. timers for urinals.
Annually	Check hot water temperature. If water is too hot or cold, adjust the tank's settings.

OCCUPANT ENGAGEMENT	
Monthly	Check-in with dedicated staff member on energy efficiency for that building.
Twice a year	Ensure signs to encourage energy efficient behaviour (like switching off lights) are still in place.
Twice a year	Ensure posters and leaflets encouraging occupant participation in residential energy efficiency programs are still in the facility, and current. (If energy efficient practices are adopted at home, they are more likely to be adopted by occupants in the work place.)
VEHICLES	
Each winter	Ensure engine block heaters are on a suitable schedule. Experiment to find the optimum schedule for employee comfort and energy efficiency. E.g. on/off for 20 minutes, every 20 minutes, during the coldest months of the year.
SKILLS	
Annually, or every 2 years	Consider going on an energy efficiency course or sending a member of staff on one. Training and workshops may be available through FortisBC, or through professional associations.
SERVICE CONTRACTS	
At contract renewal	Ensure service contracts (where applicable) support energy efficient operations. Energy efficiency can be written in to contract terms during renewal.

Appendix I. Penticton Vehicle Inspection Report

Placeholder for Penticton Pre & Post Inspection Report (will be included as .pdf in final report)

Appendix J. Service Contract Language



Source: *Becoming Carbon Neutral: Guidance on Including Contracted Emissions in Local Government Corporate Inventories, April 2012* found at www.toolkit.bc.ca
A sample contracted Emissions Template is available online at http://www.toolkit.bc.ca/carbon-neutral-government
Sample Contract Language:

Vehicle and Fuel Data

Requirement for Fuel Consumption Data Provision

Commencing on [start date] the [name of local government] will require [name of contractor] to communicate the quantity of fuel used to operate vehicles, equipment and machinery as part of the delivery of the services described in this contract on a [frequency of reporting] basis. Fuel consumption associated with the provision of these services must be provided to the [name of local government] within thirty (30) days of the following dates: [dates on which fuel consumption data will be required by the local government].

Data provided should include the following information:

- Number of vehicles, by vehicle class, used to deliver the contracted service (heavy duty, light duty, off road);
- Type of fuel consumed by each vehicle class (e.g. diesel/gasoline/natural gas/ethanol blend/biodiesel blend); and
- Litres of fossil fuels consumed in relation to the service delivered under the contract in each vehicle class, up to the dates specified above.

Fuel Consumption Data

Requirement for Fuel Consumption Data Provision

Commencing on [start date] the [name of local government] will require [name of contractor] to communicate the quantity of fuel used to operate vehicles, equipment and machinery as part of the delivery of the services described in this contract on a [frequency of reporting] basis. Fuel consumption associated with the provision of these services must be provided to the [name of local government] within thirty (30)

Appendix K. Sample Policies

Green Fleet Policy Template

Adopted {insert date}

POLICY NUMBER:

CHAPTER:

SECTION: CORPORATE SERVICES / GREENHOUSE GAS EMISSIONS REDUCTION

SUBJECT: LOCAL GOVERNMENT GREEN FLEET POLICY

RESOLUTION:

EFFECTIVE DATE: **REVISION DATE:**

1. RESOLUTION

THAT the Green Fleet Policy for the replacement and maintenance vehicles utilized by the Local Government be adopted.

2. OBJECTIVE

To formalize and clarify fleet replacement policies and practices and to support climate action policies to reduce GHG emissions and related pollutants by acquiring the most appropriate vehicle and equipment, minimizing fuel consumption, improving driver satisfaction and equipment life and reducing operating costs.

3. INTRODUCTION

- The Local Government shall utilize a green vehicle purchasing strategy in the replacement of vehicles.
- The Local Government utilizes a fleet of vehicles to support both general operations and service delivery.

- The Local Government will ensure that vehicles under its control are acquired, assigned, utilized, replaced and maintained in the most efficient and effective manner possible.

4. DEFINITIONS

Local Government vehicle - means any licensed motor vehicle owned, rented, borrowed, or leased by the Local Government and used primarily to transport people or property over roads, highways or Local Government property. Rental vehicles are considered Local Government vehicles when rented by a duly authorized employee and while used for official Local Government business.

Operator - means any authorized Local Government employee, or other individual approved by the Chief Administrative Officer (CAO), who is in control of a Local Government vehicle and who possesses a valid driver's license for the type of vehicle operated.

Fleet manager - means the individual designated by the CAO to manage the Local Government vehicles.

Specialty use vehicle - means Local Government fleet vehicles especially equipped for specific function or purpose.

5. RESPONSIBILITY FOR IMPLEMENTATION

There will be one fleet manager, appointed by the CAO, who will be responsible for overall fleet management. He/she will work with department managers to meet their department's fleet vehicle needs within approved financial plans.

6. GREEN FLEET VEHICLE POLICY

a) As per the Local Government's goal to achieve carbon neutrality in part by reducing corporate greenhouse gas emissions from fleet vehicles, the Local Government is committed to:

- Reducing GHG emissions;
- Reducing emissions of other pollutants;
- Reducing vehicle idling;
- Reducing single occupancy trips;
- Purchasing more efficient vehicles and fuels;
- Right-sizing vehicles;
- Considering life cycle costs of fleet vehicle operations when purchasing vehicles;
- Maximizing vehicle efficiency.

b) Vehicle Attributes: Local Government vehicles shall have the following minimum attributes:

- Be right-sized for its intended purpose(s).
- The ability to securely haul materials and equipment required for intended purpose.
- Air conditioning and all wheel drive/four wheel drive features, are optional and only where appropriate.
- Colour = _____
- Acceptable fuel mileage for the anticipated use. The use of electric vehicles, plug-in hybrids, hybrids, vehicles that use other zero / low GHG fuels, and fuel efficient vehicles, with the intent of reducing the Local Government's carbon footprint, are required wherever operational requirements allow.
- Acceptable crash/safety ratings.

c) Right-Sizing Purchasing: Local Government vehicles should be purchased according to the average or usual anticipated use of the vehicle. Occasional vehicle needs that exceed the capacity of the vehicle purchased should be met through vehicle sharing or renting. Bikes / e-bikes, cargo bikes / e-cargo bikes can be considered. The following use requirements should be considered when purchasing a vehicle:

- Engine size;
- Vehicle weight;
- Average carrying capacity;
- Average passenger capacity;
- Average terrain.

d) Life Cycle Cost: Life cycle costs should be considered for all vehicle purchases. Life cycle costs should include: capital costs, maintenance costs, fuel costs and resale costs.

e) Fuel Choice: The lowest GHG emission fuel possible should be purchased for all vehicles in the fleet. Consideration of fuels should include:

- Purchasing vehicles that run on zero / low GHG fuels, e.g. electricity, hydrogen, biodiesel, bioethanol, natural gas. The focus should be on electric, plug-in hybrid, and hydrogen vehicles.
- Purchasing low emission fuel for fleet vehicles that cannot be electric or plug-in electric (i.e. renewable natural gas, gasoline with a high percentage of bioethanol and diesel with a high percentage of biodiesel);
- Purchasing vehicles with an acceptable fuel consumption mileage for the anticipated use. The use of electric vehicles, hybrids and fuel efficient vehicles, with the intent of reducing the Local Government's carbon footprint, is required wherever operational requirements allow.

f) Operating: Fleet vehicles shall be operated with the following considerations:

- Idling shall be reduced among all fleet vehicles and the following guidelines shall be followed by all fleet vehicle operators:
    a. Reduce warm-up idling (no more than 30 seconds as long as windows are clear);
    b. Vehicles are to be turned off when stopped for more than 10 seconds except in the following circumstances: in traffic; in the course of performing a specific duty that requires the vehicle be left running; if the outside temperature is below -10°C; or if doing so would compromise human safety or the mechanical integrity of the vehicle.
- Vehicle sharing shall be encouraged. Single occupancy vehicle trips will be minimized. Vehicles should be shared between departments to ensure maximum efficiency for vehicle use.
- Driver education and driving procedures to increase the efficiency of vehicle operations, including anti-idling, should be included in driver training programs for Local Government staff.

g) Vehicle Maintenance and Monitoring: Fleet vehicles shall be operated with the following considerations:
- All Local Government vehicles shall be kept in good mechanical condition and shall be inspected at required intervals.
- Maintenance on fleet vehicles should continue to ensure that preventative maintenance continues to maximize the efficiency of all vehicle operations.
- All vehicles shall be monitored to track fuel consumption, fuel costs, mileage and maintenance costs.

h) Vehicle Replacement and Acquisition:
- In general Local Government vehicles will be considered for replacement when they have at least 5 years of service and 150,000 kilometres. Vehicles may be retained beyond this point if they are in good working order and are meeting the needs of the Local Government. Alternatively, vehicles that have excessive maintenance, carbon emissions, other air pollutant emissions, or operating costs may be replaced sooner.
- All vehicle replacements are to be identified in the approved Financial Plan.
- All Local Government vehicles shall be purchased in accordance with the Local Government purchasing policy.
- All vehicles shall be acquired in a manner consistent with budgetary intent.

i) Consider joining programs to assist with reducing fleet GHG emissions, e.g:
    a. NRCan's Green Freight Assessment Program
    b. West Coast Electric Fleets:

Green Purchasing Policy Template

Adopted {insert date}

POLICY NUMBER:

CHAPTER: FINANCE

SECTION: EXPENDITURES

SUBJECT: GREEN PURCHASING POLICY

RESOLUTION:

EFFECTIVE DATE: **REVISION DATE:**

1. RESOLUTION

THAT the Green Purchasing Policy to require energy considerations of product selection, life cycle costing in operational decision making and encourage green procurement be adopted.

2. OBJECTIVE

To support Local Government corporate initiatives with respect to sustainability and environmental stewardship, including the Local Government's corporate GHG reduction targets.

3. INTRODUCTION

The Green Purchasing Policy requires that energy considerations and life cycle costing inform product selection and purchasing decisions and encourages green procurement. Products are chosen based on best overall value, not just the lowest price.

4. POLICY

a) The Local Government will buy in the open market and will seek the best value and service for its purchasing dollars. The placement of orders and awarding of contracts will be based on best value to the Local Government.

b) Purchasing decisions are to be based on the life cycle cost of the acquisition rather than just the initial purchase price. Life cycle costs include operation, repair, staff, and disposition costs as well as the invoice price.

c) In order to minimize the Local Government's environmental impact and carbon footprint, staff will review their requirements to ensure that specifications are amended to provide for use of goods and services with lower environmental impact and specifically to follow the steps to sustainable purchasing, life cycle costing and energy efficient equipment purchasing.

5. STEPS TO SUSTAINABLE PURCHASING

In considering future purchases, the Local Government will follow the steps to sustainable purchasing in product selection and decision-making:

a) Rethink purchase – is it necessary?

b) Rent, lease or buy it second hand.

c) Choose a durable or longer-life product and compare cost to disposable product.

d) Choose products or services designed to address specific environmental or social concerns.

e) Choose suppliers committed to sustainability.

f) Calculate the total cost (i.e., storage, maintenance, need to buy additional equipment, energy use, waste disposal, administration).

g) Reduce the transportation impacts.

6. LIFE CYCLE COSTING PURCHASING

In considering future purchases, the Local Government will undertake life-cycle costing in determining the full cost of a product or service. Steps in life cycle costing include:

a) Compare the costs of different products and different purchasing choices.

b) List and compare the accessory activities and costs associated with owning a particular product, such as: storage, maintenance, accessory equipment, operating costs, energy and water use, environmental hazards, waste disposal, training and administration.

c) Purchase based on total costs. Total cost = acquisition + use + disposal and post-disposal costs.

7. ENERGY EFFICIENT EQUIPMENT PURCHASING

The Local Government shall purchase energy efficient equipment, supplies and appliances whenever possible. This requires that product specifications be compliant with ENERGY STAR® guidelines and recommendations and/or Natural Resources Canada guidelines and recommendations.

Energy efficient equipment includes but is not limited to: appliances, HVAC equipment, electric motors, office equipment, lighting and signage, transformers, consumer electronics, vending machines, etc.

The Local Government purchase of energy efficient equipment has the following potential benefits:

- Reduced energy costs and electricity demand;
- Reduced impact on the environment;
- Reduced life cycle cost;
- Extended life and reduced operation and maintenance costs; and
- Manufacturer, government or utility company purchase incentives.

Green Event Policy Template

Adopted {insert date}

POLICY NUMBER:

CHAPTER:

SECTION:

SUBJECT: LOCAL GOVERNMENT GREEN EVENT POLICY

RESOLUTION:

EFFECTIVE DATE: **REVISION DATE:**

1. RESOLUTION

THAT the Green Event Policy to reduce the environmental impact of events hosted by the Local Government be adopted.

2. OBJECTIVE

To support climate action policies to reduce GHG emissions, waste, and other environmental impacts by reducing the impacts of Local Government hosted events.

3. INTRODUCTION

The Green Event Policy requires that GHG and environmental considerations inform how events are conducted, not just the lowest price.

4. POLICY

a) The following are discouraged and encouraged:

Discouraged	Encouraged
Disposable items, including plates, cutlery, cups, single-use water bottles	Reusable dinnerware, and water jugs of local tap water with glasses
Disposable give-away items / prizes	Service-based prizes
Bleached paper napkins	Paper napkins with recycled content
Single-use condiment packets	Reusable containers/squeeze bottles
Garbage-only receptacles	Labeled garbage, recycling, compost receptacles
Food and drink with non-recyclable packaging	Minimal packaging or recyclable packaging
Disposable shipping boxes	Reusable shipping containers
Cellophane wrap and polystyrene	Reusable serving trays/platters
Disposed extra food	Composted or donated
Imported produce	Seasonal, regional produce (where available)
Non-edible garnishes	No garnishes or edible garnishes

Guidelines are meant as guidelines only and all applicable food, health and safety regulations must be met.

Guiding Principles for Climate Ready Municipal Buildings

Adopted {insert date}

POLICY NUMBER:

CHAPTER:

SECTION: GREENHOUSE GAS EMISSIONS REDUCTION / CLIMATE CHANGE ADAPTATION

SUBJECT: GUIDING PRINCIPLES FOR CLIMATE READY MUNICIPAL BUILDINGS

RESOLUTION:

EFFECTIVE DATE: **REVISION DATE:**

1. RESOLUTION

THAT the Policy on Guiding Principles for Climate Ready Municipal Buildings, to evaluate GHG emission reduction and climate adaptation potential in Municipal buildings, be adopted.

2. OBJECTIVE

To ensure that all new Local Government buildings are built to have as low GHG emissions as possible, and are built to be resilient to forthcoming climatic changes. Also to ensure that all existing Local Government buildings have their GHG emissions reduced on an ongoing basis, and are able to be resilient to forthcoming climatic changes.

3. INTRODUCTION

The Local Government is committed to corporate and community energy and GHG reductions, and to being resilient to climatic changes. Therefore it will establish a procedure to build and operate all Local Government buildings with the lowest GHGs possible, and ensure that they will be able to continue to operate effectively when considering predictions of coming climatic changes that will likely take place over their lifespan.

4. POLICY

New Civic Buildings:

a) Aim to construct carbon neutral corporate buildings, e.g. by following Canada Green Building Council's Zero Carbon Building Standard.
b) Incorporate high performance attributes into new civic buildings so that they meet the highest level of the BC Energy Step Code for its building type. If the building type is not included in the Energy Step Code, choose the appropriate alternative energy standard:
    - Meeting or exceeding ASHRAE 90.1-2016 (for all other building types)
    - National Energy Code for Buildings (NECB) 2016
    - LEEDv4 or v4.1 Energy Performance requirements
c) Aim to build with materials with low embodied carbon emissions, e.g. favouring sustainably sourced wood, or low GHG concrete over conventional concrete.
d) Consider forthcoming climatic changes that are likely to occur over the lifespan of the asset in its design and construction.

Existing Civic Buildings:

e) Follow sustainable operation and maintenance best practices guidelines for new and existing buildings, which emphasize conservation, optimized building performance, and continued improvement in energy use, water efficiency, and indoor environmental quality.
f) Maximize energy and operational efficiency through the selective re-commissioning of civic facilities on an on-going basis. Re-commissioning is a form of quality assurance testing that is carried out to ensure that building physical plant systems operate as effectively as possible given occupancy patterns and building function.
g) Strive for GHG emission reductions at all existing civic facilities on an ongoing basis through conducting energy assessments and implementing the recommended measures.
h) Strive for continual decreases in corporate building greenhouse gas emissions through the above measures to help meet municipal GHG reduction targets.
i) Strive to ensure that buildings are equipped to be resilient and effective over the course of forthcoming climatic changes that are likely to occur over their remaining lifespan.

Climate Ready Infrastructure

Adopted {insert date}

POLICY NUMBER:

CHAPTER:

SECTION: GREENHOUSE GAS EMISSIONS REDUCTION / CLIMATE CHANGE ADAPTATION

SUBJECT: ENERGY RECOVERY OPPORTUNITIES POLICY

RESOLUTION:

EFFECTIVE DATE: **REVISION DATE:**

1. RESOLUTION

THAT the Climate Ready Infrastructure Policy to evaluate GHG emission reduction and climate adaptation potential in the planning of Local Government infrastructure assets be adopted.

2. OBJECTIVE

To operate and manage Local Government infrastructure assets, including natural ones, in a manner that conserves energy, reduces greenhouse gas emissions, and is resilient to climatic changes.

3. INTRODUCTION

The Local Government is committed to corporate and community energy and GHG reductions, and to being resilient to climatic changes. Therefore it will establish a procedure to build and operate all Local Government infrastructure assets with the lowest GHGs possible, consider natural assets, and ensure that infrastructure will be able to continue to operate effectively when considering predictions of coming climatic changes that will likely take place over the lifespan of those assets.

4. POLICY

On an ongoing basis, the Local Government shall evaluate opportunities to ensure that infrastructure assets have the lowest GHGs possible, and are resilient to climatic changes. The Local Government will also evaluate natural assets as part of its infrastructure assets, with the benefits these bring.

5. PROCEDURE

a) The Local Government shall conduct energy studies for its existing grey infrastructure assets, and implement recommendations to reduce GHG emissions by as much as possible;

b) Develop a natural asset inventory and expand the evaluation of nature-based solutions for infrastructure projects, including consideration of co-benefits such as carbon sequestration and wildlife;

c) Build new grey infrastructure assets so that they have zero (or as low as possible) GHG emissions, and have as low operational energy costs as possible;

d) Incorporate life-cycle costing into both the infrastructure capital and operational decision-making process;

e) Consider embodied / life-cycle carbon emissions as part of all new infrastructure decisions.

Council Report

penticton.ca

Date: May 17, 2022 File No: 5080-01
To: Donny van Dyk, Chief Administrative Officer
From: Adam Goodwin, Social Development Specialist

Subject: **Penticton Age Friendly Action Plan – Update**

Staff Recommendation

THAT Council receive the report "Penticton Age Friendly Plan – Update" into the record as information;

AND THAT Council support the continued implementation of the Plan recommendations, including funding various actions, supporting the City's participation on the Penticton Age Friendly Action Plan Community Activation Group and committing staff resources to the Plan's implementation;

AND THAT as part of Seniors Week 2022 (June 5 – 11, 2022) and in support of the Age Friendly Action Plan and the Community Climate Action Plan, Council approve free transit for all individuals aged 55 years old and older for the entire Week, and direct staff to work with BC Transit on implementing the initiative.

Strategic priority objective

Vision: A vibrant, innovative, healthy waterfront city focused on sustainability, community and economic opportunity.

Mission: Penticton will serve its residents, businesses and visitors through good governance, partnership and the provision of effective and community focused services.

Background

In May 2021, Penticton City Council endorsed the Penticton Age Friendly Action Plan. Resolution 147/2021 was:

147/2021	**It was MOVED and SECONDED**
	THAT Council endorses the "Penticton Age Friendly Action Plan"; AND THAT Council direct staff to collaboratively work with community partners on implementing and continually updating the Penticton Age Friendly Action Plan; AND THAT Council direct staff to work with the Province and other community partners to prepare Penticton to apply to be an age friendly designated community as quickly as possible

AND THAT Council thank members of the advisory group who participated in the development of the Penticton Age Friendly Action Plan;
AND THAT Council direct staff to work with community partners to organize Penticton events in celebration of BC Seniors Week from May 31 to June 5, 2021, under the social well-being and participation feature of age friendly communities;

AND THAT Council direct staff to submit a final Union of BC Municipalities (UBCM) grant report in order to meet the UBCM grant program obligations.

CARRIED UNANIMOUSLY

As Penticton City Council directed in May 2021 ("AND THAT Council direct staff to collaboratively work with community partners on implementing and continually updating the Penticton Age Friendly Action Plan"), the City has been working on a variety of age friendly initiatives in alignment with the plan. For example, the City:

- was on the planning committee and supported the 2021 BC Seniors Week activities in late May and early June (social participation) and continues to participate in the committee planning the 2022 Week,
- worked with UBC students and community organizations on a campaign that celebrated older adults in the lead up to International Day of the Older Persons on October 1, 2021 (social inclusion and non-discrimination) which will repeat in October 2022 with community partners,
- entered into an agreement with UBC (capacity building),
- is developing the lake-to-lake bike route to be up to all ages standards (transportation and mobility) through the Infrastructure Division,
- Snow angels,
- hosted a lake-to-lake bike route event on October 1, 2021 (social participation) through the Communications and Public Engagement Department, and
- are engaging groups that serve older adults in the Civic Spaces and Places Plan public engagement activities (civic engagement and employment) through the Communications and Public Engagement Department.

Next Steps

Applying for Provincial Recognition

When staff presented information to City Council in May 2021 about the City applying for recognition as an age friendly community, staff used the information that was available from the Province at the time about the process municipalities would use to make an application. At the same time, the Province had paused intakes and launched an updated intake process in 2022. As the new application process has several differences from the previous process, Council must make several additional resolutions to support the City's efforts towards continuing to be an age friendly community and apply for the recognition from the Province.

The Action Plan (see Attachment B) has the following major areas of recommended actions that align with the eight features of an age friendly community (in no particular order):

1. Capacity building
2. Civic engagement and employment
3. Communication and information
4. Community and health services
5. Housing
6. Outdoor environments
7. Social inclusion and non-discrimination
8. Social participation
9. Transportation and mobility

While the City has direct jurisdiction and responsibility for parts of some of these components, there are other governments, not-for-profit organizations, First Nations, and entities that have responsibilities and provide funding and services in these areas. Working closely with these other entities will provide a coordinated, community-wide approach that brings these various areas of jurisdiction, responsibility, and/or service delivery together. Some of the actions recommended by members of the community during the development of the plan are not achievable by the City alone; the City must work closely with others to achieve these goals.

Working with Aging Well Penticton

Aging Well Penticton is a group in Penticton that received a significant grant from the Government of Canada's New Horizons for Seniors Program. It has a leadership group of not-for-profit organizations, public entities, and community groups that coordinate and steer the spending of the grant dollars using collective impact. Aging Well's primary focus is on connecting seniors (social participation) and supporting their sense of belonging (social inclusion). Its leadership group includes participants from:

- Alzheimer Society of BC
- Canadian Mental Health Association – South Okanagan Similkameen
- City of Penticton (Recreation Department)
- Community Foundation of the South Okanagan Similkameen
- Cycling Without Age
- Interior Health Authority
- OneSky Community Resources
- Ooknakane Friendship Centre
- Penticton & District Community Arts Council
- Penticton Seniors Drop-In Centre
- South Okanagan Immigrant and Community Services
- South Okanagan Loss Society
- South Okanagan Seniors Wellness Society
- South Okanagan Similkameen Brain Injury Society
- South Okanagan Similkameen Division of Family Practice

Instead of creating a new group specifically for the Age Friendly Action Plan, Aging Well Penticton has offered to work with the City on developing the Age Friendly Action Plan activation group. The goal of this collaboration is to prevent having two groups with nearly identical membership working on very similar areas/topics (older adults), lessen the number of groups that community organizations are a part of and

provide collaboration that will benefit older adults in Penticton. The Aging Well Penticton leadership group has invited the Community Activation Group for the Age Friendly Action Plan to use some of their established meeting slots to provide support for activating the Plan.

Therefore, staff, following Recommended Action 1.1 of the Plan are participating in a new Penticton Age Friendly Action Plan Community Activation Group. Additionally, by working closely with the Aging Well Penticton leadership group, it provides an opportunity to find synergies between Aging Well Penticton and the Penticton Age Friendly Action Plan. A terms of reference of the new group is attached for Council's information as Attachment A.

Transit during Seniors Week

Seniors Week is happening in Penticton from June 5-11, 2022. This is an annual event. In years past, the City has supported free transit for older adults. The organizing committee has made a request that the City support this again in 2022. The City supporting this aligns with several key City plans:

- Age Friendly Action Plan – it aligns with the transportation pillar of the Plan,
- Community Climate Action Plan – will encourage Seniors Week participants to adopt practices that have less climate impact (public transit)
- Conversion of trips to transit – there is a general trend of supporting individuals in considering converting their trips, when possible, to include transit

If Council approves this request, the following considerations will be made:

- It will be for 55 years old and older
- It will be available from June 5 – 11, 2022, inclusively
- It will be available on both conventional and custom (handyDART) transit services
- Advertising will be completed by BC Transit and the organizing committee that the City is supporting this transit initiative

Financial implication

There are no financial implications associated with the work to implement the Age Friendly Plan, beyond what was already existing in Department Budgets.

With regard to the recommendation pertaining to free transit for Seniors Week, BC Transit estimates that the free week of transit for older adults will have a potential loss of revenue of approximately $2,000. The Infrastructure Division has identified that this minimal revenue loss can be accommodated within the existing transit budget.

Analysis

The information in this report is provided to Council for information and is meant as an update on the work that has been ongoing since adoption of the Age Friendly Action Plan in 2021. The report also asks that Council re-confirm commitment to funding the initiatives in the report and committing staff resources to Plan implementation. This is required as part of the provincial Age Friendly Community designation. Staff are also recommending in this report that Council support free transit during Seniors Week

Alternate recommendations

THAT Council direct staff to bring back additional information.

Attachments

Attachment A – Terms of Reference of the Penticton Age Friendly Action Plan Community Activation Group

Respectfully submitted,

Adam Goodwin
Social Development Specialist

Concurrence

Director, Development Services	Director, Administration and Finance	General Manager, Infrastructure	Chief Administrative Officer
BL	AMC	KD	DvD

Attachment A
Penticton Age Friendly Action Plan
Community Activation Group
Draft Terms of Reference

As of May 8, 2022

Background

Penticton developed an age friendly action plan in 2020 and 2021, which was endorsed by Penticton City Council in May 2021. One of the recommended actions for the community is to develop a group that will support the implementation of the plan.

Purpose of the Group

To activate actions in the Penticton Age Friendly Action Plan, as amended, to support the community's efforts towards increasing the age friendliness of Penticton. The City of Penticton will convene and coordinate the group in close collaboration with Aging Well Penticton. This group is supported by City staff; it is not a committee of/to Council. The group will however, report to Council on an annual basis updating Council with progress of the Age Friendly Action Plan implementation.

Term of the Group

The group shall exist on a pilot basis from May 2022 to May 2025.

Membership

The group shall include, if possible, at a minimum:

- One (1) City staff person in a coordinating, liaising, and convening capacity (non-voting),
- Any participating organization on the Aging Well Leadership Group on the list below (voting),
- A minimum of one (1) member of the public (voting),
- A minimum of one (1) member of an organization that works in the area of older adults but does not directly provide services (e.g., a researcher at a college), and
- Other participants, as the Community Activation Group shall agree to by consensus.

When possible, there should be a maximum of twenty (20) voting members at any one time, one of which shall be identified by the group as the group chair.

Term of Membership

Terms shall be from May 2022 to May 2025.

Decision Making

This is a non-statutory body, therefore its decisions are not binding on the City. The group shall make decisions by consensus. All decisions must be made in accordance with all relevant laws, bylaws, and policies.

Seed Funding

To support the group's work, when possible, the City will attempt to provide a minimum amount of funding, within existing budgets, for the group to activate and leverage other resources.

List of Current Aging Well Participating Organizations

- Alzheimer Society of BC
- Canadian Mental Health Association – South Okanagan Similkameen
- City of Penticton (Recreation Department)
- Community Foundation of the South Okanagan Similkameen
- Cycling Without Age
- Interior Health Authority
- OneSky Community Resources
- Ooknakane Friendship Centre
- Penticton & District Community Arts Council
- Penticton Seniors Drop-In Centre
- South Okanagan Immigrant and Community Services
- South Okanagan Loss Society
- South Okanagan Seniors Wellness Society
- South Okanagan Similkameen Brain Injury Society
- South Okanagan Similkameen Division of Family Practice

Council Report

penticton.ca

Date: May 17, 2022 File No: 5080-01
To: Donny van Dyk, Chief Administrative Officer
From: Adam Goodwin, Social Development Specialist and Jamie Lloyd-Smith, Community Mobilizer

Subject: **2022 PlanH Healthy Communities Grant Program**

Staff Recommendation

THAT Council direct staff to apply for the 2022 Healthy Public Policy Grant from PlanH for $12,000 to complete the internal housing policy review;

AND THAT Council direct the Director, Development Services for the City of Penticton to sign and submit the application document on behalf of the City.

Strategic priority objective

Vision: A vibrant, innovative, healthy waterfront city focused on sustainability, community and economic opportunity.

Community Safety: The City of Penticton will support a safe, secure and healthy community.

Background

During the deliberations around the 2022 Corporate Business Plan, Council directed staff to complete a housing policy review in 2022. The timing of this review is important. The 2016 Census assumed that Penticton would be a low-growth community. With the new Census data showing Penticton's current growth levels, the housing policy review will support the City and partners in identifying current and future housing targets and areas of growth. Approximately $12,000 was allocated in the 2022 Corporate Business Plan for this review.

PlanH Grant

PlanH supports local governments and Indigenous communities in advancing policies, strategies, and programs that support health and well-being, among other outcomes. PlanH grants support communities in creating, adopting, amending, and/or evaluating public policy through a health lens. In 2022, PlanH will be distributing grants of up to $15,000 in 2022 to support municipalities in reviewing and updating policies.

Development Services has already identified the need for an internal housing policy review in the 2022 work plan. The PlanH Healthy Public Policy stream provides a granting opportunity to maximize the scope of this review with additional resources. These resources will support Social Development's work with other City departments and community partners around the coordination of efforts alongside 100 More Homes, the lead entity addressing housing and homelessness in Penticton.

Financial implication

The grant funding can contribute 100% of the cost of eligible activities. Eligible expenses include items such as developing an equity-informed housing policy framework, conducting a policy analysis from an equity perspective, or initiating a feasibility study on healthy public policy projects. The 2022 Financial Plan includes $12,000 of funds to be used for the review, with approximately $12,000 from PlanH available to implement or pilot some of the findings in the review.

Analysis

The Healthy Public Policy grant provides an opportunity for the City to conduct an internal review on housing related policies. This aligns Council's endorsement of the Memorandum of Understanding with 100 More Homes to address housing and homelessness in the community. This also aligns with the recommendations arising out of the *No Where to Go* Report on youth homelessness, which indicates the need for housing options for youth in Penticton.

The total cost of the items identified is up $24,000. Should the City be successful in receiving $12,000, the City will match the grant dollars for a total of $24,000 towards a comprehensive internal housing policy review. Staff in Social Development will work with community partners and other City departments on implementation of the initiatives.

Therefore, to support the City's roles in this area, staff are recommending that Council approve the City's application to this PlanH grant program to receive match funding for an internal housing policy review.

Alternate recommendations

THAT Council direct staff to bring back additional information.

Respectfully submitted,

Adam Goodwin
Social Development Specialist

Jamie Lloyd-Smith
Community Mobilizer

Director of Finance and Administration	Director, Development Services	Chief Administrative Officer
AMC	BL	DvD

Council Report

penticton.ca

Date: May 17, 2022 File No: 6520-20
To: Donny van Dyk, Chief Administrative Officer
From: Anthony Haddad, General Manager, Community Services
Subject: **North Gateway Redevelopment & Investment Strategy – Proposed Plan**

Staff Recommendation

THAT Council receive into the record the report dated May 17, 2022 titled "North Gateway Redevelopment & Investment Strategy – Proposed Plan";

AND THAT Council direct staff to commence the final round of public engagement and bring back the results with any changes to the June 21, 2022 Council meeting.

Strategic Priority Objective

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.

Background

The development of the North Gateway Redevelopment and Investment Strategy (the Plan) involved a significant amount of community engagement, technical analysis and stakeholder consultation during each phase of the planning process, beginning with Council's endorsement of the process in February 2021. During key milestones, the results of each phase were brought forward to the City's Economic Prosperity and Development Services Advisory Committee for their review to ensure the evolution of the Plan was on track.

The first phase of engagement was undertaken to get an understanding from the community, landowners and stakeholder organizations around how they use the North Gateway, what issues exist in the area and how they believe the long term vision for this area should take shape. The engagement process allowed the community, landowners and stakeholders to provide direction with an online mapping exercise and idea generation process that provided an understanding of how people use this area, why they use it and how it can be improved.

Building upon the feedback received from the community throughout the first phase of engagement and the technical analysis undertaken, the North Gateway Design Charrette was held during the week of September 13 – 17, 2021. The objectives of the Charrette included capturing the ideas and values from stakeholders early in the process and nurturing these ideas into a unified direction for the North Gateway.

The dialogue phases of engagement with the community and stakeholder organizations were to ensure that the concepts developed met their expectations based on the earlier engagement and design processes.

Feedback was received in a variety of formats including online mapping exercises, on-line workshops, surveys and one-on-one conversations. Major themes from the feedback received included ensuring that building heights allowed for the densities envisioned, the critical need for affordable housing policy within the Plan and that the design of public spaces allows for a variety of users into the future. Further involvement with Penticton Indian Band was also highlighted by the community, including opportunities for housing, tourism and economic development partnerships.

Engagement with the Penticton Indian Band occurred in the development of the Plan. Staff attended two PIB Major Projects Committee meetings where a number of issued were identified that have helped in the development of the Plan. As the planning process and implementation moves forward, more consultation is needed on an ongoing basis as the area develops. The City will work with Penticton Indian Band on these initiatives and more by continuing to engage through the PIB Major Project's Committee and Council-to-Council meetings.

The Proposed Plan

The proposed Plan provides for the long term policy and illustrative visions for the future of the North Gateway lands. The Plan document is broken up into 8 Parts, and are summarized as follows:

- *Parts 1 – 3: Background*

  These sections of the document provide the background information that summarise the location, area analysis, engagement process and technical analysis. It also outlines the First Nations engagement undertaken as part of the planning process, the priorities identified and how they are built into the Plan.

- *Part 4: Vision & Guiding Principles*

  The Vision and Guiding Principles provide for the overarching guidance for all of the policy development within the Plan.

- *Part 5: Placemaking Goals & Strategies*

  Urban Design Goals and Strategies provide a thoughtful approach to future development and infrastructure investment within the North Gateway. Images and illustrations provided show examples of the type of public and private infrastructure that should be included in the area as it grows and develops.

  The form of development and public infrastructure supported through the planning process provide clear direction to future investors as to how development will occur, but leaves flexibility for innovation to occur over the life of the plan. As the gateway to our downtown, SOEC complex and the South Okanagan, high quality design throughout this area is expected. The City's Official Community Plan sets out the Form & Character Design Guidelines for future private development in this area, however the following placemaking strategies have been developed specific to the North Gateway area.

  Three distinct layers for the planning process were developed based on the desired future conditions envisioned by the community –Land Use and Density; Experience and Atmosphere; Mobility and Connections. Within each of the layers, targets have been set to ensure the long term

vision for the area can be achieved and monitored over the coming years by implementation of the strategies.

- *Part 6: 10 Big Urban Design Changes*

  The North Gateway is a large area and in order to focus public realm and urban design improvements into the future. The area has been divided up into three Districts. Each District contains a range of elements and future investment opportunities that when combined will contribute to creating a connected, complete and sustainable destination.

  This section provides an outline of how the Districts have come together, how each are connected through key mobility corridors and gateways, and the key attributes that are required within each District to enable successful implementation of the Plan.

  Detailed design projects related to the 10 Big Urban Design Changes will be completed into the future, achieving the vision set out within the Plan. Through the planning and design process it was identified very early on that the North Gateway lacks connection, safe public infrastructure, and vision. The opportunity that presented itself through the planning process is that with improved connections within the areas, both existing and future land uses could be connected through variety of improved pedestrian, cycling, parkland and roadway design solutions.

  The South Okanagan Event Centre complex is already established as the economic anchor for the area and with surrounding amenities and such as Okanagan Lake, The River Channel at its doorstep, and with the Downtown being in such close proximity, the opportunity to create a special place within the North Gateway, feeding off the vibrancy of these surrounding community assets is unique.

  The cornerstone of the North Gateway Redevelopment & Investment Strategy will focus around 10 major ideas:

  - 3 Districts
  - 3 Corridors
  - 3 Gateways
  - 1 Festival Boulevard

- *Part 7: Implementation Priorities*

  The first major implementation priority of the North Gateway Redevelopment and Investment Strategy is to complete a review and technical analysis of the vision and concepts. This process will allow for the feasibility analysis, financial strategy and implementation projects timeline to be developed. This will be a critical priority to implementation of the community's vision for the North Gateway. Implementation priorities will be brought forward through the 2023 Capital Budget planning process to ensure the momentum developed as part of the planning process carries forward in a timely manner and shows the City's commitment to the area for other investors to follow.

- *Part 8: Action & Investment Plan*

At the completion of the Transportation network, costing and feasibility analysis, the following implementation items will take place to allow for the implementation of the Plan. The following items will be important for implementation over the coming years:

- Official Community Plan Amendments
- Employee Housing Strategy
- PTCC Hotel Strategy and Tourism Partnership with Penticton Indian Band
- Development Cost Charge Bylaw Amendments
- Wayfinding Signage Plan, Design and Installation
- Welcome to Penticton Signage Planning, Design and Construction
- Capital Plan Amendment to include North Gateway Priority Projects

Analysis

The proposed Plan will be reviewed by the community, landowners and the City's technical departments over the coming weeks for the final round of engagement for this process. The City's engagement portal, Shape Your City Penticton will also be updated with the latest plans and opportunities for general community feedback. After a robust engagement and design process with the community over the past year, the proposed plan will help set the area up for long term sustainable investment. Implementation is already underway with many active development sites under construction or design review, and approval of the plan will set a solid path forward for this important growth area of our City.

After the final review with the community, Committees and property owners, staff will bring back a final version of the Plan document for Council approval at the June 21st, 2022 Council meeting.

Attachments

Attachment A – Proposed North Gateway Redevelopment & Investment Strategy

Respectfully submitted,

Anthony Haddad

General Manager, Community Services

Concurrence

Director of Development Services	GM Infrastructure	Chief Administrative Officer
BL	KD	DvD

Attachment A – Proposed North Gateway Redevelopment & Investment Strategy

CITY OF Penticton

REIMAGINE THE NORTH GATEWAY



DRAFT

Go to PENTICTON.CA for more information.



A BOLD PLAN FOR THE FUTURE

Penticton's first 15 minute neighbourhood

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PART 1:

WELCOME TO THE NORTH GATEWAY



1.1 Acknowledgements

The City of Penticton respectfully acknowledges that our community is located on the traditional and unceded territory of the Syilx Okanagan People and we thank the Penticton Indian Band for their support and ongoing partnership in the future growth and development of the North Gateway.

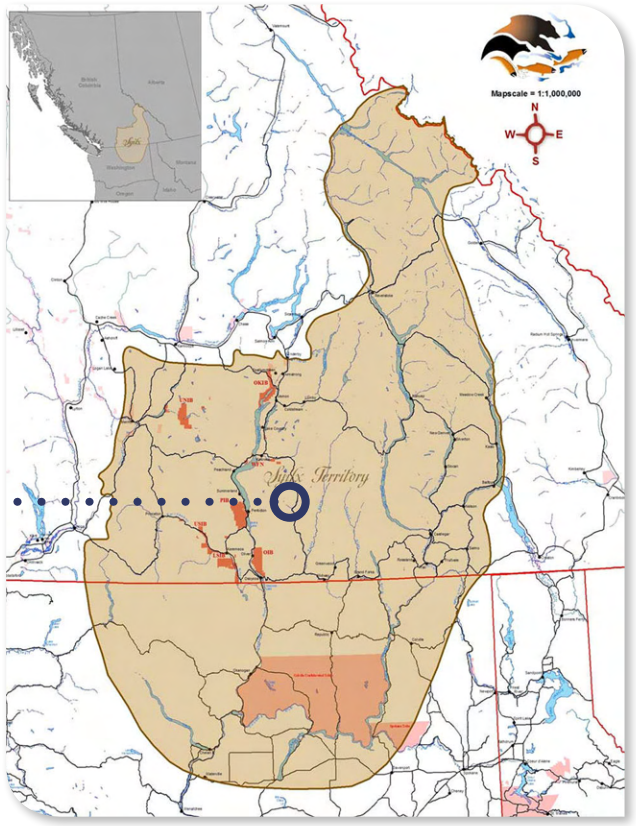
To the City of Penticton residents who gave their time and shared their ideas in the development of this plan through the workshops, information sessions, and feedback forms – thank you for providing us with your insights and vision. The City would like to also acknowledge the contributions or support of the Penticton City Council, the Economic Prosperity & Development Services Advisory Committee, Parks and Recreation Advisory Committee, Penticton Indian Band Council and staff in the creation of this Plan.

The City would also like to acknowledge the following consultants for their work in support of this plan.

- Russell Whitehead: Colliers International
- Ian Roth: Urban Systems
- Michael von Hausen: MVH Urban Planning + Design Inc.
- Cal Meiklejohn: MAD Design Studio Inc.
- Cal Srigley: Cal Srigley Design Consulting
- Chris Allen: Landform Architecture + Design Build
- Mark van der Zalm: VDZ + Associates



SnPink'tn (Penticton)



Acronyms:

The Plan – North Gateway Redevelopment and Investment Strategy

PTCC – Penticton Trade and Convention Centre

SOEC – South Okanagan Events Centre

PIB – Penticton Indian Band

MOTI – Ministry of Transportation and Infrastructure

OCP – Official Community Plan

SOEC Complex – References the SOEC, PTCC, Memorial Arena, Casino, Community Centre Lands

1.2 Why are we here?

To ensure an orderly, strategic and investment ready environment within this area of the City, the North Gateway Redevelopment and Investment Strategy (The Plan) is required to ensure a coordinated approach can be taken to land use, infrastructure needs and economic investment opportunities.

In 2006 the North Gateway was identified as one of the City's Urban Villages where a higher density neighborhood with walkable services and amenities were envisioned, however no comprehensive planning for the area was undertaken at the time. Since then, several new developments have occurred and the 2019 Official Community Plan (OCP) policies provide direction for further investment to take place within the North Gateway – one of the four strategic investment areas identified for future growth and development.

The North Gateway is a desirable place to live and much of the focus with the 2019 OCP was around the provision of more housing opportunities in the community. Supporting additional densification within close proximity to services has been a long term policy goal of the City.

Our community is in the midst of a housing crisis and continuing to grow sustainably will support the City's Climate Action and Housing goals. The lands within the area must be used efficiently to accommodate the growth and sustainable economic activity Penticton needs.

With renewed interest in this area and prior to much of the new investment taking place, the creation of the Redevelopment and Investment Strategy is intended to result in clarity around future vision and desired land use for the community, public realm and urban design priorities, land assembly opportunities and mobility improvements that are required to support community values and set a sustainable path for or future and attract economic development opportunities.



1.3 Getting it Right

Entering the City of Penticton from the north brings focus and attention to the North Gateway, as the entrance to the South Okanagan. First impressions to new residents, visitors and investors have a significant impact on the reputation of our community and the Plan provides an opportunity to make a positive impression through signage, wayfinding and beautification, working with the community, stakeholders, PIB, MOTI and key user groups.

Prior to the development of Highway 97, Westminster Avenue West used to be the main thoroughfare into the downtown. With its wide road right of way, beautifully tree lined boulevard and link to an ever-growing and intensifying downtown commercial core, the Westminster Avenue West corridor provides for an interesting opportunity to not only enhance the Northern Gateway from an access, directional signage and wayfinding perspective, but to reimagine the Westminster corridor for all modes of transportation as the spine of the North Gateway.

The redesign and reinvestment in strategic mobility and activity corridors within this area such as Power Street to Lakeshore Drive, Eckhardt Avenue West and Westminster Avenue West to the downtown core, hold the key to positive transformation of the area.

To support the community's investments in the South Okanagan Events Centre (SOEC) and Penticton Trade and Convention Centre (PTCC), the addition of new hotels, increasing the diversity of residential housing opportunities, entertainment and other complementary uses will allow for these City facilities to succeed and contribute to the economic prosperity of our city.

Large land holdings in this area provide for significant comprehensive redevelopment opportunities to house the right mix of civic uses, tourist accommodations, support commercial and residential densities to sustain our City into the future. When new development comes forward for consideration, having a plan and investment strategy in place will ensure developments leave a positive legacy for the community and contribute to public realm enhancements.



PART 2:

CONTEXT & SITE ANALYSIS



2.1 Location - Penticton's first 15 minute neighborhood

The North Gateway area is located at the north-west corner of the City limits. Bordered by Riverside Drive to the west, Highway 97 and the Penticton Golf and Country Club to the south, Power Street and Vees Drive to the east and Churchill Avenue and Lakeshore Drive to the north, the North Gateway lands are the first point of entry to the City from the north. From east to west, everything is located within a 15 minute walking distance.

The North Gateway area is home to strategic community assets such as the SOEC, PTCC, Community Centre, Okanagan Hockey School, Cleland Theatre, Curling Club and their support infrastructure. Recent investment such as Gateway Casino and Match Public Eatery has helped to increase the commercial activity on these lands, and with the increasing density of uses, the focus of the municipal lands has moved towards a community based complex with both local and regional entertainment value.

Commercial activity has seen the recent addition of the Fairfield Marriott Hotel on Eckhardt Avenue, and the Four Points Sheraton Hotel located directly adjacent to the PTCC. These new investments support the existing Hotel Penticton, Days Inn, Sandman Hotel and other tourist accommodations in the area.

Residential development and densities have slowly increased within the Plan Area, particularly along Power Street and Riverside Drive with the addition of a higher end townhome project adjacent to the highly successful Riverside Village commercial center. Development interest in this area remains high with planning underway for future projects.

Within the Plan area, large underutilized parcels of land have the opportunity to contribute positively to the future growth and development of this area. With its location surrounded by natural amenities such as Okanagan Lake, the Okanagan River Channel and its pathway, and the Penticton Golf & Country Club lands, the North Gateway to Penticton provides a unique opportunity for our community to accommodate the growth and economic activity needed to sustain our city and existing investments into the future.



What is a 15 minute neighbourhood?

The four main guiding principles of the 15-minute Neighbourhood are:

- **Proximity** - availability of amenities for social functions accessible within 15 minutes by active transportation.
- **Density** - Optimal number of individuals who can support a diversity of amenities in a given area.
- **Diversity** - Mixed land use of residential, commercial and entertainment components, with diverse cultures and people. Provide housing options to accommodate different socioeconomic levels and enable residents to live closer to jobs or work from home.
- **Ubiquity** –Diverse amenities in all neighbourhoods that are accessible and affordable to everyone.

The planning policies and outcomes will help create Penticton's first 15 minute neighbourhood, meeting with City's Official Community Plan and Climate Action objectives.

2.2 Existing City Investments

Contained within the North Gateway area, specifically within the SOEC complex are some of the most valuable publicly funded assets that the City of Penticton owns. The reinvestment into these facilities and the surrounding area is a key goal of the Plan, ensuring that these community assets can be sustained into the future.

These Include:

- Penticton Community Centre
- Memorial Arena
- South Okanagan Events Centre & Okanagan Hockey School Training Centre
- Penticton Trade & Convention Centre
- Cleland Theatre
- Penticton Curling Club
- Bambino Field
- Recent additions to the SOEC Campus include the following:
- Cascades Casino & Entertainment Centre
- Match Restaurant

Around the periphery of the complex, the City has over recent years acquired land for the purpose of surface parking and future investment. Land along Highway 97 between Alberni Street and Comox Street has contributed towards parking needs in the short term. The 2019 OCP re-designated much of this area from its previous commercial designation to 'Institutional and Civic', signaling the intention for future expansion of the SOEC complex and supporting uses.

Some of these existing facilities will require change to support the long term vision, including Memorial Arena and Bambino field. Re-visioning of these spaces to support the goals and objectives of the Plan will be required into the future.













PART 3:

PROCESS & ENGAGEMENT



3.1 Process

The development of the Plan involved a significant amount of community engagement, technical analysis and stakeholder consultation during each phase of the planning process. During key milestones, the results of each phase were brought forward to the City's Economic Prosperity and Development Services Advisory Committee, and Council for their review to ensure the evolution of the Plan was on track to meet their objectives.

PHASE 1
Scoping the Process
(Jan-Feb 2021)

PHASE 2
Landowner Consultation
(March-April 2021)

PHASE 3
Community Engagement
(April-May 2021)

PHASE 4
Policy / Design Development
(Jun-Oct 2021)

PHASE 5
Draft Plan
(Nov-Dec 2021)

PHASE 6
Community Dialogue
(Jan-Feb 2022)

PHASE 7
Council Approval
(June 2022)

3.2 Community Engagement

The first phase of engagement was undertaken to get an understanding from the community, landowners and stakeholder organizations around how they use the North Gateway, what issues exist in the area and how they believe the long term vision for this area should take shape. The engagement process allowed the community, landowners and stakeholders to provide direction with an online mapping exercise and idea generation process that provided an understanding of how people use this area, why they use it and how it can be improved.



Engagement Activities

Staff hosted several stakeholder workshops to discuss the need and opportunity with interested stakeholders and landowners. Groups consulted specifically included:

- Parks and Recreation Advisory Committee
- Economic Prosperity & Development Services Advisory Committee
- Arts, Creative and Cultural Innovation Advisory
- Heritage & Museum Advisory Committee
- Penticton Golf & Country Club
- Travel Penticton Society
- Penticton Indian Band
- Spectra Event Management
- Downtown Penticton Association
- Penticton & Wine Country Chamber of Commerce
- School District #67
- The Ministry of Transportation & Infrastructure





3.3 Design Charrette

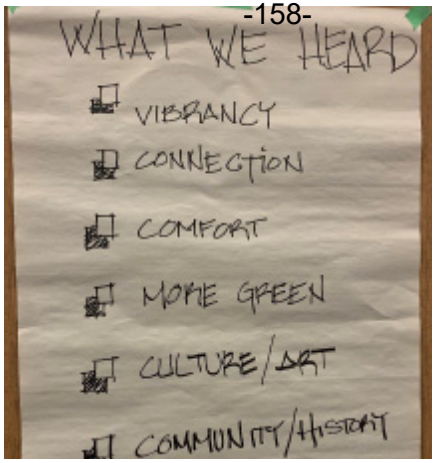
Building upon the feedback received from the community throughout the first phase of engagement and the technical analysis undertaken, the North Gateway Design Charrette was held during the week of September 13 – 17, 2021.

The objectives of the Charrette included capturing the ideas and values from stakeholders early in the process and nurture these ideas into a unified direction for the North Gateway.

Approximately 45 participants involved in the charrette were made up of landowners, businesses, stakeholder organizations and residents. They were led by team of design professionals to create the illustrative and policy vision for the North Gateway, which created ten (10) big ideas coming out of the design process including:

- 3 Districts
- 3 Corridors
- 3 Gateways
- 1 Festival Boulevard







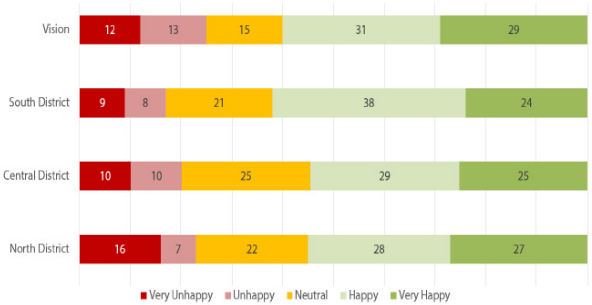


3.4 Dialogue Phase

The dialogue phases of engagement with the community and stakeholder organizations were to ensure that the concepts developed met their expectations based on the earlier engagement and design processes . Feedback was received in a variety of formats including online mapping exercises, on-line workshops, surveys and one-on-one conversations.

Major themes from the feedback received included ensuring that building heights allowed for the densities envisioned, the critical need for affordable housing policy within the Plan and that the design of public spaces allows for a variety of users into the future. Further involvement with Penticton Indian Band was also highlighted by the community, including opportunities for housing, tourism and economic development partnerships.

EXPLORE NORTH GATEWAY! @ PENTICTON.CA





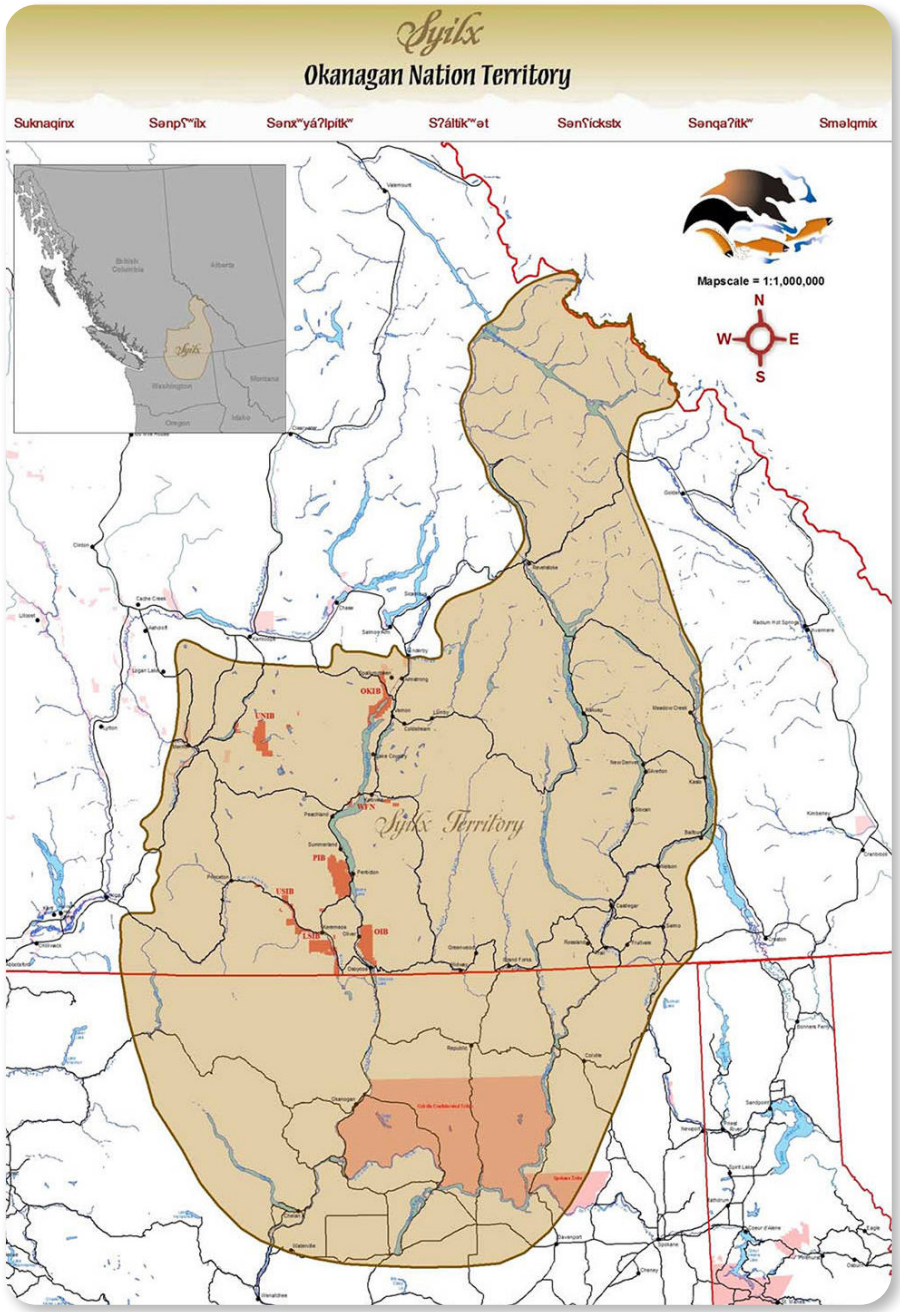
3.5 Indigenous Engagement

Engagement with the Penticton Indian Band occurred in the development of the Plan. Staff attended two PIB Major Projects Committee meetings where a number of issued were identified that have helped in the development of the Plan.

The following are the themes from the engagement. The Plan actions these comments with the development of policy and priority projects.

- Penticton used to be a PIB village and lands are unceded
- Alignment with PIB vision for cultural centre adjacent to Sicamous
- Indigenous tourism opportunities
- Servicing considerations through the North Gateway to the west
- Sustainability for future development and infrastructure
- Opportunity for signage / artwork and entryway enhancements
- Need for affordable housing for Band members

As the planning process and implementation moves forward, more consultation is needed on an ongoing basis as the area develops. The City will work with Penticton Indian Band on these initiatives and more by continuing to engage through the PIB Major Project's Committee and Council-to-Council meetings.



3.6 Technical Analysis

Land Use & Real Estate Analysis

One of the key technical and data gathering components for the development of the North Gateway Redevelopment & Investment Strategy was a Real Estate Demand Analysis that was required to inform the land use plan for the area. Determining the right mix and diversity of housing, tourist accommodation and support comical uses will be critical to the success of the plan.

Colliers International, who undertook the City-wide analysis as part of the development of the 2019 OCP process were retained for the North Gateway process. The work completed by Colliers helped to provide the process with an understanding of numerous factors to help inform the development of the Plan.

Mobility Analysis

Urban Systems Ltd. was retained to assess the mobility impacts resulting from the future vision for the area. Taking into account the population and density projections, infrastructure improvements proposed and mobility improvements, working with MOTI to develop mobility solutions to support the long term vision for the area.

Infrastructure Analysis

The City of Penticton completed it's Integrated Infrastructure Master Plan in 2021 which aligned the existing water, storm, sanitary and transportation master plans with the OCP. It identified the projects needed to achieve the goals and policies in the OCP and provided a prioritized action plan for the next 5, 10, 20 and 25 years. The master also identified where projects were needed to address existing deficiencies or anticipated growth.

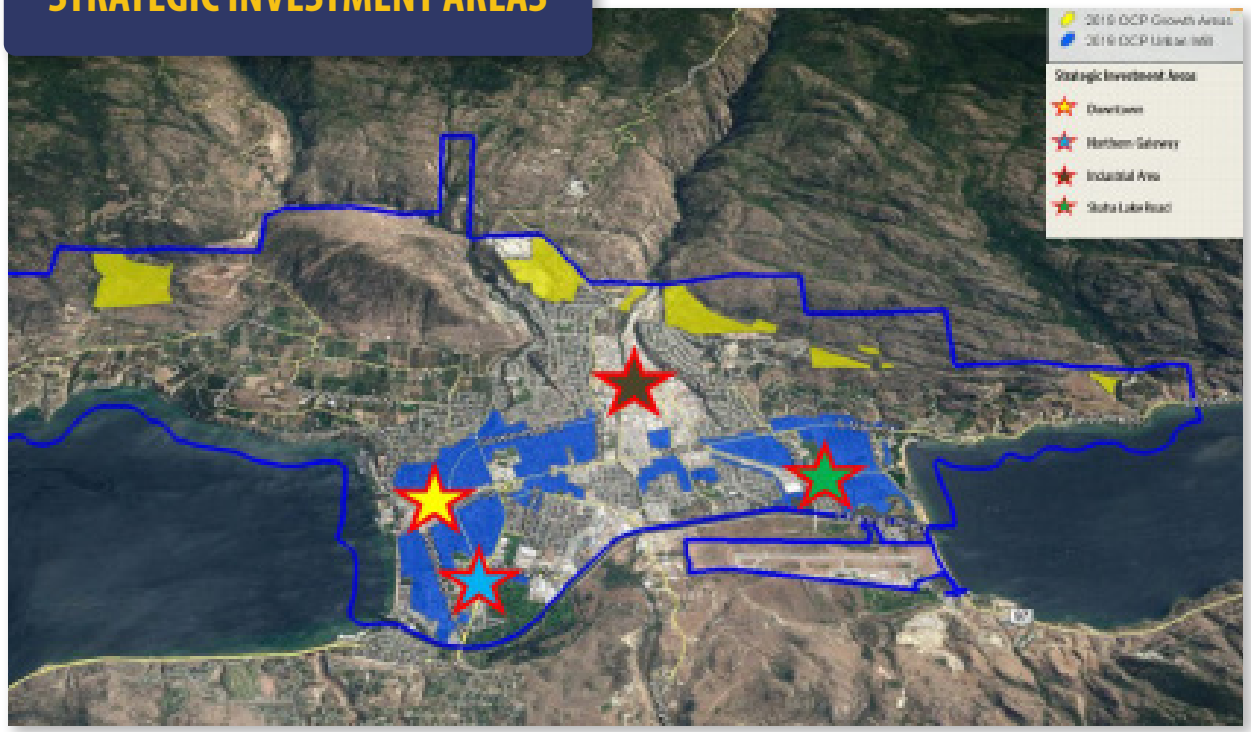
Alignment with the OCP

The process undertaken to develop the new OCP throughout 2016-2019 identified the North Gateway as one of the City's Strategic Investment Areas.

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

Building upon the economic activity resulting from the SOEC, PTCC and uses within the existing area, the vision highlighted in the OCP for the North Gateway Strategic Investment Area was to support our local and regional economy through increasing the availability of commercial and employment lands.

STRATEGIC INVESTMENT AREAS



3.7 Alignment with other City Plans

Asset & Amenity Management Plan

Many of our civic buildings and assets are nearing the end of their service life, no longer provide the functionality needed, and the cost to keep them operational exceeds the funds we have available. Rather than simply raise taxes, throughout 2020 and 2021, the City took the opportunity to review these assets and look for opportunities to renew, repair, replace or dispose of them where it makes sense. The goal was to develop a long-term plan that was fiscally responsible, continued delivery of quality services and supported the City's goals for developing a sustainable community.

One of the key recommendations coming out of the process was related to future civic investment in the North Gateway. The recommendation to consolidate the City's ice surfaces on the SOEC complex with the construction of a new twin arena and the demolition of McLaren and Memorial Arenas is intended to support both community recreation needs and drive further economic impact to our community. As part of this recommendation, the conversion of the Memorial Arena site to parking was identified to support this future investment in the North Gateway lands.

SS Sicamous Master Plan

In 2014, the City approved the SS Sicamous Area Master Plan, which after extensive consultation provided the design direction for future improvements around the area, which is located directly north-west of the North Gateway area. The SS Sicamous Plan identifies public realm and infrastructure improvements in and around the ship yards to support revitalization of the area and connections with the Okanagan Lake Promenade and adjacent amenities. The role of the North Gateway Plan is to recognize these improvements and provide a seamless connection to the areas, in particularly along Riverside Drive where a number of improvements are warranted, including links to indigenous cultural opportunities.

Community & Corporate Climate Action Plans

The City has updated the Community Climate Action Plan in 2020-2021 in order to reduce community-wide greenhouse gas emissions and energy use, and to consider actionable climate adaptation measures.

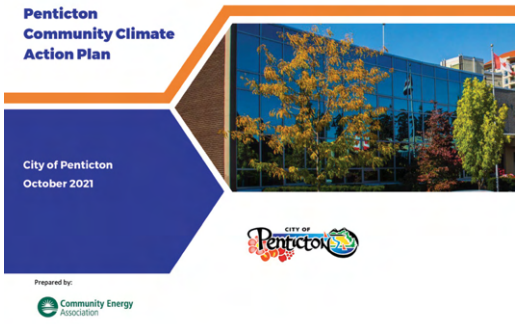
The Community Climate Action Plan (CCAP) provides policies and actions that provide guidance for future decision-making to help us achieve our targets. Actions include improving the energy efficiency of buildings, improving alternative transportation methods (such as bike routes), and reducing and diverting waste from landfills, to list a few. Implementation of the CCAP will occur through many of the policies and projects incorporated into the North Gateway plan.

Age-Friendly Action Plan

The City's Age Friendly Action Plan was approved by Council in April 2022 and considers issues and assets identified by residents that affect the day to day lives of older adults, and it assesses and supports the capacity of community partners to take action. The Plan recommends strategies and activities based on best practices from other jurisdictions and local opportunities for intersectoral partnership. This action plan for Penticton is the first step toward the development of a community-based strategic plan with specific tasks and timelines for community partners to integrate into their organizational strategic plans and annual work plans in the longer term. Implementation of the recommendations through the North Gateway analysis will help sustain the area for future generations.









PART 4:

VISION & GUIDING PRINCIPLES



Vision

A connected, complete sustainable destination that captures and celebrates Penticton's small city successes with:

- Natural beauty
- Housing diversity
- Sports excellence
- Events + Festivals
- Economic vitality
- Local fare

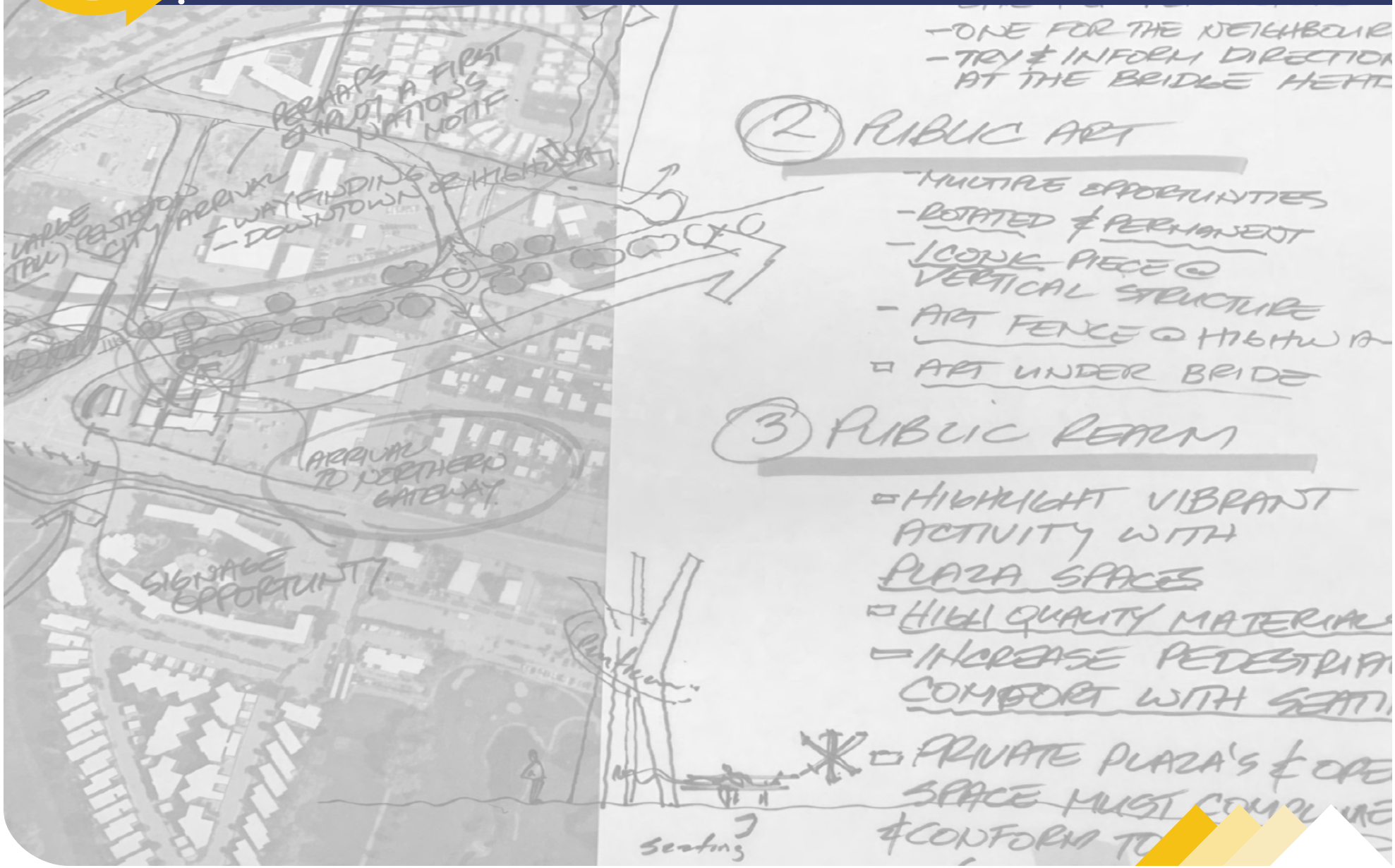
Guiding Principles

The guiding principles support the vision created by the community and provide overall guidance for the development of policies, strategies and priorities within the Plan.

1. **Engaged Community** – Everyone can engage in the decision-making process.
2. **Welcoming Community** – As the gateway to the South Okanagan and in partnership with Penticton Indian Band, we welcome you to our communities.
3. **Pedestrian First** – Prioritize a safe and accessible neighbourhood.
4. **Climate Resilient** – Reduce our reliance on vehicles through active transportation infrastructure and sustainable investment.
5. **Vibrant Economy** – Actively support business and employment growth into the future.
6. **Indigenous Recognition** – collaborate with PIB to recognize historical and physical significance.
7. **Grey to Green** – Enhance and interconnect the existing parks, boulevards and landscaping.
8. **Diversity and Choice of Housing** – Create a rich housing mix for existing and future residents.
9. **Park Once** – Reduce the need for vehicle use by developing a walkable community.
10. **Pride of Place** – Transform the area into a safe and clean environment for all.
11. **Celebrate Our History** – Recognize the historical contribution of Penticton's sporting excellence
12. **Take Immediate Action** – Prioritize implementation projects to build momentum for public and private investment.

PART 5:

PLACEMAKING GOALS & STRATEGIES



5.1 Goals and Strategies

Urban Design Goals and Strategies provide a thoughtful approach to future development and infrastructure investment within the North Gateway. Images and illustrations provided show examples of the type of public and private infrastructure that should be included in the area as it grows and develops.

The form of development and public infrastructure policy provide clear direction to future investors, and the city as to how development will occur, but leaves flexibility for innovation to occur over the life of the plan. As the gateway to our downtown, SOEC complex and the South Okanagan, high quality design throughout this area is expected. The City's Official Community Plan sets out the Form & Character Design Guidelines for future private development in this area, however the following placemaking strategies have been developed specific to the North Gateway area.

Three distinct layers for the planning process were developed based on the desired future conditions envisioned by the community –Land Use and Density; Experience and Atmosphere; Mobility and Connections. Within each of the layers, targets have been set to ensure the long term vision for the area can be achieved and monitored over the coming years by implementation of the strategies.

Implementation of the goals and strategies will be completed in line with the City's Community Climate Action Planning objectives, include improving the energy efficiency of buildings, improving alternative transportation methods and reducing and diverting waste from landfills.

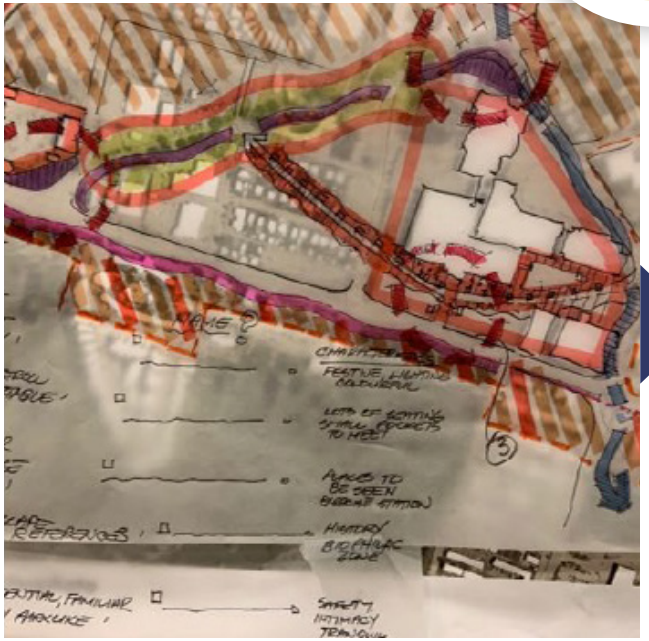
The Land Use and Density Plan, Experience and Atmosphere Plan and Mobility and Connections Plan provide the conceptual strategies for implementation of the Plan over the coming years.





Land Use & Density

Experience & Atomsphere



Mobility & Connectivity

5.2 Land Use and Density Layer

GOALS

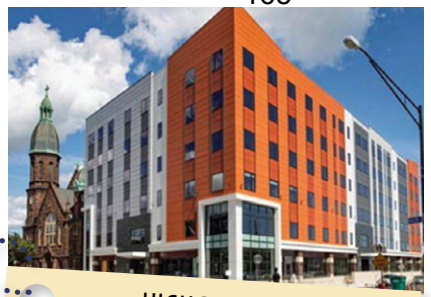
- Ensure a range of medium to high density housing types, sizes, tenures and forms exist throughout the North Gateway to provide housing options for all ages, household types, and incomes.
- Provide affordable housing opportunities for existing and future employees to support economic growth and activity.
- Work with the Penticton Indian Band to seek opportunities for housing and tourism development partnerships.
- Allow for a mix of walkable and accessible retail /commercial uses within the area to support residents, visitors and event/convention delegates.
- Increase the supply of tourist accommodations in strategic locations to support the tourism industry and entertainment and convention expansion within the area and around the community.
- Support the addition of Civic Uses to the areas in line with the Asset and Amenity Management Planning, allowing for public access to new facilities, park land and plaza space within the North Gateway.



TOURIST COMMERCIAL



MEDIUM DENSITY MIXED USE



HIGH DENSITY MIXED USE



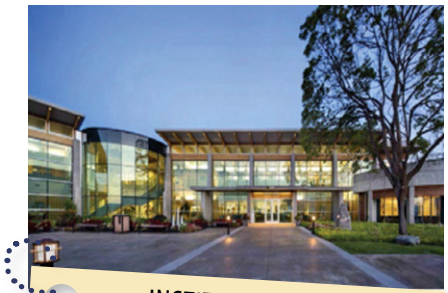
GROUND-ORIENTED RESIDENTIAL



URBAN RESIDENTIAL



URBAN HIGH DENSITY RESIDENTIAL



INSTITUTIONAL & CIVIC



RESIDENTIAL ORIENTED LIGHT INDUSTRIAL



PARK

5.2.1 Residential Housing Supply

***Target**: 1750 - 2250 new units within the area*

- The North Gateway neighbourhood has the capacity to accommodate a significant amount of new residential supply. With additional amenities and place making initiatives introduced into the North Gateway, the area will become more desirable to reside in through the approval of high quality and more affordable housing developments.
- Residential developments in the area will for the most part take a form of approximately 6 storeys, however taller buildings will be accommodated in strategic locations to support increasing a diverse range of residential options.
- Ground-oriented townhomes and apartment units with 2+ bedrooms will likely be the preferred housing type for residents that opt to move into the North Gateway area and should be supported in all forms of housing in the area.
- Innovative smaller unit types will also be considered for the area to support more affordable market and non-market housing options including opportunities for reduced or eliminated parking requirements.
- Townhomes with flex units / secondary suites will be supported in the area to increase the supply of smaller, more affordable units types.
- A strong focus and intensification of housing within mixed use developments along Westminster Avenue West will help in creating a key commercial and amenity strip that could facilitate walkable shopping and general livability of the area.
- Riverside Drive and the intersection of Westminster and Eckhardt Avenue offers opportunity for taller buildings to enhance this area as a strategic gateway, providing high quality building design opportunities for the entrance to Penticton.
- It is recognized that the geotechnical constraints in the area will increase the costs of construction, allowing for in some circumstances, the need for taller buildings to make development financially feasible. This will be an important consideration for all future development when considering building heights and any zoning amendments required if the area is to be financially viable for the construction of housing developments.











5.2.2 Employee Housing Supply

Target: *5% - 10% of all units in the North Gateway to be non-market housing developments (5%: 88-112 / 10%: 175-225 units)*

- Employee housing partnerships will need to be investigated to ensure a good mix of lower income housing is provided within the area to support the tourism, hospitality and other industries seeking employment in our community.
- The anticipated growth of convention and tourist activity, as well as the extension of events and festivals into the shoulder season, will drive employment demand up in the North Gateway. Establishing a sustainable housing solution within the area, that is close to both existing and new employment opportunities created, will help improve city-wide economic activity.
- The City will investigate increasing the supply of rental housing in the area including opportunities to use City owned land in partnership for the provision of affordable housing developments.
- Parking requirements for employee housing projects will be considered for significant reductions where cycling facilities and smaller units types are proposed.
- Support smaller suites within townhome developments, incorporating more supply to the current rental market, reducing the strain on demand and the cost of living for employees in the area
- Increasing the supply of smaller housing units (e.g. 1 bedroom, bachelor suites, micro suites) to support increasing densities and affordable housing options within the North Gateway.



- Affordable housing strategies for the North Gateway will form part of the City's wider housing strategy and look to opportunities to preserve and increase the overall supply of affordable rental housing such as:
  - Restricted Housing Programs should be looked at for employee housing opportunities.
  - Introduction of a Development Construction Cost or Community Amenity Contribution to contribute purpose-built rental units or below-market dwelling options to the community. Alternatively, cash-in-lieu could be collected for future development to be low-market housing, or for the foundation of a Resident Restricted housing program.
  - Investigating the potential for Rental Zoning (Residential Rental Tenure Zoning) as allowed for under Provincial regulations.
  - Updating the City's Density Bonus policies to require contributions from the development community to the creation of affordable housing units in return for additional residential density and building height.









5.2.3 Tourist Accommodation

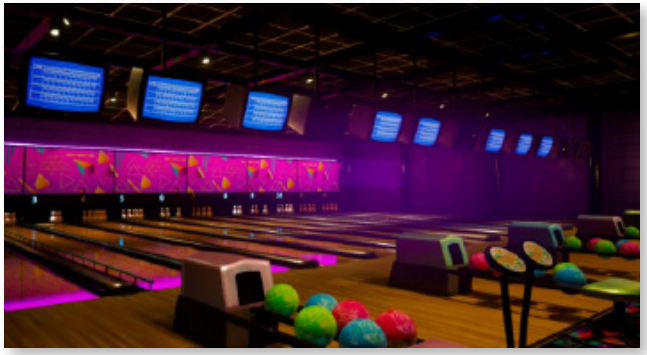
***Target**: Up to 350 new hotel rooms*

- New tourist accommodation developments will include a range of 3-5 Start Hotel accommodations in the North Gateway.
- The needs and desires of PTCC delegates and tourists will be met through the construction of 3-5 star hotels within the North Gateway or adjacent Lakeshore area, particularly if they include additional amenities such as an attractive pool, spa, and restaurant.
- The North Gateway could potentially support up to 350 new hotel rooms over the next 10 years on top of up coming supply, without significantly impacting the performance of existing operators. This would help to ensure that conventions and conferences are choosing Penticton over other cities with equivalent or better hotel room offerings.
- While this demand could potentially be accommodated through the redevelopment of existing underutilized hotel/motel sites, the PTCC may be better served by a new attached hotel, which would involve the reconfiguration of the existing ball diamond lands and redistribution and addition of greenspace within the planning area.
- The inclusion of a new hotel directly on the PTCC campus or attached to the Casino will help to attract more conventions and conferences while also offering tourists high-quality accommodation near the lakeshore and downtown.
- Identify an appropriate location for such a development, such as directly attached to the PTCC or the Casino, and further examining whether another hotel is needed once the performance of the Four Points is monitored during key conventions and events.
- When deciding whether another hotel should be developed, the City should work with the PTCC operator to examine how the addition or more convention-oriented hotel rooms can be accommodated following the completion of the Four Points Sheraton.
- Partner with PIB in the development of tourism projects that allow for employment opportunities and acknowledgment of indigenous culture and identify in the design of buildings and spaces.









5.2.4 Support Commercial / Retail

***Target:** 25K– 30K of new commercial floor area*

- The North Gateway presents significant opportunities to host missing commercial and light industrial uses, especially for businesses that require larger lots. These changes will attract more visitation and expenditure per person than the current car dealerships that occupy the large lots of the area.
- The trends experienced in the City's retail market over the past few years are in-line with trends becoming more common throughout the Okanagan including growing demand for experiential food and service-oriented tenants and the North Gateway should support these uses.
- Support commercial uses should be contained along the Westminster Avenue West corridor as part of future mixed use development opportunities.
- Activation of street frontages should occur with ground floor oriented commercial uses, allowing patrons to activate storefront space with patios, cafes and retail offerings. High profile corner sites should present high quality pedestrian oriented design creating active and vibrant spaces.
- Retail uses within the North Gateway that complement, rather than directly competes with, the West Downtown, Downtown Core and lakeshore areas, will provide offerings desired by both nearby residents, event attendees and PTCC delegates. This could include coffee shops, quick-service restaurant, full-service restaurant, brewery, distillery, wine bar, indoor amusement and other similar convenience and experience oriented tenants.



5.2.5 Civic / Entertainment Facilities

***Target**: Addition of up to two new ice surfaces and expansion of convention space*

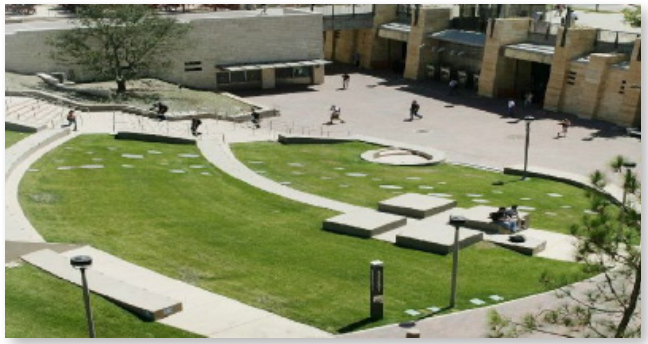
- The City's Asset and Amenity Management Plan provides the opportunity for up to two new ice surfaces adjacent to the SOEC. The arenas would provide for a more sustainable facility model for the City's recreation needs and also provide positive economic activity generated by the use of the new facilities through increased tournaments, large scale events and local and regional visitations to Penticton.
- The North Gateway will seek to accommodate up to two new ice arenas adjacent to the SOEC through the undertaking of detailed site analysis and building design.
- With the entertainment focus of the North gateway and increase in residential densities envisioned, the addition of publicly accessible gathering spaces will be required to support increased use.
- Plaza and greenspace design that falls adjacent to event or convention space should be available and accessible for the use by the public.
- The City will continue to acquire lands to the west of the SOEC complex to ensure the availability of land for facility expansion.

5.2.6 Tree Canopy

***Target**: Retain existing City trees and look to double the tree canopy*

- Protection of City trees will be undertaken in consultation with the City's Parks Department and under the guidance of a qualified arborist.
- Tree protection measures such as covenants and appropriately setback buildings will be incorporated into the design of future City infrastructure projects and development proposals.









5.2.7 Park Land Enhancements

***Target:** Support the OCP Target of meting the standard of 2.5^{ha} of parkland per 1,000 people as the North Gateway develops*

- There will be no net loss of park land within the area and the strategic realignment of existing greenspace and addition of new space to meet the needs of future developments and densities will be supported through comprehensive engagement and design processes.
- New pedestrian connections within and throughout the North Gateway should encompass green boulevards to enhance the walkable park land environment within the area, linking major facilities with surrounding amenities.
- The redesign and reorientation of the PTCC towards Westminster Avenue should be undertaken in association with the construction of new hotels adjacent to the site. Enclosed walkways through hotels to the reoriented front entrance of the PTCC is encouraged to support delegate comfort and enhancing the physical appearance of the Convention Centre.
- The City will work with partners such as SD#67 to look at relocating Bambino Field, ensuring no loss of fields for the baseball community.
- As opposed to a single use park space that exists with the baseball infrastructure, new green space will be designed to reflect the urbanization of the area, allowing for a mix of active and passive uses within the North Gateway.



5.3 Land Use and Density Plan

The Land Use and Density Plan provides for the conceptual land use that will be achieved by implementing of the North Gateway Redevelopment and Investment Strategy. The map provides the conceptual layout for the area, which will be refined and updated through the detailed design of infrastructure and the submission of development applications.



5.4 Experience and Atmosphere Layer

GOALS

- The North Gateway will be a year-round destination that cultivates culture, sports and entertainment providing unique and memorable experiences for future generations.
- The experience of the area will reflect indigenous cultural and identify.
- The North Gateway will honor our community's history and accomplishments through facility and public realm design, celebrating our past and honoring our future.
- Provide safe and accessible design of buildings and public spaces to ensure inclusion for all residents and visitors.
- Design and build strategic public space and road infrastructure to allow for flexible use during events and festivals.
- Support business expansion in the area to complement the event and conference facilities, ensuring activation of pedestrian spaces.







5.4.1 Pedestrian Experience

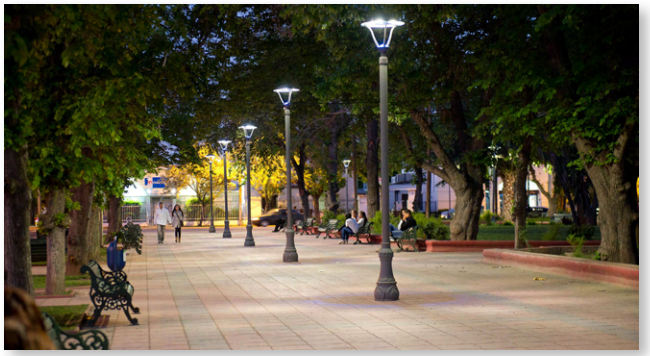
- A comfortable pedestrian experience that is designed for people instead of vehicles will activate the North Gateway, focusing on well illuminated, landscaped, spacious and continuous sidewalk connections.
- The speed at which vehicles drive through the area will be reduced through road design ensuring a safe and comfortable pedestrian environment.
- Pedestrian crossings along Westminster Avenue and Highway 97 will be provided to allow for safe access across the road.
- New buildings will connect to the street front through active facades, promoting strong pedestrian connections.
- Surface parking will be provided to the rear of buildings and pedestrian connections through larger parking lots will allow for safe access from vehicles to destinations on foot.
- Accessibility for those seeking active transportation modes will be enhanced through wider sidewalks, the addition of cycling infrastructure and multi-use paths. Curb cuts on every intersection, demarcated pedestrian crossings, and accessible pedestrian signaling will encourage increased use by all pedestrians.

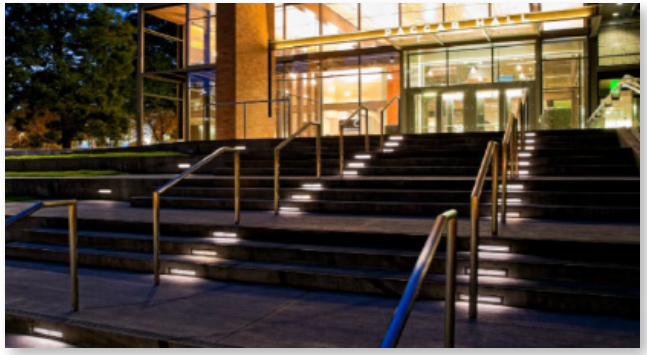
5.4.2 Crime Prevention Through Environmental Design (CPTED)

- CPTED or Crime Prevention Through Environmental Design is a set of design principles that not only works to reduce crime through the layout of physical attributes of a space but also aims to increase perceived safety, activate spaces, and encourage a more inclusive public realm.
- Incorporating safety into the design elements of public spaces will attract users and encourages them to care for the area. These safety measures and the encouragement of the use of space will make public space safer and more welcoming.
- An active and vibrant space aids in establishing the natural surveillance of an area. Ensuring the physical design of space also contributes to natural surveillance is critical in design contributing to the overall safety of an area. Encouraging permeable building frontages that offer "eyes on the street" and continuous sightlines will allow for mutual surveillance between those inside and those outside, establishing mutual safety.
- Lighting that continuously illuminates an area and allows residents and visitors to clearly identify others within a reasonable distance will contribute to the continuous sightlines and natural surveillance. Adequate lighting is also a contributing element to the continuous usage of space through the evenings and winter months.













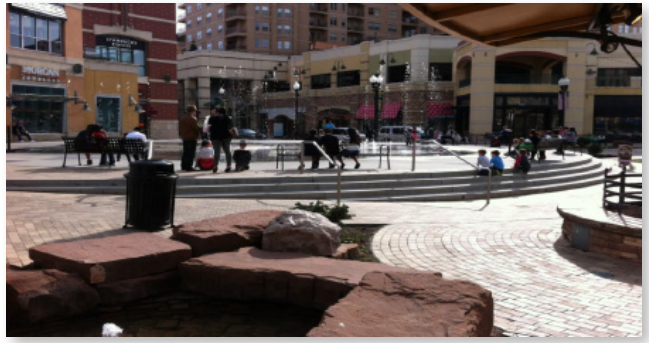
5.4.3 Governance of Space

- Aiding in the efforts of CPTED is a clear delineation in the governance of spaces, including who is responsible for upkeep and rule enforcement.
- Ensuring an area does not fall into disrepair alleviates further damage and nefarious activity. The interface between private and public space will be carefully considered through the design process to ensure conflict areas are resolved before approvals.
- As the area redevelops, in particular around the SOEC/PTCC it will be important to delineate what is a public space where liquor consumption or convention activities are programed to activate the area.
- Clearly define transitions between public and private spaces with access control methods such as vegetation barriers. Less ambiguity through maintenance and governance will help ensure visitors and users know what areas are accessible and usable for them, and ensure the overall area is cherished.

5.4.4 Usage Continuity

- Activating the neighbourhood with more continuous uses regardless of time and season will encourage more activity in the area.
- A continuous and active streetscape will encourage activity at all times of the day and support active transportation in the North Gateway. By infilling vacant or underdeveloped parcels of land in the area and requiring future development to frame the street instead of being set back from the public realm, the North Gateway will become a more attractive and inviting destination for residents and visitors.
- On street level and neighbourhood scale vibrancy will be achieved through providing a range of commercial opportunities to accommodate those of all socioeconomic demographics. Small shops, cafes, restaurants, bars, and unique experiences will enliven an area.
- Particularly for ground floor retail uses, it is essential to provide active rather than inactive storefronts and consistent frontages. Active storefronts are those that spill out onto the sidewalk, helping attract customers while also creating a more diverse streetscape. Elements such as patios, exterior store displays, permeable edges, and pet-friendly areas should be considered.













5.4.5 Accessibility

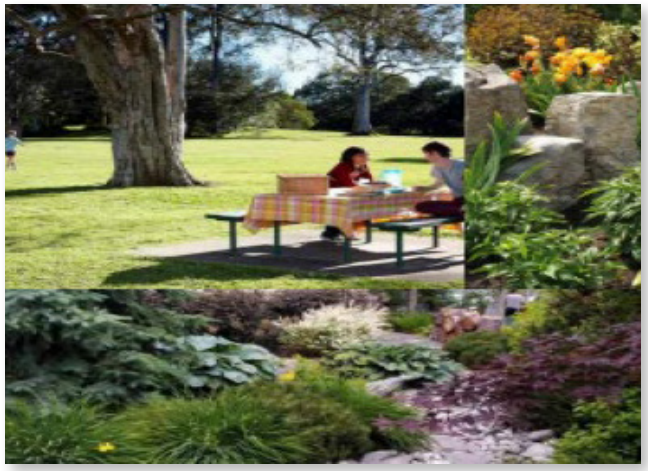
- The North Gateway will strive to be accessible, not only in a physical sense, but also in a broader social sense. With an evermore diverse and aging population, the future design and development of the area will support the imperatives of accessibility, social inclusion, and universal design.
- Through the design of buildings and public space, the accessibility requirements of the BC Building Code will be met, including the following design requirements:
  - Accessible transit
  - Automatic doors to public and private buildings
  - Scooter friendly sidewalks
  - Designated accessible parking / drop-off facilities
  - Universal design and pedestrian considerations
  - Audible walk signs
  - Inclusive recreation
  - Assistive technologies

5.4.6 Landscaping

- Landscaping should be leveraged to create an identity and character for the area, improve public spaces, and contribute to placemaking efforts. Plants and greenery provide attractive elements that make a space more welcoming and hospitable
- Landscaping should contribute to safety and public access control through its use as semi-permeable barriers and borders between areas. At the same time, vegetation should not obscure sightlines or degrade the lighting of an area.
- Well-kept landscaping contributes to the overall sense of governance, care, and ownership in an area in turn improving user experience.
- Greenery and effective landscaping has the additional benefit of reducing urban heat island effects. Pavement and concrete infrastructure tends to absorb and re-emit heat, amplifying the effects of hot weather. This negatively impacts air and water quality and general living conditions for residents. A means to mitigate this is to introduce and maintain natural landscapes as much as possible. Tree-covered areas that offer shade and a cooler area to gather for the public should be encouraged – a crucial element during the hot Penticton summers.
- Street design will include green boulevards with street trees and storm water features such as rain gardens.
- Replacement of concrete surfaces with permeable surfaces will also help to reduce the negative impacts of run-off water, protecting the natural water resources adjacent to the North Gateway.
- Landscaping with indigenous plants and pollinators, introducing comprehensive plans to connect green spaces, as well as replacing non-permeable surfaces (concrete/asphalt) with permeable greenery could drastically improve the local ecosystem, contributing to sustainable and improved landscape.
- A street tree planting program will be administered through the implementation of capital projects in the area, ensuring the greening of the landscape within the area.
- Support the provision of productive landscapes within the green space designed on both public and private land in the form of roof gardens, community gardens to support local food security.







5.4.7 Human Scale Development

- Human scale development includes ensuring buildings do not overly impose on the landscape or on the people that will be using the areas. This generally means avoiding the development of buildings that are excessively large or do not fit with the area's scale, hinder views, cast extremely large shadows, or buildings that create an intimidating environment for pedestrians due to their height and size.
- Human scale also means ensuring that there is permeability in building facades, so pedestrians are not walking along long blank walls, as well as breaking up long blocks to offer more interest, or simply avoiding long blocks altogether.
- Human scale development also reduces private vehicle prioritization and instead encourages walkability. Improvement of the pedestrian experience will contribute to the improved general use and vibrancy of an area.



5.4.8 Activating the Public Realm

- A North Gateway that is activated at all times of the day and year will be a substantially more attractive community to live, work, and play. In addition, a unique and tailored public realm will assist in creating an identifiable place that is marketable and attractive.
- Strategic locations of commercial uses in the North Gateway will act as a footfall generator drawing greater potential expenditure into the area. The North Gateway will support small businesses that characterize the neighbourhood, the area can generate a personality and identity that is more in alignment with a unique community as opposed to a drive-through area of Penticton.
- The North Gateway has numerous opportunities to improve the public realm through interventions of all sizes, scales, and costs.
- Outdoor recreation opportunities in the form of active public spaces and pedestrian/cycling infrastructure will support a healthy environment for residents and visitors.
- The design of walkways / multi-use paths and cycling infrastructure should support encouraging sporting organizations and recreation programming using these spaces for events and activities.
- Civic space, parkland and connections to the surrounding area will be considered as part of the redevelopment of the Central District lands. Partnership opportunities, park land analysis and land assembly will be incorporated into the future design and planning for the area.











5.4.9 Development Lot / Interim Use Activation

- Existing underutilized spaces in the North Gateway could be better programmed to serve as attractive amenities, helping to draw in a large number of visitors. Large surface parking lots awaiting future redevelopment for example can be a significant opportunity to create a distinct and unique place that is otherwise generally empty and used for vehicle storage.
- Surface parking and vacant development lots could be leveraged into a multi-use space, for example, for performances, art installations, cultural events, and shared dining areas for nearby restaurants and bars to promote greater social interaction.







5.4.10 Signage and Wayfinding

- A signage program will need to be developed for this area, providing directional information to the SOEC campus, and surrounding amenities, including Okanagan Lake, Downtown, Naramata Bench and other key locations within the plan area.
- The "Welcome to Penticton" sign and public art opportunities in partnership with the Penticton Indian Band, at the entrance of the North Gateway will provide an opportunity to better illustrate to those arriving in the area the opportunities within the North Gateway and City of Penticton.
- The addition of clearly designed, attractive, and articulate signage will assist visitors and residents in understanding where they are, increase awareness of the services and amenities within the North Gateway, and direct viewers to places of interest.
- Signage must be large enough to be viewed by those using different modes of transportation, but also must be attractive enough as to not detract from the urban design intent of the area.
- The City of Penticton should consider implementing distinct, eye-catching signage at several vantage points that would be visible to pedestrians in the North Gateway along with vehicles to encourage drivers to remain in the North Gateway as opposed to continuing on to other neighbourhoods such as Downtown Penticton.
- Key location for new directional signage and landscaping enhancements will include:
  - Red Wing median
  - West Bench median
  - Eckhardt / Westminster intersection
  - Alberni Street / Eckhardt Avenue
  - Comox / Westminster – Festival Boulevard
  - Westminster Avenue / Power Street
- Locations for Welcoming Signage will include:
  - Riverside Village Greenspace
  - Bridge / Golf Course
  - Alberni Street / Eckhardt Avenue





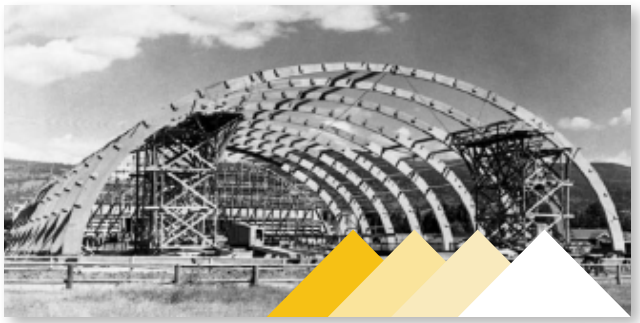




5.4.11 Celebrating our Past

- The design of future facilities and infrastructure should include the recognition of Penticton's sporting and cultural heritage.
- Public plazas and multi-use pathways can be designed to incorporate recognition elements such as interpretive signage, public art, banners, pavement details and traffic calming measures for example to showcase our community's history.
- The replacement of Memorial Arena with new ice surfaces should incorporate recognition of its value as a community war memorial from post World War II and its history attached to hockey in the Okanagan.
- Design considerations for future arenas should include opportunities for replication of the half-barrel shaped roof construction and laminated wooden arches within the new building design or retention of elements of the existing Memorial Arena and transfer of them into new facilities.
- Working with historical organizations, the recognition of our community's history will be incorporated into the design of the North Gateway.





5.5 Experience and Atmosphere Plan

The Experience and Atmosphere Plan shows the location of future investment that will be made in wayfinding signage and public amenities that will be added to the area as it develops, including the opportunity for civic land assembly. Through the detailed land assembly, park land needs and ultimate design for the area, the conceptual plan and policies provide for future design considerations.



5.6 Mobility and Connection Layer

GOALS

- All mobility connections within the North Gateway will prioritize pedestrian and cyclists over single occupant vehicle use.
- Support high quality Bus Transit infrastructure in strategic locations to ensure its availability to move large numbers of people directly and efficiently with a low environmental impact.
- A 'park once' strategy should be considered for the North Gateway supporting a Fuel Free approach to accessing the area, events and activities.
- Provide multi-modal connections between destinations and adjacent neighbourhoods.
- Establish a street hierarchy that responds to adjacent uses and balances pedestrian, bicycle, and vehicular needs.

WALKABILITY



Walkability

- 10-15 Minute Walk
- 5-7 Minutes To Centre
- Enhancement Of Food And Beverage Retail Offerings
- Improve Pedestrian Safety and Experience
- Result is A Complete - Live, Work, Play Locally

5.6.1 Reducing Vehicle Dependency

- The significant challenge to making the North Gateway a more attractive place to live, work, and play will be to reduce the presence of fast vehicle traffic, particularly on Westminster Avenue and Highway 97.
- While it is inevitable that vehicles will have to pass through the North Gateway to access and leave the City of Penticton from the west, it is critical that physical and design elements are introduced to reduce vehicle traffic and encourage drivers to stay in the North Gateway. This can include elements such as traffic circles, adding stoplights, reducing permitted speeds, eliminating unnecessary vehicle infrastructure and introducing traffic calming measures such as speed bumps, landscaping and curb extensions.
- With a wider variety of attractive uses in the North Gateway, there will be greater incentive to remain in the area, as opposed to using the roads as a thoroughfare to other parts of the city. This will in turn contribute to reducing vehicle traffic and make the North Gateway more hospitable and comfortable.
- By reducing vehicle lanes and placing greater emphasis on active transportation infrastructure, safety measures will increase pedestrian and cycling activity while also discouraging vehicles from driving dangerously. This will be implemented through the creation of dedicated and separated bike lanes, ensuring pedestrian infrastructure is continuous and comfortable for all ages and abilities, and more clearly demarcating where the various modes of transportation belong.
- Curbside parking should be considered, particularly along Westminster Avenue will help slow vehicle traffic down and encourage a more activated commercial and residential street front.
- By reducing and discouraging vehicular traffic in the North Gateway and improving the ability to access the area through active transportation, there is a significant opportunity to redevelop the substantial supply of surface parking in the area for higher-value uses, as part of a detailed planing and design process.







5.6.2 Linkages

- Introducing active transportation routes, breaking up blocks with cut-thrus, and generally providing additional linkages between key spots throughout the North Gateway will improve the experience for users that are not navigating in private vehicles.
- An improved public realm could also come from creating clear linkages throughout the North Gateway with signage to key destinations such as the Convention Centre, as well as linking the North Gateway to the adjacent lakeshore, Okanagan River Channel and Downtown.









5.6.3 Parking

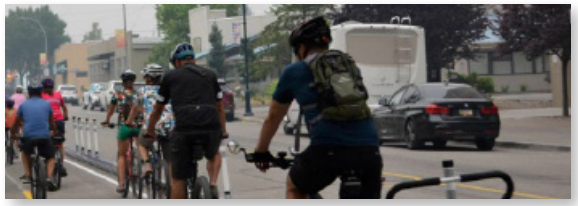
- To support sustainable transportation solutions within the area, a shared parking approach will be considered as part of the introduction of new facilities and uses to the North Gateway. In recognition of the varied use times for the facilities, the lack of available land to provide large areas of surface parking, and the goal of creating a more sustainable transportation model in the area, parking reductions will be considered as new facilities occur in association with the investment in transit and active transportation solutions.
- Support for active and alternative transportation within the areas will ensure that affordable and cost efficient transportation solutions allow for attendance and visitation within the area.
- The elimination of minimum parking requirements will be considered for the area, in support for market driven parking needs. Lower parking ratios for new development will be considered where alternative transportation options are provided such as bicycle parking, proximity to transit and care share programs.
- The design of small vehicle spaces, care share programs and car pool stalls will be incorporated into site design and reduce the need for large areas of parking to be provided.
- Electrical vehicle charging infrastructure will be strategically located on public and private lands to support the City's Climate Action objectives.

5.6.4 Cycling

- Cycling is increasingly recognized as a clean, sustainable mode of transport and an essential part of an inter-modal plan for travel within the North Gateway.
- It is important to develop an infrastructure of cycling routes and facilities in line with the City's cycling network to provide more transportation options and generate more cycling trips.
- Protected cycling lanes will be include within the redesign of roads within the area.
- Increase bike end-of-trip support infrastructure will be provided at transit facilities.
- Increase the provision of bike racks and secure bike storage facilities at key destinations within the North Gateway.







5.6.5 Transit

- Design roads to ensure bus transit access is enhanced as densities increase in the area.
- In recognition of the walkability of the North Gateway, opportunities for centralized transit hubs and transit stops for drop-off and pick up within the North Gateway will be accommodated, focusing locations close to key destinations.
- Support the relocation of the regional transit stop that currently exists on the corner of Alberni Street and Eckhardt Avenue West to an alternative location within the North Gateway.



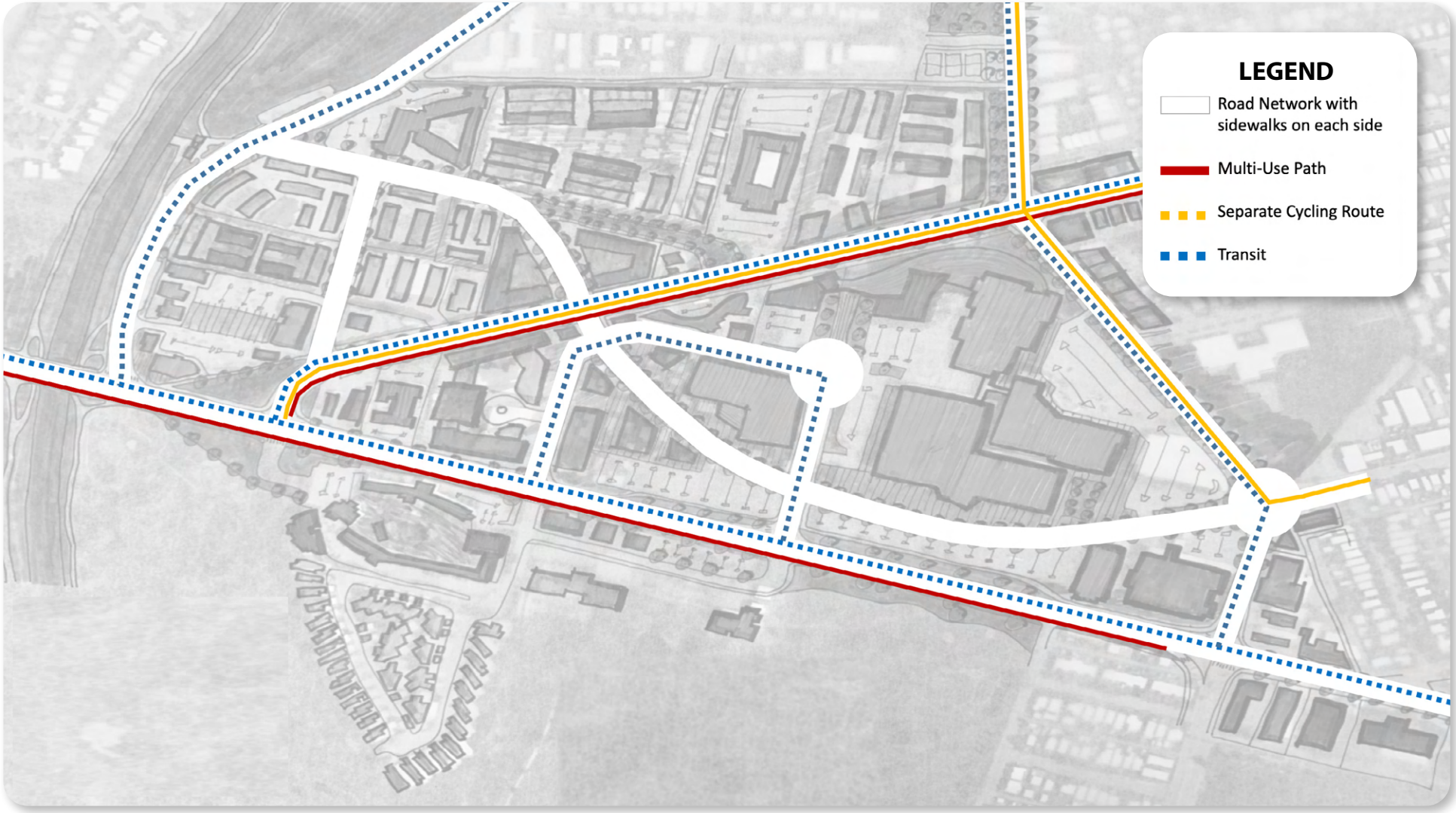
5.6.6 Good Movement / Event Transportation

- Roads should be designed to accommodated goods movement into the downtown and surrounding areas.
- Event loading infrastructure will need to be considered with the redesign of the SOEC complex Gateway and Alberni Street, ensuring that adequate space and turning areas accessing the PTCC and SOEC are retained as new development occurs for larger vehicles.



5.7 Mobility and Connections Plan

The mobility and connections plan shows the conceptual road network and supportive transit and active transportation links that will be integrated into the design of future upgrades to the area.



PART 6:

10 BIG URBAN DESIGN CHANGES



10 Major Ideas

The North Gateway is a large area and in order to focus public realm and urban design improvements into the future. The area has been divided up into three Districts. Each District contains a range of elements and future investment opportunities that when combined will contribute to creating a connected, complete, sustainable destination.

The following provides an outline of how the Districts have come together, how each are connected through key mobility corridors and gateways, and the key attributes that are required within each District to enable successful implementation of the Plan.

Detailed design projects related to the 10 Big Urban Design Changes will be completed into the future, achieving the vision set out within the Plan, and in line with the goals and strategies of the Plan.

Through the planning and design process it was identified very early on that the North Gateway lacks connection, safe public infrastructure, and vision. The opportunity that presented itself through the planning process is that with improved connections within the areas, both existing and future land uses could be connected through a variety of improved pedestrian, cycling, parkland and roadway design solutions.

The South Okanagan Event Centre complex is already established as the economic anchor for the area. With surrounding amenities and such as Okanagan Lake, The River Channel at its doorstep, and with the Downtown being in such close proximity, the opportunity to create a special place within the North Gateway, feeding off the connection to these surrounding community assets is unique.

The cornerstone of the North Gateway Redevelopment & Investment Strategy will focus around 10 major ideas:



3 Districts

The 3 Districts are largely divided by the exiting transportation corridors – Westminster Avenue West and Eckhardt Avenue West (Highway 97). The lands adjacent to the corridors provide for strategic redevelopment opportunities and through partnership between the City of Penticton, Ministry of Transportation and Infrastructure, Penticton Indian Band, landowners and the development community the priorities identified in the Plan will be implemented successfully.



3 Corridors

The three mobility corridors through the North Gateway will allow for multi-modal transportation connections not only within the area, but ensuring connectivity with surrounding areas and amenities.



3 Gateways

The three Gateways within the area will help to signify and strong and welcoming entrance to Penticton and within important intersections within the area.



1 Festival Boulevard

The three Gateways within the area will help to signify and strong and welcoming entrance to Penticton and within important intersections within the area.

1. South District

Existing Conditions:

The South District is defined by its interface with Eckhardt Avenue West (Highway 97) to the north, Penticton Golf and Country Club to the south and the Okanagan River Channel to the west. Contained within the district existing hotels, a mix of commercial uses, vacant underutilized lands, low-medium density residential development and Kings Park sporting facilities.

Future Conditions:

The South District will become a walkable, attractive and mixed use area that allows for safe pedestrian access along Eckhardt Avenue West and connects Kings Park to the Okanagan River Channel through a safe and green multi-use pathway. Safe pedestrian and vehicle crossing of Eckhardt Avenue West will allow for continuity of access from residences and businesses on the south side to the Event Centre Complex and services. Improved multi-use connections from the Channel Parkway to the South District will occur in partnership with PIB and MOTI, allowing for safe and attractive travel underneath the River Channel bridge and connection to surrounding developments and amenities.





Implementation Priorities:

1. Enhance the trail underneath the bridge to allow for appropriate height, safety, illumination and beautification
2. Creation of a separated multi-use landscaped path along the south side of Eckhardt Avenue West, connecting the Okanagan River Channel to the south side of the road.
3. Utilize the golf course frontage to provide attractive and welcoming signage and entrance features.
4. To improve the development potential of lands on the south side of Eckhardt Avenue West, the City will work with the Penticton Golf & Country Club and landowners to organize the land so that the development potential can be maximized in line with the vision for this area.
5. Rezone lands to allow for a mix of multi-family housing developments within the South District. Support commercial will be supported at ground level where appropriate, ensuring the appropriate setback and interface is provided between the multi-use path and building frontages.
6. Indigenous recognition will occur through the installation of public art and urban design features within the entrance to the area along Eckhardt Avenue West.
7. Entrance signage and design features will be incorporated into the district allowing for wayfinding signage, public art and visitor experience opportunities.
8. Within the Riverside Plaza greenspace, pedestrian access will be diverted from adjacent to the Highway to within the greenspace, allowing for improved safety, increased use of the greenspace and linkages to the surrounding pedestrian network.

2. Central District

Existing Conditions:

The Central District contains some of the most significant publicly funded assets in the City of Penticton. Focused around entertainment, conventions, recreation and culture, these facilities provide for public amenity and economic activity for the community, drawing visitors form home and abroad. Tourist accommodation and support commercial exist in the area as well as older low-medium density housing offerings. Significant land within the Central district also includes surface parking for the events complex.

Future Conditions:

The Central District will become the entertainment and indoor recreation hub of the South Okanagan. With the addition of new recreation facilities, revitalization of the convention centre, increased number of events and addition of new hotels to the area, visitations will increase, economic activity will be generated and new vibrant public space will be created in the heart of the North Gateway. Affordable living options are provided to support employee housing needs for the area and elsewhere in the City.





Implementation Priorities:

1. The addition of two new multi-purpose arenas will be added to the Events complex, adjacent to the SOEC and Memorial Arena will be replaced with surface parking.
2. The PTCC should be reoriented towards Westminster Avenue and provided with an attached hotel and civic space allowing for public access, indigenous partnership and collaboration, parkland use, while retaining the importance of loading facilities for the SOEC and PTCC.
3. New hotel and civic park land will be designed to support public access and integration within the PTCC.
4. Parking facilities will be consolidated into appropriate locations and may include the provision of a strategically located parking structure funded in partnership to support the public and private activities that take place in the Central District.
5. Partnership for affordable housing utilizing city owned land assets will be considered in close proximity to hotels and commercial businesses to support employee retention in the community.
6. Central to the design of the district will be to ensure that public spaces and streets are designed to ensure pedestrian safety, a vibrant and festive atmosphere, and celebration of Penticton's history, culture and sporting excellence.
7. Taller residential buildings will be supported in close proximity to the intersection of Westminster Avenue West and Highway 97.

3. North District

Existing Conditions:

The North District is defined by a mix of lower density housing forms, large underutilized vacant parcels, support retail and commercial uses and hotel / motel developments. Bordered by Power Street to the east, Riverside Drive to the west and Westminster Avenue to the south, the area is underserviced with pedestrian infrastructure.

Future Conditions:

The North District will become a medium-high density neighbourhood supported my mixed use developments along Westminster Avenue West and existing support commercial developments that will service the surrounding area. A diverse range of residential housing types will be accommodated in the district, all contributing to adding more residential density to this area, supporting a walkable, green, sustainable, active and safe community.





Implementation Priorities:

1. Higher density residential developments will be supported along Riverside Drive, creating a focal point of development as an entrance feature for the City.
2. Active frontages along Riverside Drive and adjacent to the Riverside Village commercial development, should provide for small scale commercial where viable and residential forms that provide eyes on the street, increasing surveillance in the area.
3. Mixed use development will be supported along the Westminster Avenue West frontage, ensuring that active uses and facades allow for interest and diverse shopping and service experience.
4. Reinvestment in older hotels will be supported in the district, ensuring the addition of high quality hotel accommodation continues to provide the PTCC with walkable location for delegates.
5. Consider the potential closure of Burnaby Avenue at Westminster Avenue West, allowing for the consolidation of lands with adjacent parcels or for the addition of greenspace within the area.
6. The laneway at the north boundary of the North Gateway will be the primary vehicle access to adjacent developments and opportunities to green the lane through landscaping and permeable surfaces will improve its amenity as an east-west connection from Power Street to Riverside Drive.

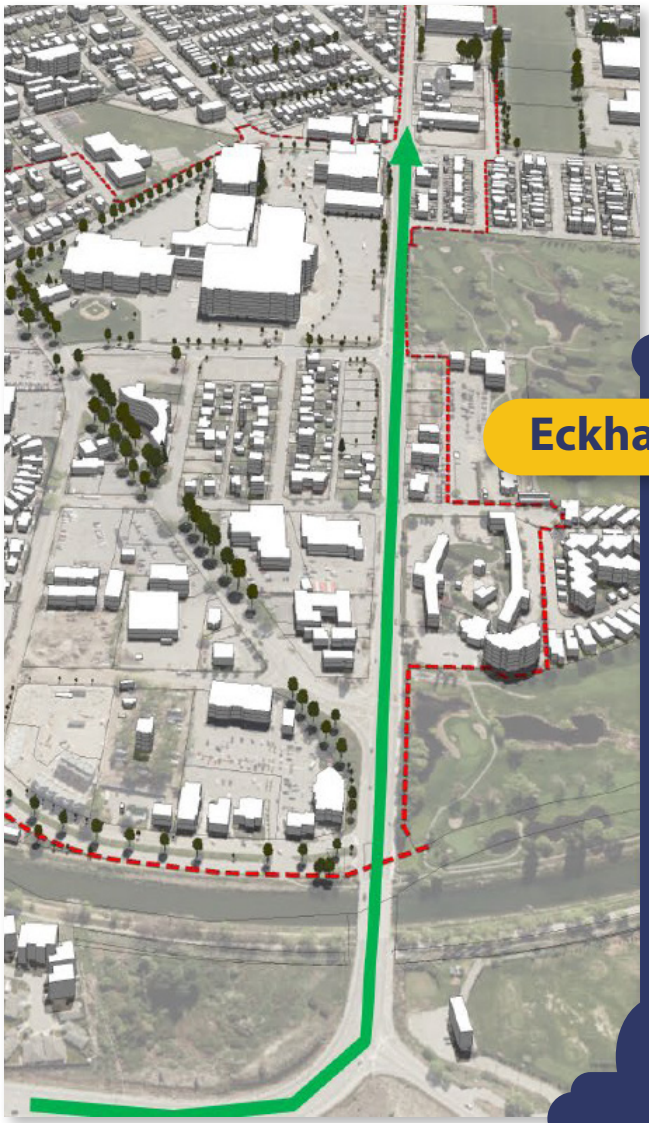
4. West Gateway Corridor

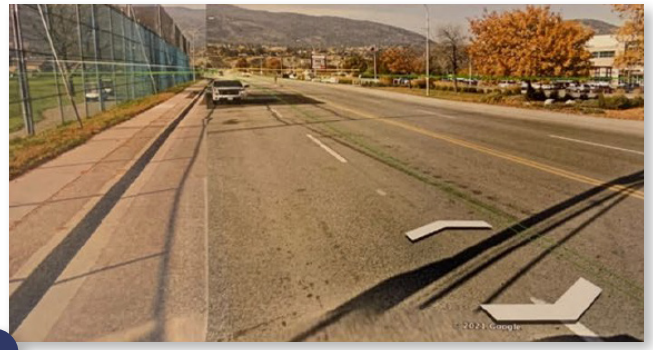
Eckhardt Avenue West (Highway 97)

Arriving into Penticton from the North is the first opportunity to experience Penticton and with enhancements to entrance signage, installation of public art and clear definition of how to access the community and its amenities, the West Gateway Corridor and it's beautifully tree-lined roadway will signal arrival to Penticton.

The following design elements will be included as part of the re-visioning of "**The Gateway**":

- Retain two way / two lane traffic for highway functionality
- Relocate sidewalks from being located directly adjacent to the curb/road, and create a landscape buffer between the road and sidewalks.
- Create a natural pedestrian buffer with native landscaping features including raised buffer, grasses and indigenous trees along both sides of the highway.
- Creation of a wide multi-use path on south side of the highway, working with the golf course to relocate existing fencing and provide the space required for the pathway.
- Add a new pedestrian walkway to the north and south sections of the River Channel bridge, providing a buffer between vehicles and pedestrians.
- Upgrade the pedestrian underpass underneath the River Channel bridge by increasing the distance between the underside of the bridge and the pedestrian level, the addition of lighting and public art opportunities.
- Improve the vehicle and pedestrian crossing opportunities from the north side to the south side of the highway. Key intersections for improvements will include Westminster Avenue, Comox Street and Alberni Avenue, allowing for safe access to the south side of the highway and the lowering of vehicle speed through the North Gateway.





Eckhardt Ave. W (Hwy 97) Corridor



5. Grand Boulevard

Westminster Avenue West

As you access the Grand Boulevard from the Highway, entering the heart of the North Gateway for events and activities and connecting directly into the downtown, the first experience will be one of a beautiful streetscape with mature trees, wide pedestrian thoroughfares and pedestrian and cyclists sharing the boulevard.

The following design elements will be included as part of the re-visioning of the "**Grand Boulevard**":

- Reductions in the width of vehicle travel lanes to one in each direction, but allowing for the appropriate turning movements at intersections.
- Retention of existing boulevard trees through the detailed design process will need to be incorporated into the future streetscape.
- Consider the creation of a wide multi-use path on the south of the boulevard will provide ample space for pedestrians and cyclists.
- The design should take into account how the section between the Highway and Power Street links up with the section between Power Street and the downtown core, allowing for design consistency and ease of connection for pedestrians and cyclists.
- On-street parking should be considered through the design process, in particular along the north side where support commercial frontages are envisioned.
- Pedestrian crossings at all intersections should be provided allowing for safe pedestrian access across the street.
- Comox Street / Festival Boulevard intersection should be assessed for an intersection upgrade to support safe pedestrian, cycling and vehicle movements.
- Raingardens and other sustainable design elements should be included in the boulevard design to support storm water retention.





Westminster Avenue W. Corridor



6. Power Greenway

Power Street

The eastern most north-south corridor makes up an important connection from Wade Avenue to Okanagan Lake. The creation of a healthy pedestrian experience will be enhanced with wide pedestrian infrastructure, landscaped boulevards and continuous connections from the PTCC to Okanagan Lake.

The following design elements will be included as part of the re-visioning of the "**Power Greenway**":

- A wide multi-use greenway on west side of Power Street will provide access along the street from the highway to Lakawanna Park and Okanagan Lake.
- Landscaping of the boulevard will include works within the City right of way and within private property.







Power Street Corridor



7. West Gateway

The Eckhardt Avenue and Westminster Avenue Gateway will provide for an attractive and welcoming entrance to the North Gateway and City of Penticton.

Design elements will include:

- Indigenous recognition as the gateway to the South Okanagan
- Design and relocation of the City of Penticton Welcoming Signage feature
- Installation of Public Art at the entry point.
- Wayfinding / Directional Signage and sidewalk upgrades within the North City Entrance Boulevard
- Landscape design and construction of trees and landscaping within existing concrete medians and boulevards, beginning around the existing Red Wing development and continuing through in front of the events complex where space allows.





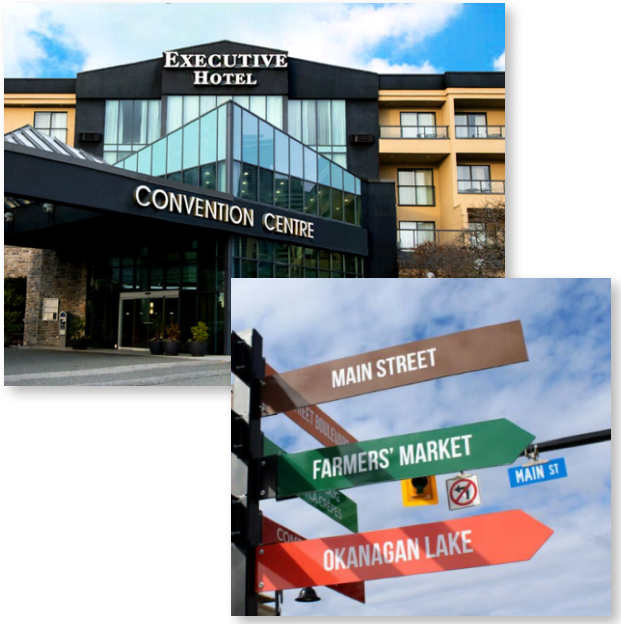


8. Downtown Gateway

The Power Street and Westminster Avenue Gateway will provide for a green and enhanced frontage on all four corners, focusing on the revitalization of the PTCC entrance façade, new mixed use developments with active frontages and green street infrastructure.

Design elements will include:

- Reorientation of the PTCC façade to Westminster and Power intersection, in concert with attached civic and hotel developments and surrounding greenspace.
- Partner with the Penticton Indian Band on tourism opportunities that support the PTCC and additional hotel development, indigenous recognition, employment and economic benefit.
- This gateway will support driving pedestrian, cycling and vehicle traffic into the downtown core through consistent design and wayfinding themes.
- Incorporate a safe and secure walkway that provides for a direct connection from adjacent hotels to the PTCC.







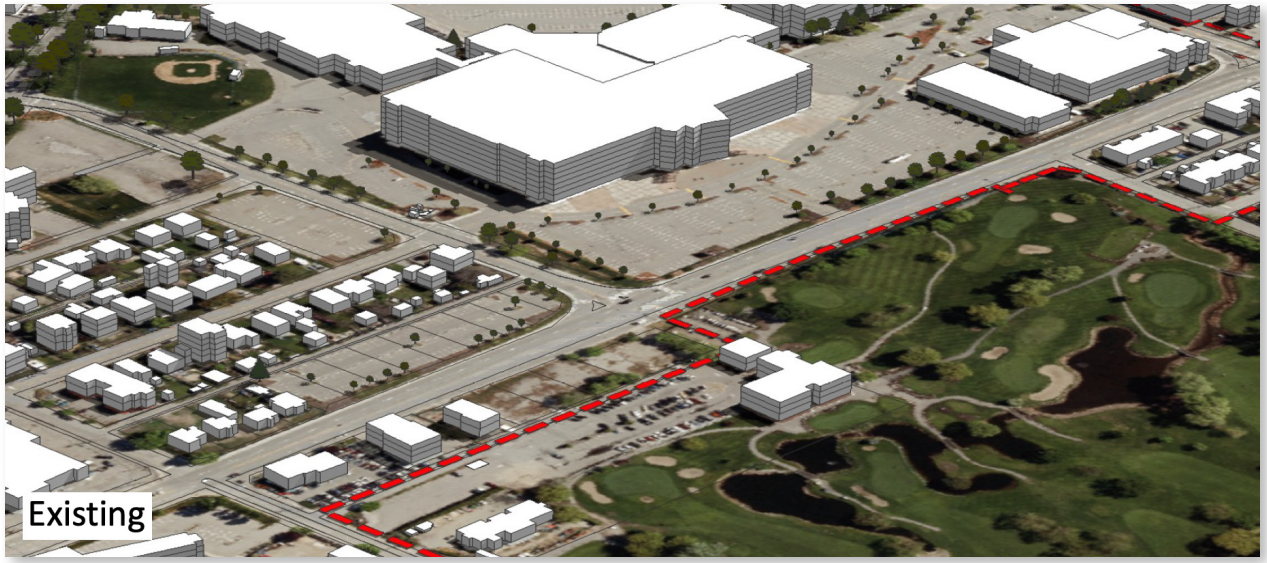
9. Event Gateway

The SOEC Complex Gateway along Eckhardt Avenue will provide for a grand and functional entrance to the events complex ensuring a mix of delivery / larger event vehicles can access the facility loading bays and provide safe access from the north side of the highway to the south side.

Design elements will include:

- Eliminate the historical Queens park entrance in front of the SOEC and repurpose the driveway lands.
- Upgrade the Alberni Street and Eckhardt Avenue intersection with traffic solutions allowing for left and right hand turning maneuvers – supporting safe access and egress to the golf course and development on the south side of Eckhardt Avenue.
- Safe pedestrian crossings will be incorporated in the intersection design.
- Ensure that the redesign allows for large truck maneuvers to support the loading / unloads required for the SOEC and PTCC.







10. Festival Boulevard

Festival Boulevard will connect Burnaby Avenue to Power Street, linking through the centre of the North Gateway and providing for a unique mobility solution.

The detailed design of Festival Boulevard will be undertaken as part of the transportation network analysis, seeking to include the following design elements:

- This street will be a model of shared space, low-speed limits and traffic calming.
- The road will become a wide social space where pedestrians are encouraged to make use of the entire roadway, move freely from one point to another and participate in recreational activities.
- The boulevard will be lined with street trees and planter boxes.
- Light standards will create a safe and inviting space throughout the evening and winter months and will allow for banner installation recognizing the history attached to the construction and use of Memorial Arena.
- Single lane traffic flow will be provided in each direction.
- Multiple formal pedestrian crossings.
- Road surface treatments that ensure slow vehicle movement.
- Flexible design elements to allow for closures during events and festivals.
- Design elements will be incorporated referencing the history of Memorial Arena through sporting recognition and World War memorialization.
- An option to consider the use of the existing road network to create the 'Festival Boulevard' concept may also be warranted through the transportation analysis, with attention being paid to improving the intersection of Comox and Westminster.







PART 7:

IMPLEMENTATION PRIORITIES



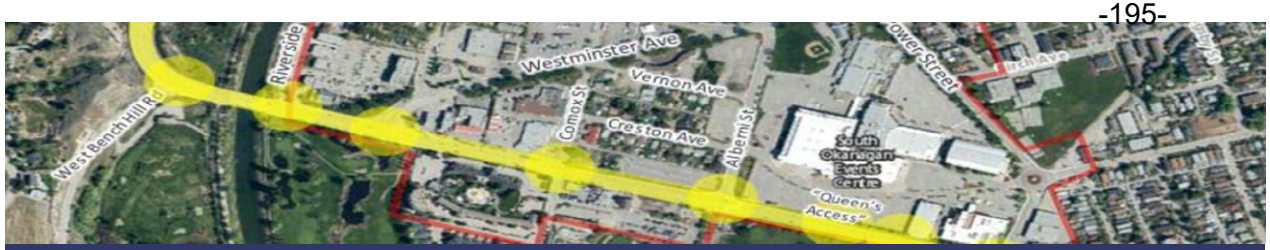
7.1 Transportation Analysis

The first major implementation priority of the North Gateway Redevelopment and Investment Strategy is to complete a review and technical analysis of the vision and concepts. This process will allow for the feasibility analysis, financial strategy and implementation projects timeline to be developed. This will be a critical priority to implementation of the community's vision for the North Gateway.

Transportation Analysis

Working with MOTI, the City will undertake a detailed transportation analysis looking are how the North Gateway vision can be realized. The objectives of the analysis will be to:

- Review work completed to date as part of previous City of Penticton traffic analyses and available MOTI designs, plans and available traffic counts and collision history data. This includes level of service, corridor mobility, traffic control devices and intersection operations.
- Develop and recommend a short to long-term integrated transportation infrastructure improvement strategy for the Highway 97 section between Burnaby Avenue and Power Street and the interfacing road network within the Northern Gateway area, inclusive of an access strategy, intersection upgrades, access modifications, municipal road requirements, active transportation connections and highway crossings, transit and intermodal connections and goods movement considerations
- Investigate and identify feasible options for the study area at a conceptual level and evaluate the potential benefits, drawbacks and considerations for the options identified in the City of Penticton's proposed Northern Gateway road network, envisioned in the design charrette process.
- Identify planning-level cost estimates (Class D), timing, staging, justification, responsibilities and cost recovery opportunities (e.g. DCC's, reserves, grants, etc.) to support the long-term vision for the Northern Gateway area.
- Recommend a "preferred" solution for the Highway 97 corridor study area that can proceed into future design and engineering investigations.



The following design concepts will be assessed as part of the Transportation Analysis

Hwy Median

- Landscaping north of Penticton (Red Wing vicinity) and along Hwy 97 where median width allows

Hwy Bridge

- Pedestrian walkway addition on south side / Channel underpass improvements / pubic art – entrance feature

Hwy & Riverside Drive access

- Closure required as part of previous development proposal on Ogopogo Motel site, and this will need to be reviewed as part of the wider transportation needs.

Highway & Westminster

- Medians / Public art / Landscaping opportunities

Alberni Street / Westminster Avenue

- North bound Alberni section closed

Burnaby Avenue / Westminster Avenue Intersection

- East bound intersection closed

Westminster Avenue

- 1 lane / central turning lane / wider boulevards / design considerations needed

Hwy – Westminster / Comox / Alberni:

- Vehicle access to south side of Westminster / Hwy 97 intersection
- Vehicle Access to south side of Hwy at Alberni Street – as part of larger concept for access improvements on the south side
- Right in/out only for remaining intersections at Comox or full closures

Festival Boulevard:

- A shared vehicle / cycling / pedestrian street design connecting Wade Avenue to Comox Avenue

Existing 'Queens Park' entrance

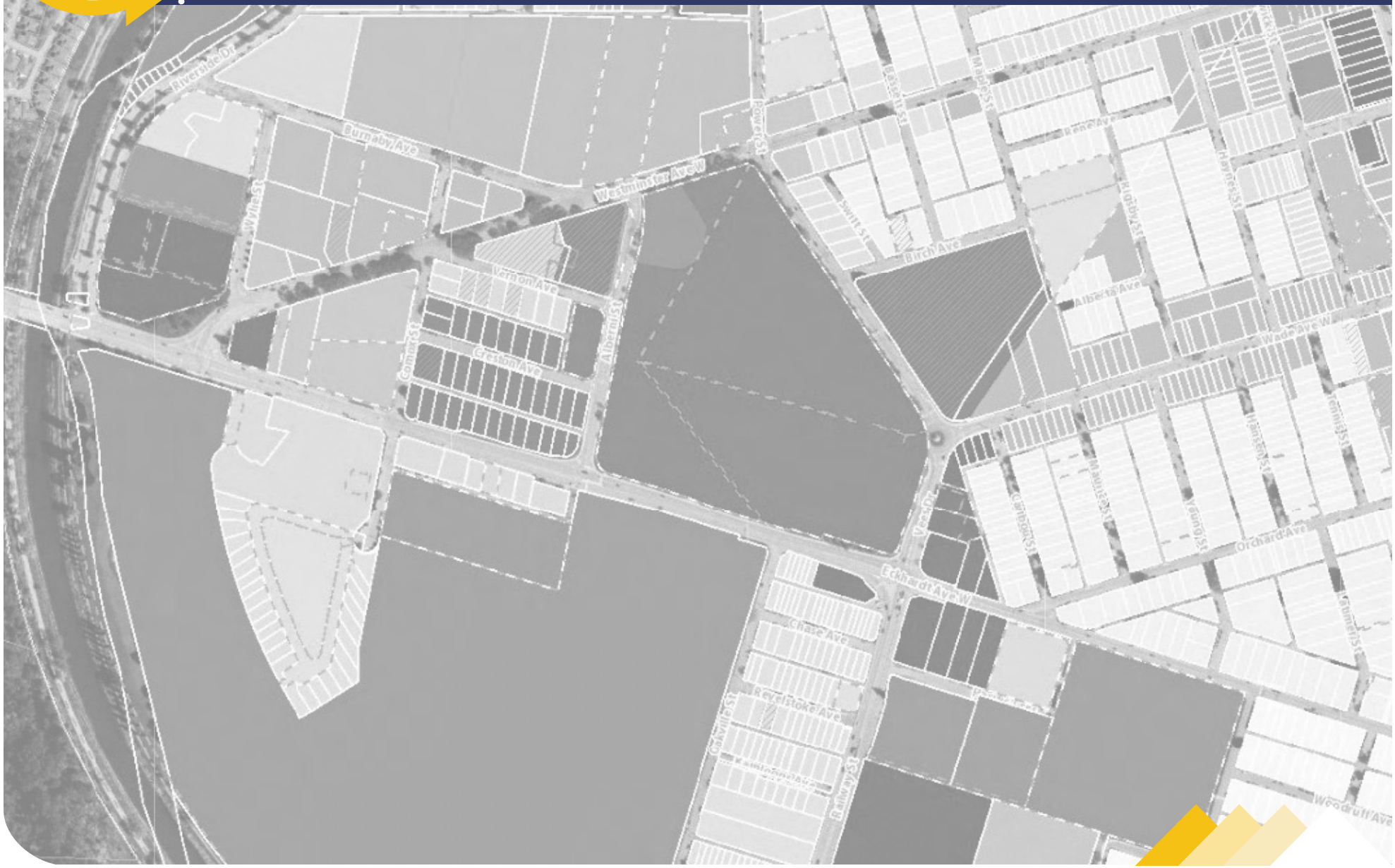
- Elimination of access point and reconfiguration of driveway

Alternative Transportation Enhancements

- Transit / Cycling / Pedestrian movements: Mobility Action Plan & impact on road networks / hwy

PART 8:

ACTION & INVESTMENT PLAN



8.1 Action & Investment Plan

At the completion of the Transportation network, costing and feasibility analysis, the following implementation items will take place to allow for the implementation of the Plan.

The following items will be important for implementation over the coming years:

- Official Community Plan Amendments
- Employee Housing Strategy
- PTCC Hotel Strategy and Tourism Partnership with Penticton Indian Band
- Development Cost Charge Bylaw Amendments
- Wayfinding Signage Plan, Design and Installation
- Welcome to Penticton Signage Planning, Design and Construction
- Capital Plan Amendment to include North Gateway Priority Projects
- Civic Use/Park Land Assessment

Investment Ready Action	Undertaking
Official Community Plan Amendments	The City will work with landowners to amendment the OCP Future Land Use Designation for parcels that requirement amendment following approval of the Plan. The OCP Amendments will be prepared as a larger amendment that encompass a number of parcels to support implementation of the Plan.
Employee Housing Strategy	The Employee Housing Needs Assessment will provide a detailed framework for the eventual development of new employee focused housing projects in the North Gateway. The identification of specific needs, a range of housing types, suitable locations and affordable housing strategies and policies will be an outcome of this process.
PTCC Hotel Strategy and Tourism Partnership with Penticton Indian Band	Work with the Penticton Indian Band, Spectra Event Management and the Hotel Industry on opportunities to enhance the PTCC with an attached hotel. Community engagement will occur as this priority moves forward including an assessment of the park land needs of the North Gateway.
Development Cost Charge Bylaw Amendments	Include capital projects within the City's DCC Bylaw, allowing for new development in the community to help fund implementation of growth related priority projects.
Wayfinding Signage Plan, Design and Installation	Develop and wayfinding strategy for the North Gateway, including the design and installation of new directional signage within and throughout the area.
Welcome to Penticton Signage Planning, Design and Construction	Upgrade existing entry / welcome signage at key locations within the North Gateway. Design and location of new Welcome signage / infrastructure will support the Wayfinding and Signage strategy.
Capital Plan Amendment to include North Gateway Priority Projects	Implementation projects coming out of the Transportation Analysis will be included in the City's 10 Year Capital Plan. Partnership with the Ministry of Transportation and Infrastructure, Penticton Indian Band and the development community will allow for funding contributions towards these projects as implementation is required.
Civic Use/Park Land Assessment	Review future park disposition and acquisition in the area support resident and visitor's active and passive park needs.



CITY OF PENTICTON

Go to **PENTICTON.CA** for more information.

Council Report

penticton.ca

Date: May 17, 2022 File No: RMS/30 Okanagan Ave W
To: Donny van Dyk, Chief Administrative Officer
From: Nicole Capewell, Planner II
Address: 30 Okanagan Avenue West

Subject: **Road Dedication Condition for Zoning Amendment Bylaw No. 2022-06**

Staff Recommendation

THAT Council remove the condition of a 3.5m x 3.5m southeast corner cut lane dedication prior to the adoption of "Zoning Amendment Bylaw No. 2022-06", and require that the 3.5m x 3.5m corner cut dedication be completed prior to the issuance of the Occupancy Permit;

AND THAT Council adopt "Zoning Amendment Bylaw No. 2022-06";

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-06", approve "Development Permit PL2021-9048", for Lot 4 District Lot 115 Similkameen Division Yale District Plan 7909, located at 30 Okanagan Avenue West, a permit to allow for the additional construction of a three-unit townhouse on the subject property.

Proposal

On February 1, 2022, Council gave second and third reading to "Zoning Amendment Bylaw No. 2022-06", a bylaw to rezone 30 Okanagan Avenue West to allow for the additional construction of a three-unit townhouse on the subject property. Council supported two conditions to be completed prior to adoption of the bylaw:

1. A 3.5m x 3.5m southeast corner cut along the laneway registered with the Land Title Office; and
2. Payment for the installation of a new fire hydrant ($9,500)

The applicants have provided payment for the fire hydrant, meeting the second condition. In this report, staff are recommending that the other condition regarding the lane dedication be required at a later time in the development process, as there have been unique complications with the registration of the road dedication plan at the land title office. The report recommends adoption of the zoning bylaw and issuance of the associated development permit.

Background

The subject property is located on the south side of Okanagan Avenue West and has laneways along the east and south property lines (Figure 1). Staff identified the need for a road dedication through the review of the zoning and development permit applications for the project. Additional lane right-of-way is required at this location, as there is a T-intersection in the laneways. The additional right-of-way will be utilized to improve sightlines at this intersection, which are currently very poor as a result of fencing along property lines. As a result, the lane dedication was required as a condition to be completed prior to adoption of the rezoning. The associated form and character development permit is also on hold until the rezoning is adopted, and both of these approvals are required prior to the applicants obtaining a building permit.



Figure 1 - Property Location Map

Road (and lane) dedications are completed through the Land Titles Office and are typically a routine process, occurring in a relatively quick succession. In this instance, staff understand that a historic 'water agreement', originally registered on the property in 1910, has created issues with completion of the lane dedication. As such, the lane dedication has been on hold until the agreement has been reviewed by the Province and discharged. In the meantime, redevelopment of the property has been placed on hold because the rezoning is still pending. It is unusual that lane dedications take this amount of time to complete, which is the case here.

Staff are recommending that the required lane dedication be completed at a later stage of the process to allow the development to proceed while the legal process plays out. Staff are recommending that the lane dedication be completed prior to issuance of the occupancy permit as opposed to zoning, in order to allow construction to proceed while this lane dedication is being completed. This allows the application to begin construction of the proposed development, and still ensures the lane dedication is completed to facilitate the upgraded lane intersection.

Alternate Recommendations

Council may wish to keep the condition as is, which would keep "Zoning Amendment Bylaw No. 2022-06" at 3rd reading until the required lane dedication is registered. Staff are not recommending this option, as the timeline for completion of the lane dedication is uncertain based on the Province's review of the 1910 water agreement.

1. THAT Council keep "Zoning Amendment Bylaw No. 2022-06" at third reading until the required lane dedication is registered with the Land Titles Office.

Attachments

Attachment A – Draft Development Permit PL2021-9148
Attachment B – Zoning Amendment Bylaw No. 2022-06

Respectfully submitted,

Nicole Capewell, RPP, MCIP
Planner II

Concurrence

Director of Development Services	Chief Administrative Officer
BL	DvD

City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | ask@penticton.ca

Development Permit

Permit Number: DP PL2021-9148

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 4 District Lot 115 Similkameen Division Yale District Plan 7909

   Civic: 30 Okanagan Avenue West

   PID: 009-904-191

3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of a cluster housing development 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, or in conjunction with, an application for a building permit for the development authorized by 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).

DRAFT

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. **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.**

10. 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.

11. 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 Authority, the _____ day of _____, 2022.

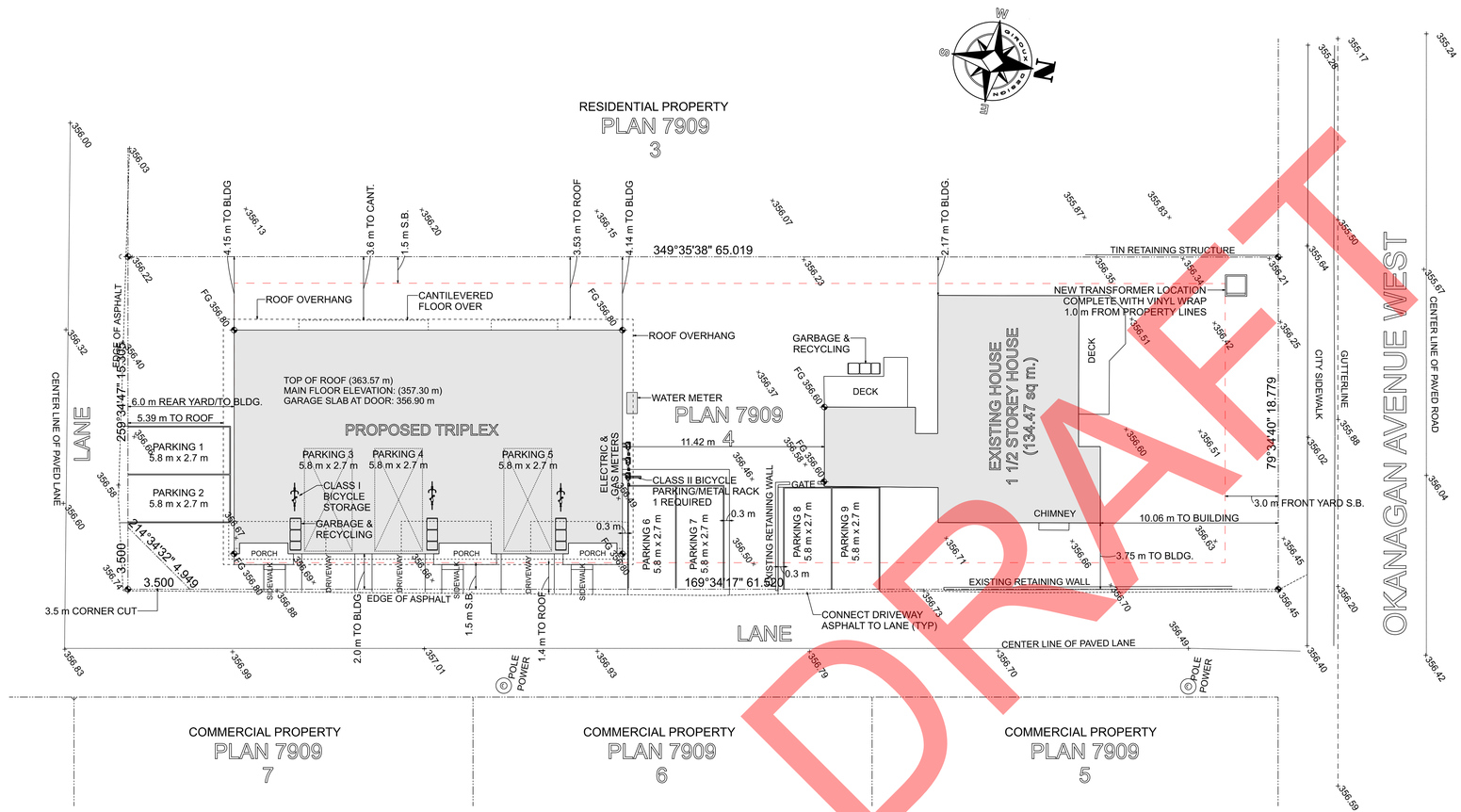
Issued this _____ day of _____, 2022.

_____

Angela Collison
Corporate Officer

DRAFT

ZONING COMPLIANCE TABLE			
REGULATION	CURRENT/REQUIRED	PROVIDED ON PLANS	AMENDMENT REQUIRED
OCP	MR	MR	NO
ZONING	RD2	RM2	NO
LOT AREA	390 m2	1221.82 m2	N/A
MAXIMUM LOT COVERAGE	40%	33% (401.18 m2)	NO
MAXIMUM DENSITY	0.80 FAR	0.47 FAR (579.8 m2)	NO
MAXIMUM HEIGHT	12 m	6.77 m	NO
MINIMUM FRONT YARD (SOUTH)	3.0 m	3.0 m	NO
MINIMUM INTERIOR SIDE YARD (EAST & WEST)	1.5 m	1.5 m	NO
MINIMUM EXTERIOR SIDE YARD	3.0 m	3.0 m	NO
MINIMUM REAR YARD (NORTH)	6.0 m	6.0 m	NO
PARKING SPACES (1 PER UNIT + 1 GUEST)	5	9	NO
BICYCLE PARKING (CLASS I/CLASS II)	2/1	4/1	NO
AMENITY AREA (20 m2 PER UNIT	80 m2	558 m2	NO



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SITE PLAN

SCALE: 1:150
CIVIC ADDRESS: 30 OKANAGAN AVE W, PENTICTON, B.C.
LEGAL DESCRIPTION: SITE PLAN OF LOT 4, DL 115, SDYD, PLAN 7909
PID: 009-904-191
CURRENT OCP: INFILL RESIDENTIAL
CURRENT ZONING: R1
PROPOSED ZONING: RM2

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Site Plan

CHASE VALLEY CONTRACTING LTD.
30 OKANAGAN AVE. W
PENTICTON, BC

DESIGN BY: AJG
DRAWN BY: AJG
DATE: 12/01/21
REVISED:

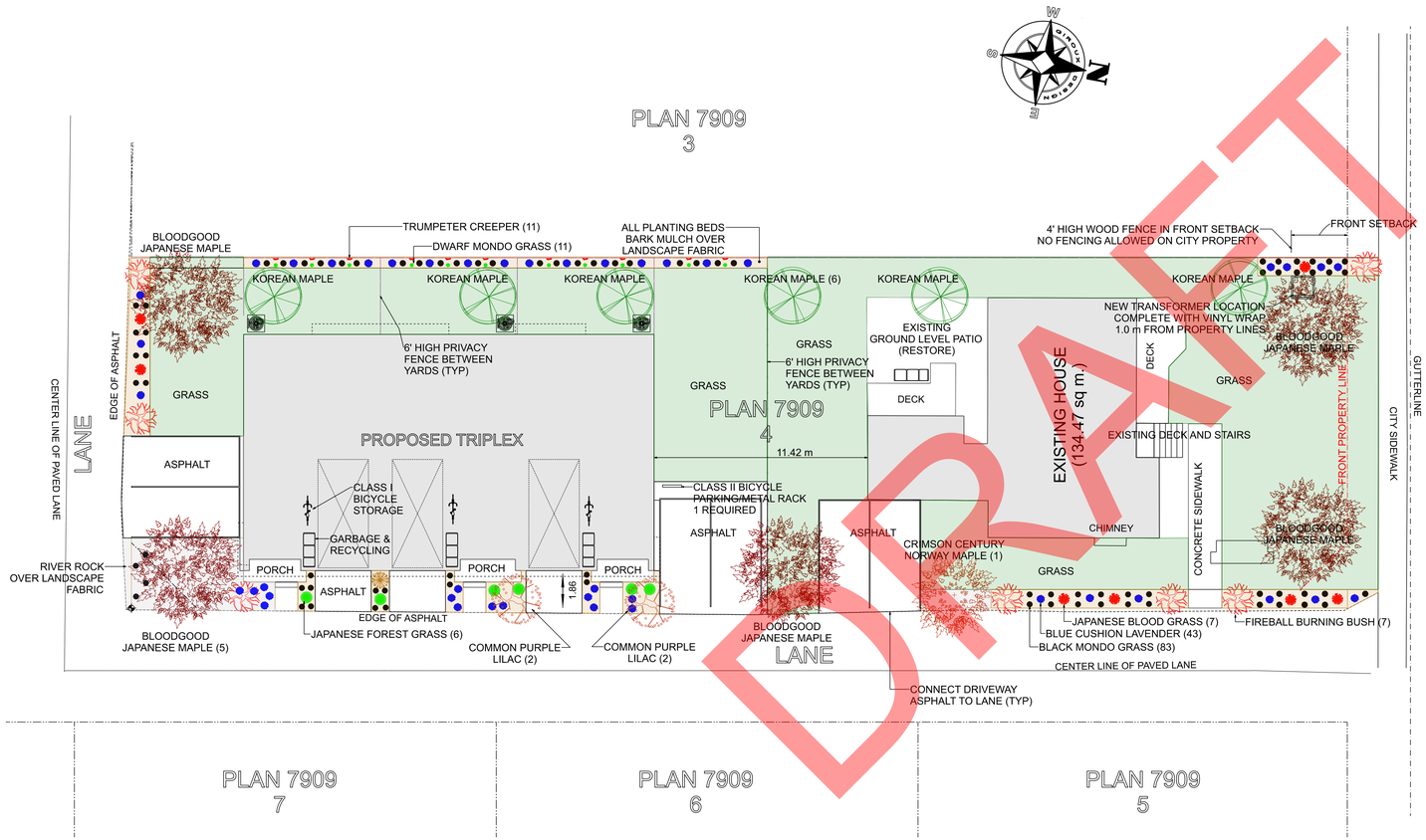
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LANDSCAPE PLAN
SCALE: 1:150

LANDSCAPE SCHEDULE
PLANTINGS:

Black Mondo Grass (Ophiopogon planiscapus) 90 qty.
Blue Cushion Lavender (Lavandula angustifolia 'Blue Cushion') 43 qty.
Dwarf Mondo Grass (Ophiopogon japonicus 'Nanus') 11 qty.
Fireball Burning Bush (Euonymus alatus) 7 qty.
Japanese Forest Grass (Hakonechloa macra 'Aureola') 6 qty.
Japanese Blood Grass (Imperata cylindrica 'Red Baron') 7 qty.
Karl Foerster's Grass (Calamagrostis x acutiflora 'Karl Foerster' 1 qty.
Trumpeter Creeper (Campsis radicans) 11 qty.

TREES:
Bloodgood Japanese Maple (Acer palmatum var. atropurpureum 'Bloodgood') 5 qty.
Common Purple Lilac (Syringa vulgaris) 2 qty.
Crimson Century Norway Maple (Acer platanoides 'Crimson Sentry') 1 qty.
Korean Maple (Acer pseudosieboldianum) 6 qty.

GARBAGE DISPOSAL:
Garbage Conatiner 3
Recycling Container 3
Yard Waste Container 3

GROUND COVER/HARD SURFACES:
Asphalt (1,584 sq.ft.)
Grass (6,450 sq.ft.)
Planting Beds-Bark Mulch (745 sq.ft.)
River Rock-2" Rainbow (24 sq.ft.)
Landscape Fabric (850 sq.ft.)
Sidewalks/Patios (770 sq.ft.)

FENCING:
4' High Wood Fence (10 lin.ft.)
6' High 'Good Neighbour' Privacy Fence (414 lin.ft.)

LANDSCAPE NOTES:

SHRUBS SHALL BE A MIN OF No.2 POT SHRUBS

ALL TREES ARE TO BE A MINIMUM CALIPER OF 60mm WITH A CLEAR STEM HEIGHT OF 1.5 m

NO TREES, FENCES OR STRUCTURES WITHIN ROAD DEDICATION

NO RETAINING WALLS OVER 1.2 m IN HEIGHT ARE PERMITTED WITHIN ANY SETBACK AREA

LANDSCAPED AREAS TO BE EQUIPPED WITH UNDERGROUND IRRIGATION SYSTEM COMPLETE WITH MOISTURE SENSORS & TIMERS.

LANDSCAPING AND IRRIGATION TO EXTEND TO EDGE OF CITY SIDEWALKS, CURBS, ASPHALT. (INCLUSIVE OF LANDSCAPING ON CITY BOULEVARD)

DRIVEWAY ASPHALT TO EXTEND TO STREET AND LANE ASPHALT.

LANDSCAPE STRIPS BETWEEN DRIVEWAYS ARE A REQUIREMENT OF THIS DEVELOPMENT PERMIT TO DISCOURAGE PARALLEL PARKING IN THE DRIVEWAYS AND CANNOT BE DELETED DURING CONSTRUCTION

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CHASE VALLEY CONTRACTING LTD.
30 OKANAGAN AVE. W
PENTICTON, BC

DESIGN BY: AJG | DATE: 12/01/21
DRAWN BY: AJG | REVISED:

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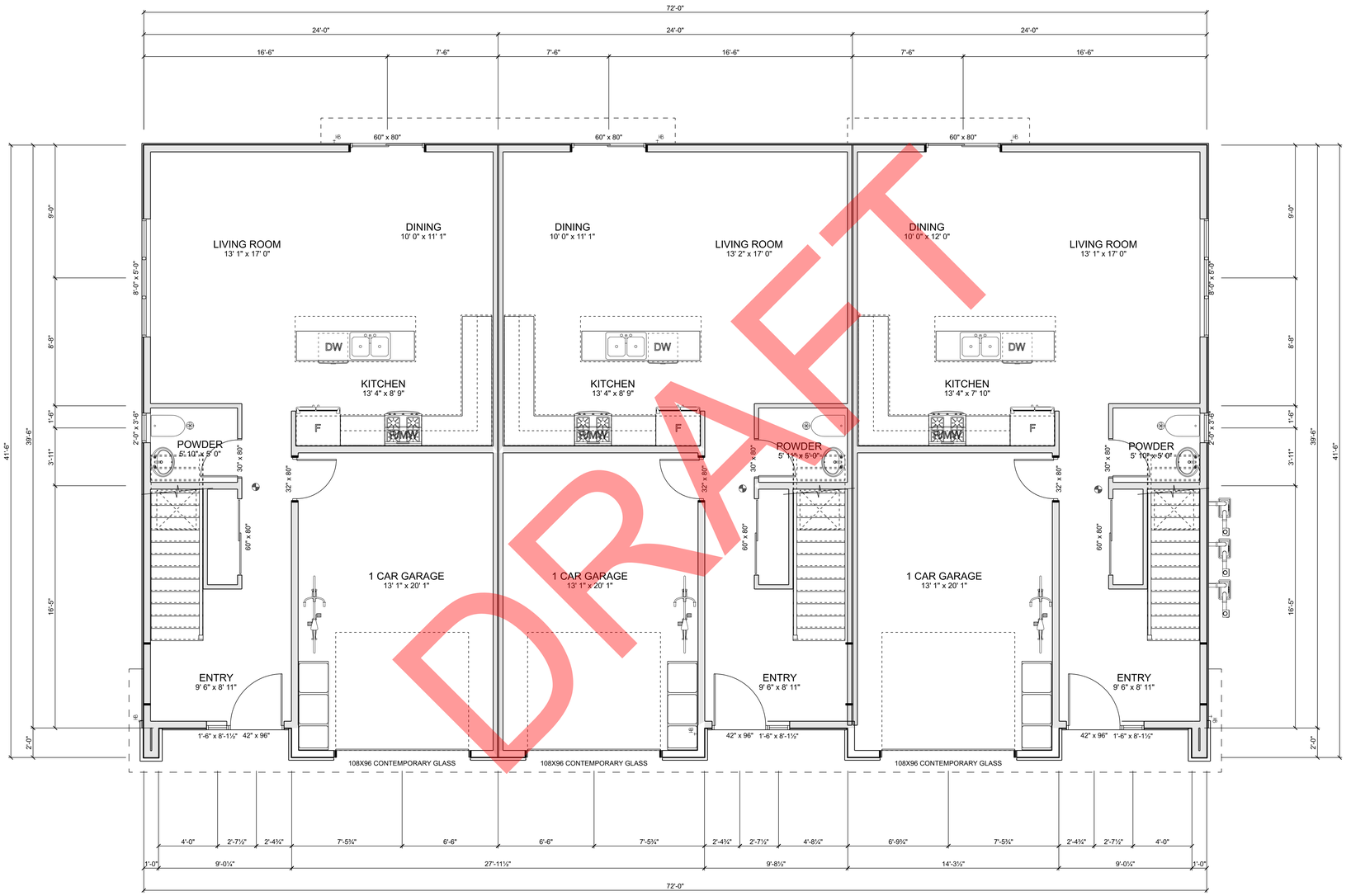
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Landscape Plan

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MAIN FLOOR PLAN

SCALE: 1/4" = 1'-0"
MAIN FLOOR LIVING AREA: 2041.0 sq ft.
GARAGE AREA: 886.4 sq ft.

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Main Floor Plan

CHASE VALLEY CONTRACTING LTD.
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PENTICTON, BC

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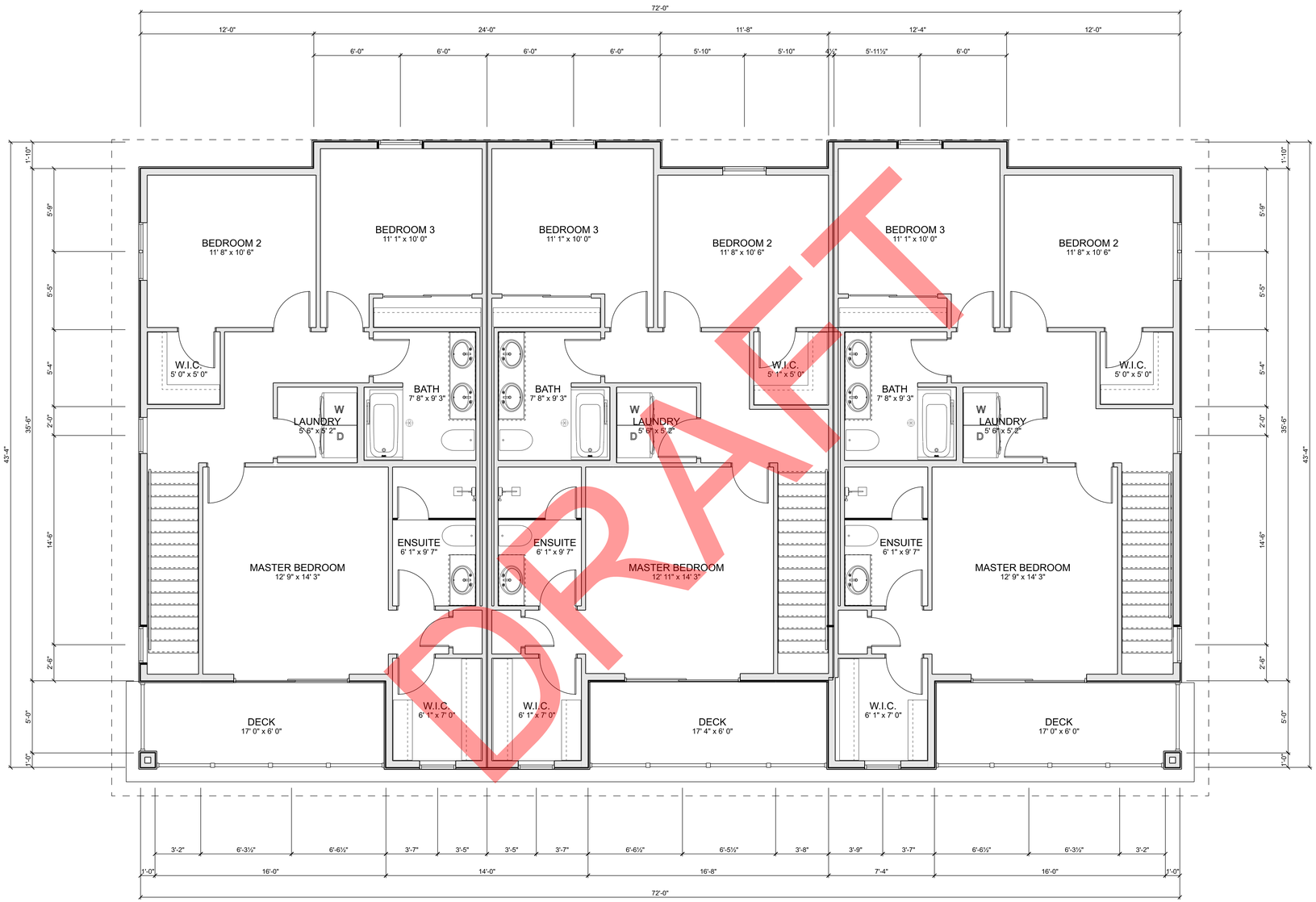
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SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"
SECOND FLOOR LIVING AREA: 2749.9 sq ft.
DECK AREA: 367.2 sq ft.

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Second Floor Plan

CHASE VALLEY CONTRACTING LTD.

30 OKANAGAN AVE. W
PENTICTON, BC

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DRAWN BY: AJG

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REVISED:

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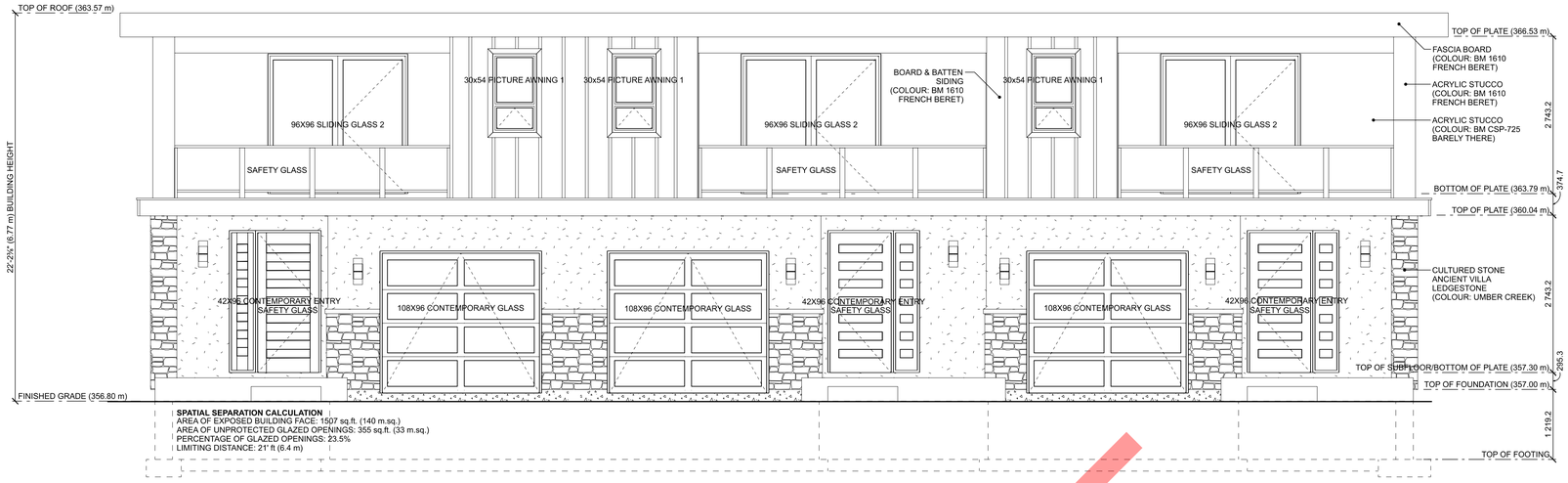
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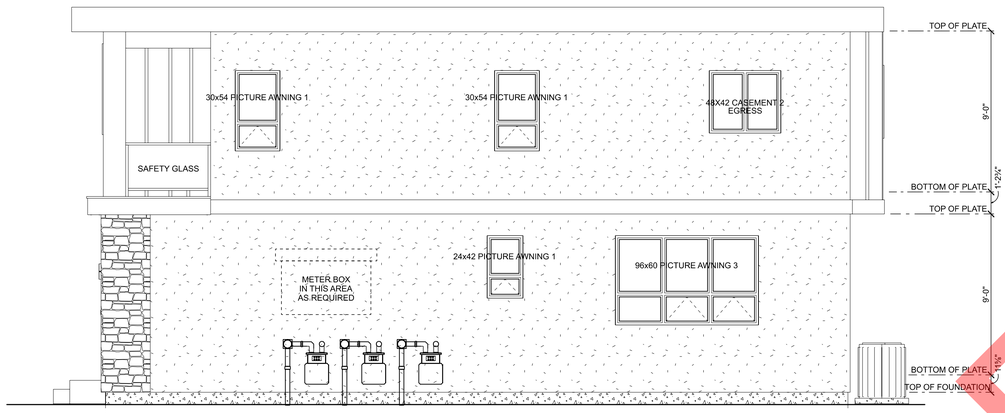
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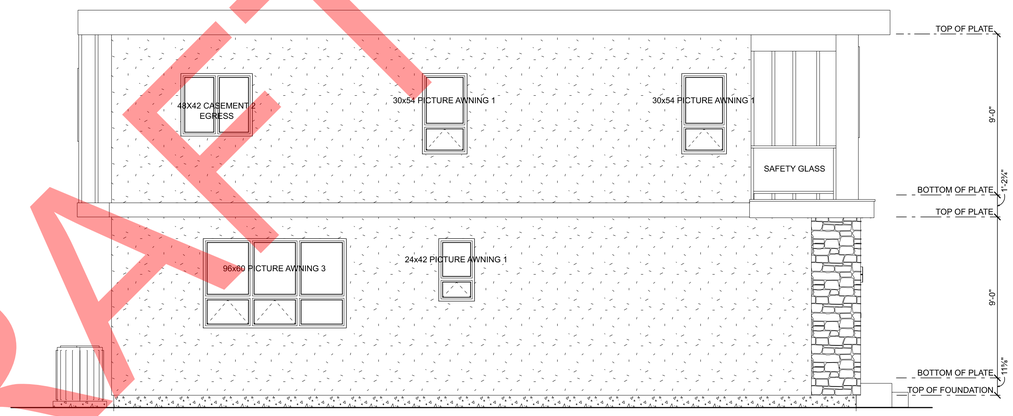
SPATIAL SEPARATION CALCULATION
AREA OF EXPOSED BUILDING FACE: 1507 sq.ft. (140 m.sq.)
AREA OF UNPROTECTED GLAZED OPENINGS: 355 sq.ft. (33 m.sq.)
PERCENTAGE OF GLAZED OPENINGS: 23.5%
LIMITING DISTANCE: 21' ft (6.4 m)

FRONT ELEVATION
SCALE: 1:48



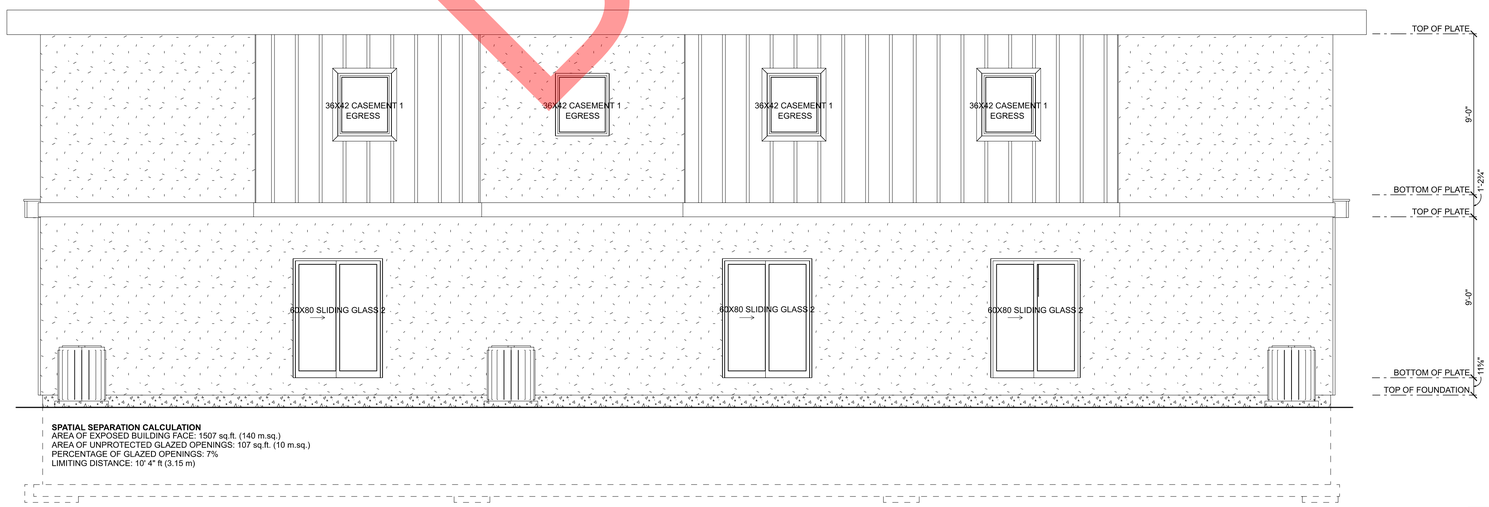
SPATIAL SEPARATION CALCULATION
AREA OF EXPOSED BUILDING FACE: 889 sq.ft. (82.6 m.sq.)
AREA OF UNPROTECTED GLAZED OPENINGS: 60 sq.ft. (5.6 m.sq.)
PERCENTAGE OF GLAZED OPENINGS: 7%
LIMITING DISTANCE: 37' 6" ft (11'4 m)

RIGHT ELEVATION
SCALE: 1/4" = 1'-0"



SPATIAL SEPARATION CALCULATION
AREA OF EXPOSED BUILDING FACE: 889 sq.ft. (82.6m.sq.)
AREA OF UNPROTECTED GLAZED OPENINGS: 60 sq.ft. (5.6 m.sq.)
PERCENTAGE OF GLAZED OPENINGS: 7%
LIMITING DISTANCE: 30' 10" ft (9.4 m)

LEFT ELEVATION
SCALE: 1/4" = 1'-0"



SPATIAL SEPARATION CALCULATION
AREA OF EXPOSED BUILDING FACE: 1507 sq.ft. (140 m.sq.)
AREA OF UNPROTECTED GLAZED OPENINGS: 107 sq.ft. (10 m.sq.)
PERCENTAGE OF GLAZED OPENINGS: 7%
LIMITING DISTANCE: 10' 4" ft (3.15 m)

REAR ELEVATION
SCALE: 1/4" = 1'-0"

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Exterior Elevations

CHASE VALLEY CONTRACTING LTD.
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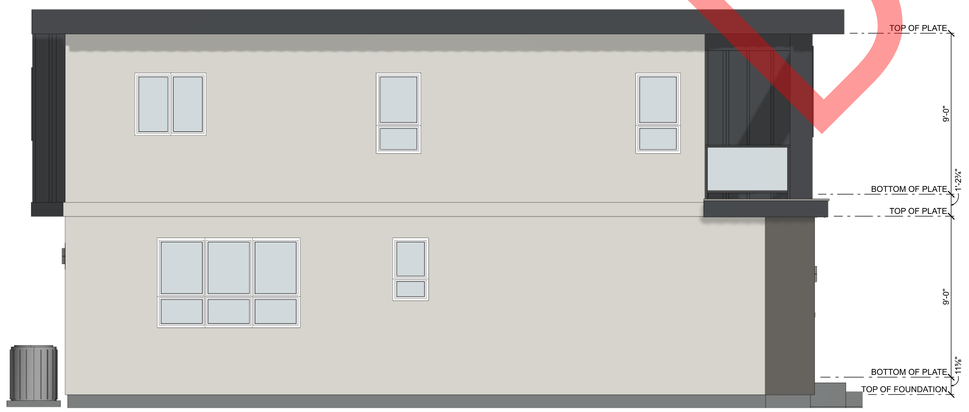
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EAST ELEVATION (FACING LANE)
SCALE: 1/4" = 1'-0"



WEST ELEVATION
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION (FACING LANE)
SCALE: 1/4" = 1'-0"



NORTH ELEVATION (FACING HOUSE AND OKANAGAN AVE. W.)
SCALE: 1/4" = 1'-0"

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Colour Elevations

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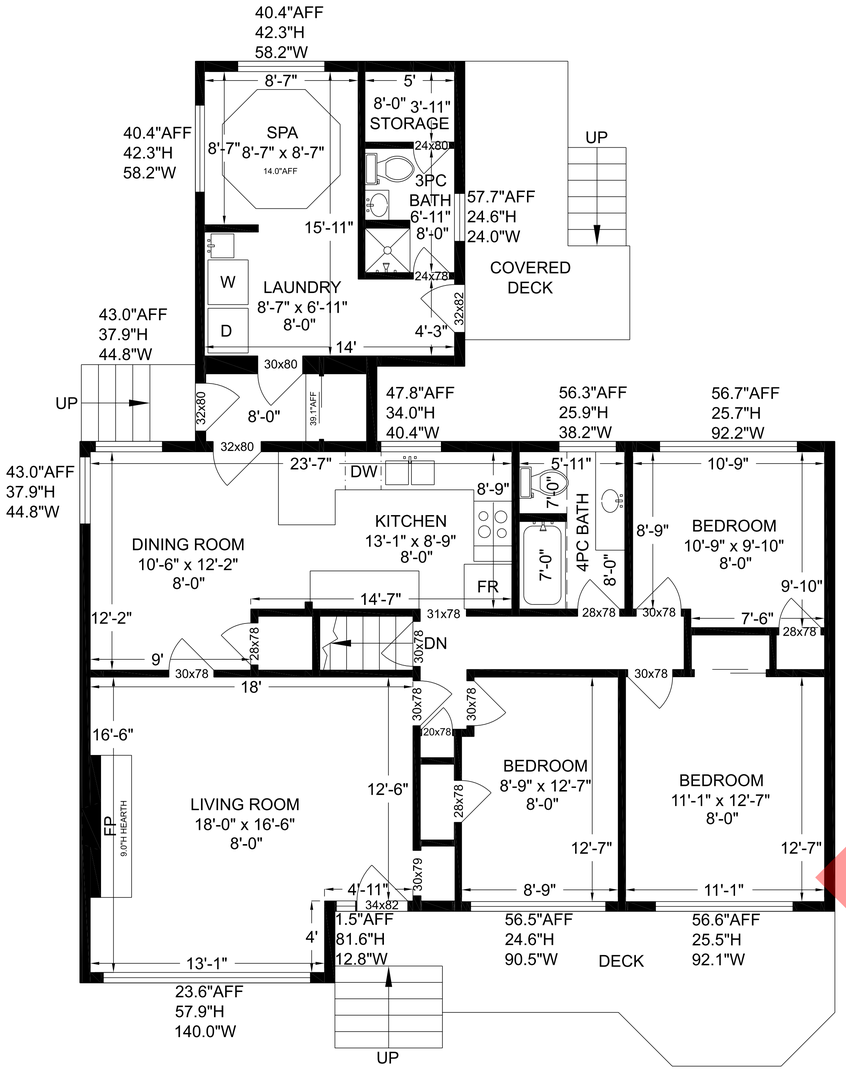
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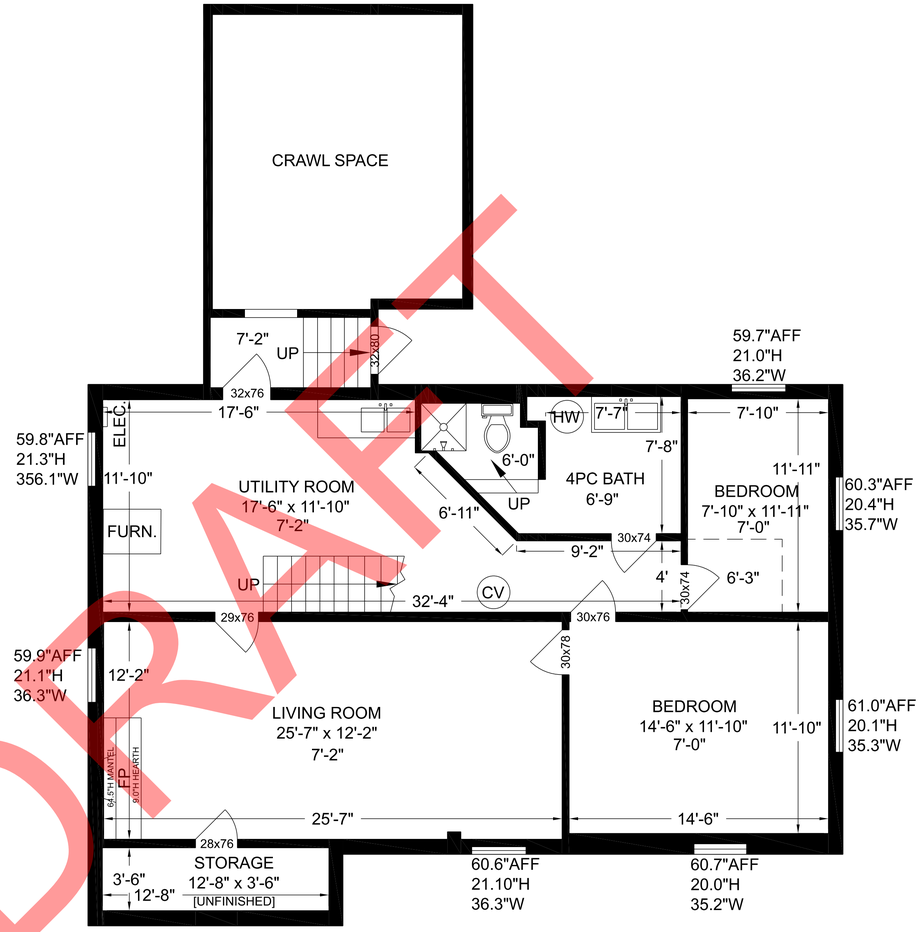
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MAIN FLOOR LEVEL

SCALE: 1/4" = 1'-0"
MAIN FLOOR LIVING AREA: 1450 sq ft.



BASEMENT LEVEL

SCALE: 1/4" = 1'-0"
BASEMENT LIVING AREA: 1141 sq ft.

EXISTING HOUSE EXTERIOR RENOVATIONS

1. RE-FINISH WOOD SIDING (COLOUR: BM 1610 FRENCH BERET)
2. PAINT STUCCO (COLOUR: BM CSP-725 BARELY THERE)
3. PAINT EXPOSED CONCRETE (COLOUR: BM CSP-725 BARELY THERE)
4. PAINT OPENING TRIM, RAILS (COLOUR: BM 1610 FRENCH BERET)
5. POWER WASH CHIMNEY
6. REPAIR AND PAINT FRONT DECK (COLOUR: BM 1610 FRENCH BERET)
7. REPLACE REAR DECK VINYL ROOFING, REPAIR DECK (COLOUR: BM 1610 FRENCH BERET)
8. SANDBLAST, REPAIR AND PAINT CONCRETE STEPS (COLOUR: BM 1610 FRENCH BERET)
9. GUTTERS, FASCIAS (COLOUR: BRIGHT WHITE)

DRAFT

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Existing House Plans

CHASE VALLEY CONTRACTING LTD.
30 OKANAGAN AVE. W
PENTICTON, BC

DESIGN BY: AJG | DATE: 12/01/21
DRAWN BY: AJG | REVISED:

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The Corporation of the City of Penticton

Bylaw No. 2022-06

A Bylaw to Amend Zoning Bylaw 2021-01

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. 2021-01;

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. 2022-06".

2. **Amendment:**

2.1 Zoning Bylaw No. 2021-01 is hereby amended as follows:

Rezone Lot 4 District Lot 115 Similkameen Division Yale District Plan 7909, located at 30 Okanagan Avenue West, from R1 (Large Lot Residential) to RM2 (Low Density Multiple Housing).

2.2 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	18	day of	January, 2022
A PUBLIC HEARING was held this	1	day of	February, 2022
READ A SECOND time this	1	day of	February, 2022
READ A THIRD time this	1	day of	February, 2022
ADOPTED this		day of	, 2022

Notice of intention to proceed with this bylaw was published on the 25 day of January, 2022 and the 26 day of January, 2022 in the Penticton newspaper, pursuant to Section 94 of the *Community Charter*.

John Vassilaki, Mayor

Angie Collison, Corporate Officer

Rezone
30 Okanagan Ave W

From
R1 (Large Lot Residential)

To
RM2 (Low Density Multiple Housing)



City of Penticton – Schedule 'A'

Zoning Amendment Bylaw No. 2022-06

Date: _____ **Corporate Officer:** _____

Council Report

penticton.ca

Date: May 17, 2022 File No: RMS/75 Brantford Ave
To: Donny van Dyk, Chief Administrative Officer
From: Nicole Capewell, Planner II
Address: 75 Brantford Avenue

Subject: **Development Variance Permit PL2022-9315**

Staff Recommendation

THAT Council approve "Development Variance Permit PL2022-9315", for Lot 1 District Lot 190 Similkameen Division Yale District Plan EPP25030, located at 75 Brantford Avenue, a permit to vary Zoning Bylaw No. 2021-01, Section 9.2.2.6, to reduce the minimum interior side yard from 4.5m to 4.1m;

AND THAT Council direct staff to issue the permit.

Strategic Priority Objective

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.

Proposal

The applicant is proposing to construct a 1,000 sq. ft. (92.9 m^2) accessory building on the subject property at 75 Brantford Avenue (Attachment 'E'). The building is located slightly closer to the northern property line than the Zoning Bylaw permits. As such, the applicant is requesting to reduce the interior side yard setback from 4.5m to 4.1m.

Background

The subject property is located on Brantford Avenue, off of Lakeside Road, at the south end of Penticton (Figure 1). The property is currently zoned A (Agriculture) and also designated 'Agriculture' (Figure 2) by the Official Community Plan (OCP). The surrounding neighbourhood includes a mixture of agriculture, country residential, single family, and bareland strata zones.



Figure 1 - Property Location

In 2021, the property owner completed an environmental assessment, and an environmental development permit (ENV DP PL2021-9138) was issued to allow for the construction of the accessory building, as the property is within an environmental assessment development permit area of the OCP. Subsequently, in February 2022 a building permit was issued to allow for the construction to occur on the property. During the initial construction stages, the north east footing of the structure was poured 0.4 m (1 foot 3 inches) closer to the north property line than the Zoning Bylaw permits (Refer to Attachment 'C' for photos of the current building, submitted by the applicant). Prior to proceeding, the owner must either comply with the Zoning Bylaw or receive a variance for the reduced setback. The works have stopped on the property until the variance is considered.

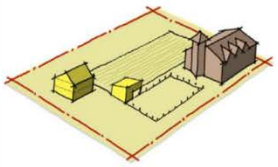
Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Agriculture 	Allows for growing, producing, harvesting, storage, processing and sale of agricultural produce.	• Agricultural buildings • Detached houses	• Agricultural • Residential	• 1-2 units per parcel	• A

Figure 2 - Future Land Use Designation

Technical Review

This application was forwarded to the City's Technical Planning Committee. Servicing and building code requirements have been identified and will be addressed as part of the building permit process. It is the property owner's responsibility to provide services and/or upgrade existing services as required for the accessory building.

Analysis

When considering a variance to a City bylaw, staff encourage Council to consider whether approval of the variance would cause a negative impact on neighbouring properties and if the variance request is reasonable. Staff have reviewed the requested variances and are recommending support for the following reasons:

1. Section 9.2.2.6: to reduce the minimum interior side yard from 4.5m to 4.1m.
    a. The request to reduce the minimum interior side yard setback would allow the accessory structure to be located 0.4 m (or 1' 3") closer to the north property line than the Zoning Bylaw permits, which is considered a minor adjustment.

b. The property (to the north) that would be most impacted by the proposed development contains a significant slope, with its principal residence located at the opposite side of the lot (higher up the hill). Impacts of the variance to the neighbouring lot are not expected as a result of the topography.
c. The topography of the subject property is very limiting (Figure 3), which dictated the location of the accessory building. The building is located near the slope (Geotechnical Reports were submitted with the Building Permit) and was proposed at the minimum 4.5 m side yard setback.



Figure 3 - 1m Contours

Staff consider that the variance request is minor in nature, and that the subject property and its topography limit the available locations for an accessory building significantly. As such, staff are recommending that Council approve the variance and direct staff to issue the permit.

Alternate Recommendations

Council may consider that the requested variances are unreasonable in this instance and may negatively impact the surrounding neighbourhood. If this is the case, staff recommend that Council postpone a decision on the file, until such time as the applicant is able to appear before Council and provide any further justification or answer any questions that Council may have. Alternatively, Council may deny the application without hearing from the applicant (Alternative 2).

1. THAT Council postpone a decision on "Development Variance Permit PL2022-9315", until after hearing from the applicant
2. THAT Council deny "Development Variance Permit PL2022-9315"

Attachments

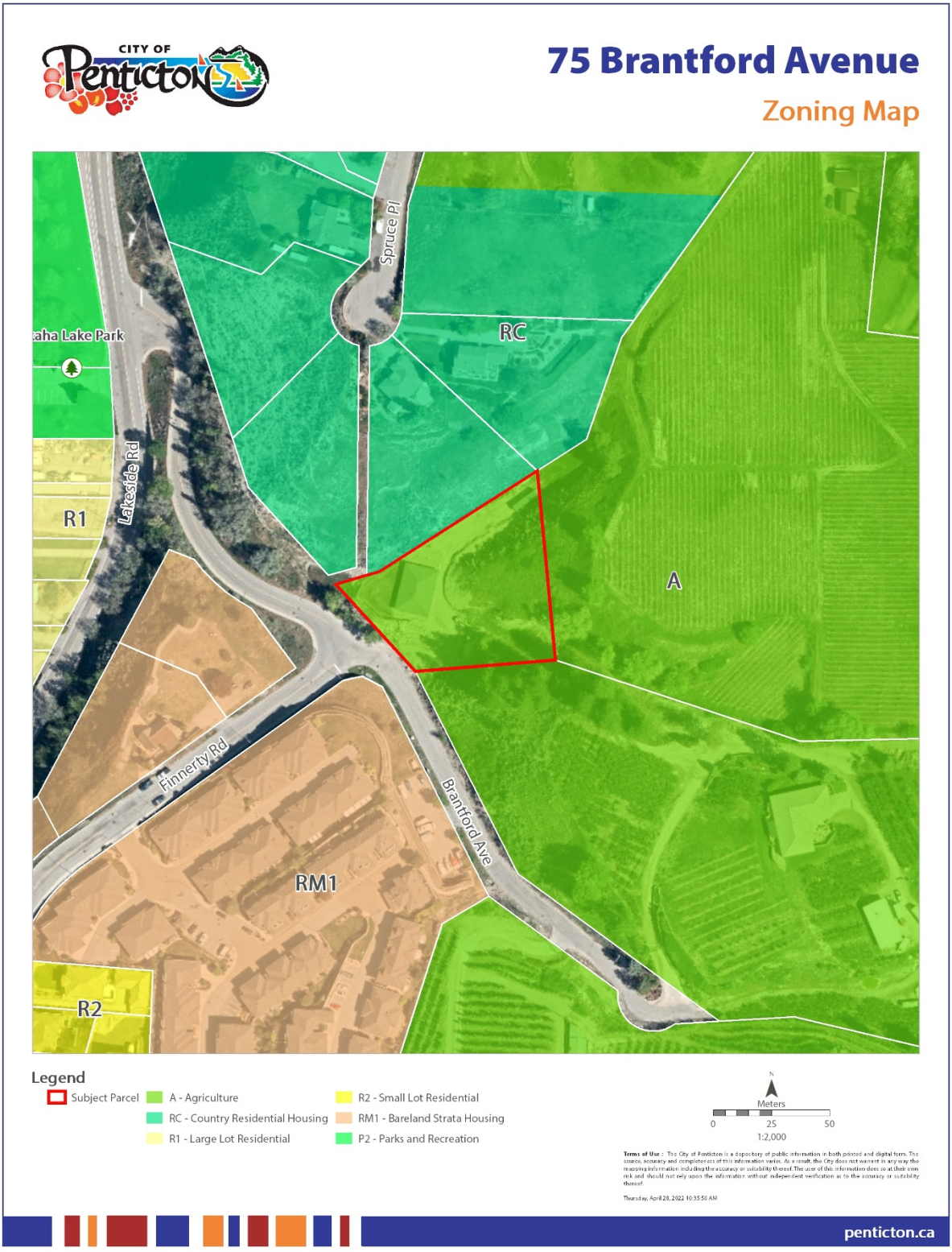
Attachment A – Zoning Map
Attachment B – Official Community Plan Map
Attachment C – Photos of Property
Attachment D – Letter of Intent
Attachment E – Site Plan
Attachment F – Draft Development Variance Permit PL2022-9315

Respectfully submitted,

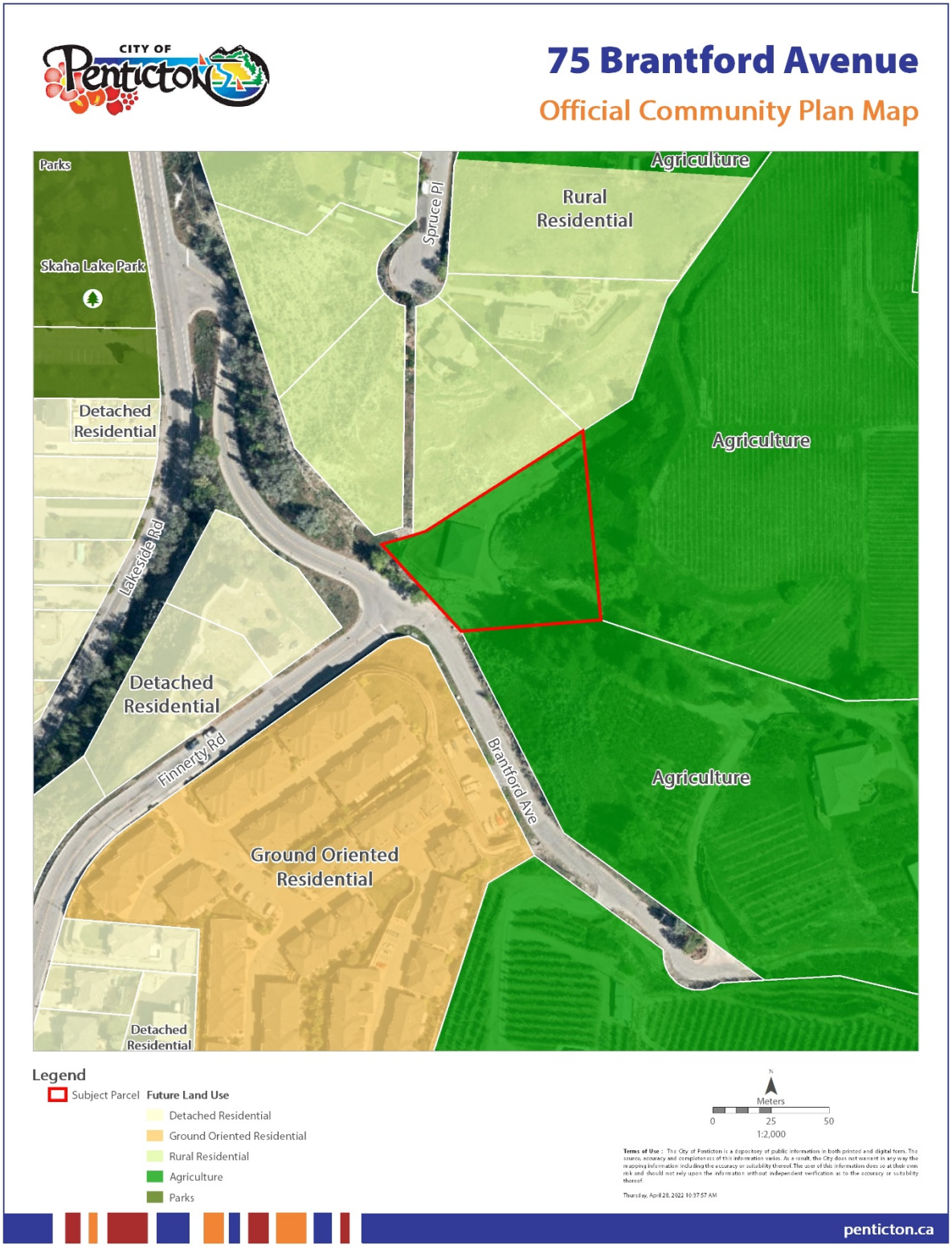
Nicole Capewell, RPP, MCIP
Planner II

Director of Development Services	Chief Administrative Officer
BL	DvD

Attachment A – Zoning Map



Attachment B – Official Community Plan Map



Attachment C – Photos of Property



Looking west toward subject property from Brantford Ave



Looking north toward subject property from Finnerty Rd



Looking east, along rear of accessory building, adjacent to significant slope on property



Looking east along front of accessory building, where variance is requested

March 30, 2022.

To Whom it may concern;

It is with good intention and respect to city bylaws we submit this letter of intent.

Thankyou for considering this area variance. The lot line set back is 4.1 m. We are asking for a 15 inch reduction from the zoning requirement.

This has no impact on the neighbouring property as the closet house is 400 feet away with natural ground cover between properties.

Our intent is to complete detached garage to contain pusonal belonging from view of neighbours.

The purposed project will complete existing house and landscaping that will beautify the area.

This will have minimal distraction to neighbouring properties

Thankyou for your time.

Hilroy

Attachment E - Site Plan



in clouds needs to be updated

NOTE:
– LOCATION OF BUILDING TO BE CONFIRMED ON SITE AS PER GEOTECH REPORT
– CONTROL ALL SURFACE AND ROOF DRAINAGE ON–SITE
– REFER TO GEOTECH DRAWINGS FOR FINAL SITE GRADING INFORMATION AND SITE CROSS SECTIONS

LOT 1, PLAN EPP2503, DL 190, S.D.Y.D.

PARCEL AREA = 50,644 SQ. FT.
EXISTING BUILDING FOOTPRINT = 2,480 SQ. FT.
PROPOSED GARAGE FOOTPRINT = 1000 SQ. FT.
TOTAL PROPOSED BUILDING FOOTPRINT = 3,480 SQ. FT.

ZONING

EXISTING	PROPOSED
A	A

A ZONING REQUIREMENTS

ALLOWED	PROPOSED
PARCEL COVERAGE = 10%	PARCEL COVERAGE = 6.9%
BUILDING HEIGHT = 13.0m	BUILDING HEIGHT (TO MEAN POINT OF ROOF = 15'–6" [4.74m]
SETBACKS (GARAGE):	
FRONT = 9.0m	FRONT = 148.57' [45.29m]
INTERIOR SIDE = 4.5m	INTERIOR SIDE = 15.00' [4.57m]
REAR = 4.5m	REAR = 90.02' [28.35m]

ISSUED FOR BUILDING PERMIT

PROPOSED SITE PLAN
KOENIG GARAGE

75 BRANTFORD AVENUE
PENTICTON BC

AZTECH DRAFTING SERVICES
496 Van Horne St. Penticton, B.C.
Phone: 250–492–3344 e-mail: service@aztechdrafting.com

DRAWN BY: MBW	DATE: MAR 8/21
DESIGN BY:	PROJECT No.: 191842
CHK'D BY:	FILE No.:
SCALE: 1"=30'	SHEET No.: 1 OF 1 REV 1

City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | ask@penticton.ca

Development Variance Permit

Permit Number: DVP PL2022-9315

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 190 Similkameen Division Yale District Plan EPP25030
   Civic: 75 Brantford Avenue
   PID: 028-956-982

3. This permit has been issued in accordance with Section 498 of the *Local Government Act*, to vary the following sections of Zoning Bylaw 2021-01 to allow for the construction of an accessory building, as shown in the plans attached in Schedule 'A':

   a. Section 9.2.2.6: to reduce the minimum interior side yard from 4.5m to 4.1m.

DRAFT
DVP PL2022-9315

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 _____ day of May, 2022.

Issued this _____ day of May, 2022.

_____

Angela Collison
Corporate Officer

DRAFT
DVP PL2022-9315

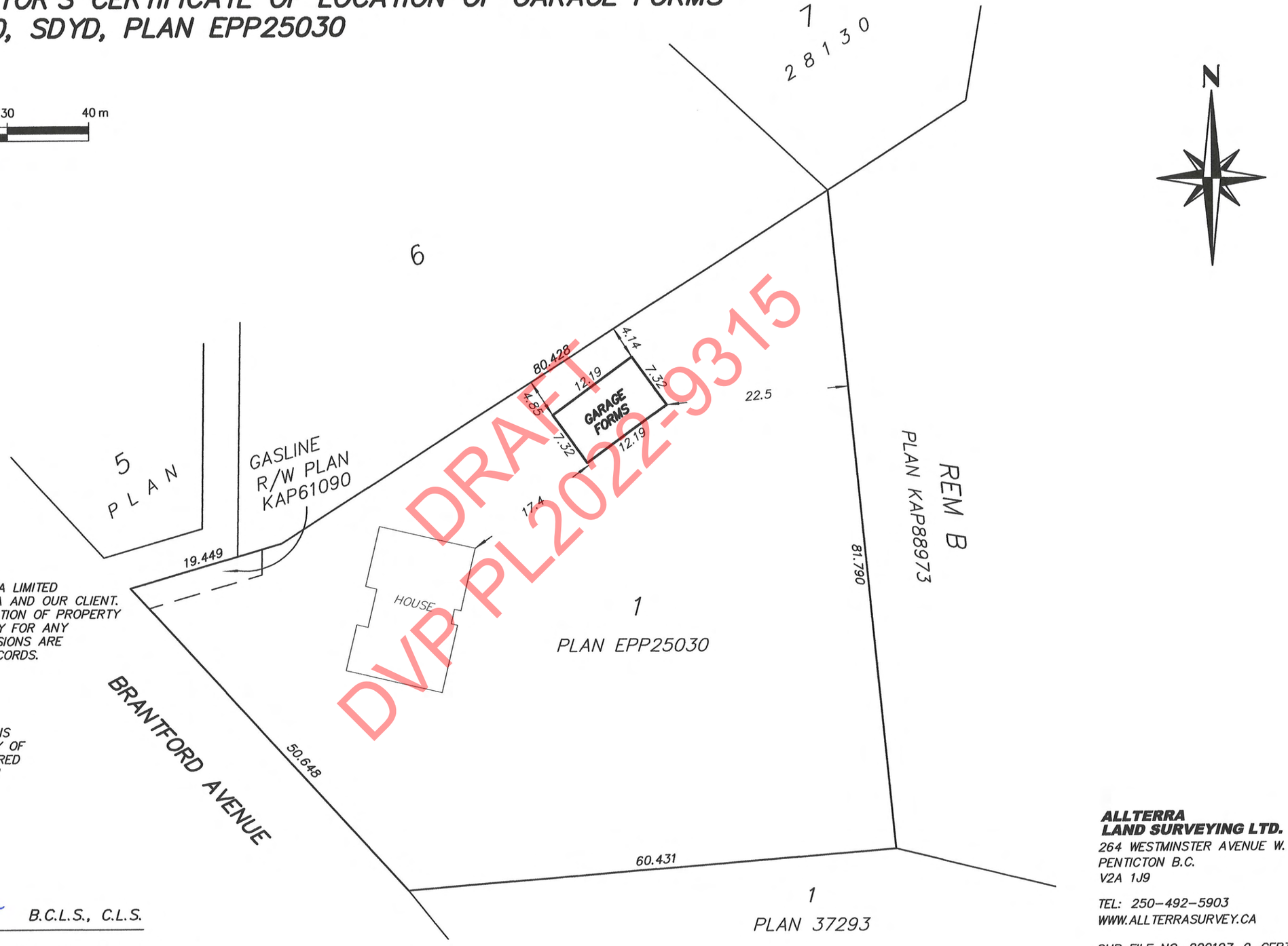
B.C. LAND SURVEYOR'S CERTIFICATE OF LOCATION OF GARAGE FORMS ON LOT 1, DL 190, SDYD, PLAN EPP25030

SCALE : 1:500

0 10 20 30 40 m

(ALL DIMENSIONS ARE IN METRES)

CIVIC ADDRESS:
75 BRANTFORD AVE, PENTICTON, BC



DRAFT
DVP PL2022-9315

THIS PLAN IS PREPARED SOLELY FOR A LIMITED CONTRACTUAL USE BETWEEN ALLTERRA AND OUR CLIENT. IT IS NOT TO BE USED FOR THE LOCATION OF PROPERTY LINES. WE ACCEPT NO RESPONSIBILITY FOR ANY UNAUTHORIZED USE. PROPERTY DIMENSIONS ARE ACCORDING TO LAND TITLE OFFICE RECORDS.

CLIENT: GARY KOENIG

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CERTIFIED CORRECT

B.C.L.S., C.L.S.

Dated this 30th day of March 2022.
THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED.

ALLTERRA LAND SURVEYING LTD.
264 WESTMINSTER AVENUE W.
PENTICTON B.C.
V2A 1J9

TEL: 250-492-5903
WWW.ALLTERRASURVEY.CA

OUR FILE NO. 200197-0-CERT.DWG

Council Report

penticton.ca

Date: May 17, 2022 File No: RMS/914 Churchill Ave
To: Donny van Dyk, Chief Administrative Officer
From: Nicole Capewell, Planner II
Address: 914, 920, 926 Churchill Avenue

Subject: **Zoning Amendment Bylaw No. 2022-24**
Development Permit PL2021-9230

Staff Recommendation

THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-24", for:

1. Lot C District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3072, located at 914 Churchill Avenue;
2. Lot 5 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 929, located at 920 Churchill Avenue; and
3. Lot 6 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 929, located at 926 Churchill Avenue;

A bylaw to rezone the subject properties from R2 (Small Lot Residential) to RM3 (Medium Density Multiple Housing) and add the following section to the RM3 (Medium Density Multiple Housing) zone:

- "10.10.5.3: In the case of consolidated lots located at 914 Churchill Avenue, 920 Churchill Avenue and 926 Churchill Avenue, the maximum density shall be 1.98 FAR";

AND THAT Council forward "Zoning Amendment Bylaw No. 2022-24" to the June 7, 2022 Public Hearing;

AND THAT Council, prior to adoption of "Zoning Amendment Bylaw No. 2022-24", require a 3.048m road dedication along the northern property line (Churchill Avenue) be registered at the Land Title Office;

AND THAT Council, in accordance with Section 507 of the *Local Government Act*, require full-width reconstruction of the lane along the south of 902, 908, 914, 920 and 926 Churchill Avenue to connect to Alberni Street;

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-24", approve "Development Permit PL2021-9230", for the consolidated parcel of 914, 920 and 926 Churchill Avenue, a permit to allow for the construction of a 16-unit, six-storey apartment building;

AND THAT Council, prior to issuance of "Development Permit PL2021-9230", the owner be required to consolidate the three lots.

Strategic Priority Objective

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.



Figure 1 - North Elevation of Proposed Development

Proposal

The applicant is proposing to construct a 16-unit, six-storey apartment building at 914, 920 and 926 Churchill Avenue (Figure 1). In order to proceed with the proposed development, the applicant has requested to rezone the property from R2 (Small Lot Residential) to RM3 (Medium Density Multiple Housing). The rezoning request includes a site-specific provision to allow a maximum floor area ratio (FAR) of 1.98, where 1.6 is typically the maximum permitted. The applicant has also applied for Development Permit approval, which has been included for Council's consideration.

Background

The subject properties are located on the south side of Churchill Avenue, between Alberni Street and Sydney Street (Figure 2). They are currently zoned R2 (Small Lot Residential) and are designated by the Official Community Plan (OCP) as 'Urban Residential'. There are three legal properties at this time, with two single family dwellings existing that were constructed in the early 1900's (1900 and 1946). Neither of the structures are listed on the City's Heritage Registry, or any other form of heritage recognition or protection.



Figure 2 - Property Location Map

The surrounding area contains a variety of residential uses and densities including single family homes, duplexes and apartment buildings. This area of Churchill Avenue has been designated for increased density by the City's OCP. This area of the City is desirable location for increased density as it is located near Okanagan Lake, the Okanagan River Channel, Riverside Plaza, Lakawanna Park, and is within walking distance of the downtown. Transit routes run along Churchill Ave providing alternative forms of transportation and there are pedestrian connections that allow for walking in the area. This property is outside of the area for the North Gateway Redevelopment and Investment Strategy, however, it is within a few blocks of the area this Strategy applies to. This Strategy will aim to improve pedestrian connections and mobility in the area, furthering the ease for alternative modes of transportation and encourage walking and biking in the area.

Financial Implication

There is a 3.048m road dedication identified Churchill Avenue. Prior to adoption of the rezoning, the road dedication will be required to be registered with the Land Title Office. The City is responsible for the survey

and legal fees associated with the recommended road dedication. All other costs are the responsibility of the developer.

Technical Review

This application was reviewed by the City's Technical Planning Committee (TPC). Typical servicing requirements have been identified for the Building Permit stage of the project, if the rezoning and variance permit applications are supported by Council. These items have been communicated to the applicant. The applicant originally applied for a hard surfacing variance with their application, however they were able to remove it. Staff worked with the applicant to utilize alternative surface treatments on site to remove the variance request for hard surfacing. The plans now utilize permeable surfacing including grass, gravel, permeable pavement and other treatments to be able to meet the Zoning Bylaw and not require any variances.

The committee recommended that a 3.048m (10 ft.) road dedication be taken along Churchill Avenue for the length of the subject properties. This dedication is similar to others that have been taken in the area over the years, and is required to eventually construct the desired streetscape along Churchill Avenue. At the time of building permit, the application will be required to construct/install boulevard trees, sidewalk, and appropriate curb and gutters along the length of the three properties. The road dedication recommended is to ensure enough width is available for these works to occur within the road right-of-way.

The TPC identified that the laneway behind the development is of a lower quality and there was an opportunity to have this improved during the development of this property (Attachment 'C'). The laneway also serves as the primary point for vehicle access to the property. The committee recommended that the applicant be required to improve the full width of the lane along the rear of the subject properties, extending east to connect to Alberni Street (Figure 3).



Figure 3 - Image showing location of excess service for lane improvements

This scope of works is not within the authority of the Subdivision and Development Bylaw, which only requires infrastructure upgrades along the frontage of a property up to the center line of the road. The *Local Government Act*, however, does give Council the authority to require these works through the excess or extended service section of the legislation. When Council utilizes this power, a developer is eligible for 'latecomer' payments when a property that benefits from the works redevelops within a 15-year period. In this case, the benefiting properties are 902 and 908 Churchill Avenue. If these lots were to redevelop, the City would be responsible for collecting funds from the developers and forwarding them back to the persons who completed the excess or extended services works. This has been communicated to the developer, who is in agreement with the proposal.

Development Statistics

The following table outlines the proposed development statistics on the plans submitted with the development application:

	RM3 Zone Requirement	Provided on Plans
Minimum Lot Width*:	25.0 m	31.074 m
Minimum Lot Area*:	1,400 m^2	1,118 m^2
Maximum Lot Coverage:	50%	48.6%
Maximum Hard Surfacing:	60%	56%
Maximum Density:	1.6 Floor Area Ratio (FAR)	1.98 Floor Area Ratio (FAR) *** Site Specific Zoning Requested**
Vehicle Parking:	1.25 spaces per unit Total required = 20 spaces	Total provided = 20 spaces
Bicycle Parking:	Class 1 required = 8 spaces Class 2 required = 2 spaces	Class 1 provided = 8 spaces Class 2 provided = 2 spaces
Required Setbacks Front Yard (Churchill Ave): Side Yard (east): Side Yard (west): Rear Yard (lane):	 3.0 m 4.5 m 4.5 m 6.0 m	 3.0 m 4.5 m 4.5 m 6.0 m
Maximum Building Height	24 m	23.3 m
Other Information:	*Lot width and lot area are only applicable at the time of subdivision.	

Analysis

The Official Community Plan (OCP) designation for the subject property is 'Urban Residential', which supports higher density 3-6 storey apartment neighbourhoods in higher-amenity areas where building construction is primarily wood frame (Figure 4). Townhouses, stacked townhouses and low-rise and mid-rise apartment/condo buildings are some of the building types envisioned in this designation. The applicant is proposing to construct a 16-unit apartment building on the property. The development and density proposed on the property are aligned with the vision of properties designated within the 'Urban Residential' designation.

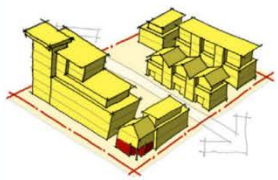
Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Urban Residential 	Higher-density 3-6 storey apartment neighbourhoods in higher-amenity areas where building construction is primarily wood frame.	• Townhouses and stacked townhouses • Low-rise and mid-rise apartment/ condo buildings	• Residential • Limited Retail/ Service	• Heights up to 6 storeys	• RM3

Figure 4 - Future Land Use Designation

In addition to alignment with the future land use designation, staff consider that the proposed zoning amendment will also allow for a development that is supported through the following OCP Goals and Policies:

OCP Policy 4.1.1.1	Focus new residential development in or adjacent to existing developed areas.
OCP Policy 4.1.1.4	Ensure all new developments fully cover the cost of the required infrastructure and services they require, including roads, water, sewer, storm water and provision of parks, schools and emergency services.
OCP 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.
OCP Policy 4.1.3.4	Encourage developments that include one-bedroom and two-bedroom units in suitable neighbourhoods to enable people to downsize as the 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.
OCP 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.
OCP Policy 4.1.4.1	Work with the development community – architects, designers and buildings – to create new residential developments that are attractive, high-quality, energy efficient, appropriately scaled and respectful of their context.
OCP Policy 4.1.5.1	Recognize that some traditionally single-family neighbourhoods will see intensification as the city grows, but ensure that new forms of residential development are compatible with the neighbourhood in scale and design, and are appropriately located (e.g., greater density closer to collector roads, services and amenities).
OCP Policy 4.2.5.2	Encourage land use planning that results in neighbourhoods that can be easily serviced by transit.

Staff consider that the application proposes an appropriately scaled development in an area of the city that has been identified for increased residential density by the OCP. The proposed rezoning to RM3 to allow a total of 16 dwelling units on the property is consistent with the increased density and building forms envisioned by the 'Urban Residential' designation.

The applicant has also requested an increase of density from 1.6 FAR to 1.98 FAR. This represents an increase of 4,523.56 sq. ft. (420.4 m^2) of floor area that is able to be accommodated. The applicant has provided justification within their letter of intent (Attachment 'E') for the additional floor area request, which include reasons such as:

- The benefits of the building include extra landscaping, artistic screening, huge patio doors and extra-large balconies;
- The additional floor area allows for much needed mix of different units types for families of all sizes;
- The additional floor areas provides more comfortable units, and a more comfortable experience around the building;

Further to the applicant's justification, staff consider that the additional floor area is sensible and suitable for the subject property, as the applicant and their design team have been able to design the development to

meet the Zoning Bylaw. No variances are required to parking, landscaping, setbacks, amenity space or other requirements in order to accommodate the additional floor area. The Official Community Plan has identified this area of the City for increased density, which also supports the additional floor area requested.

Given that there is adequate policy through the OCP to support the proposed development, staff recommend that Council give first reading to "Zoning Amendment Bylaw No. 2022-24", and forward the bylaw to the June 7, 2022 Public Hearing to gather comments and feedback from the public.

Support Development Permit

The proposed development is considered within the Multifamily Residential Development Permit Area of the OCP, which is established to enhance neighbourhoods and create sensitive transitions in scale and density by addressing issues such as privacy, landscape retention and neighbourliness. The proposed development has been designed with the OCP design guidelines in mind. The development proposes a density that is aligned with the 'Urban Residential' designation and provides a design that meets all Zoning Bylaw regulations including setbacks, parking, hard surfacing, landscape buffers and allowable building height.

Staff have completed a development permit analysis (Attachment 'D') that shows how the development conforms to the applicable design guidelines. The applicant has also provided a Development Permit analysis with their submission (Attachment 'F'), which outlines the projects conformance to the OCP design guidelines.

As such, staff recommend that Council consider approving "Development Permit PL2021-9230" after adoption of the Zoning Amendment Bylaw.

Alternate Recommendations

Council may consider that while the zoning amendment is aligned with the OCP by increasing density in a desirable area of the city, the development as proposed does not fit the character of the neighbourhood. If this is the case, Council may choose the alternate recommendation. Staff recommend against this option as the development is aligned with the OCP land use designation and OCP Goals and Policies.

1. THAT Council deny first reading to "Zoning Amendment Bylaw No. 2022-24".

Attachments

Attachment A – Zoning Map
Attachment B – Official Community Plan Map
Attachment C – Photos of Property
Attachment D – Development Permit Analysis (staff)
Attachment E – Letter of Intent
Attachment F – Development Permit Analysis (applicant)
Attachment G – Draft Development Permit PL2021-9230
Attachment H – Zoning Amendment Bylaw No. 2022-24

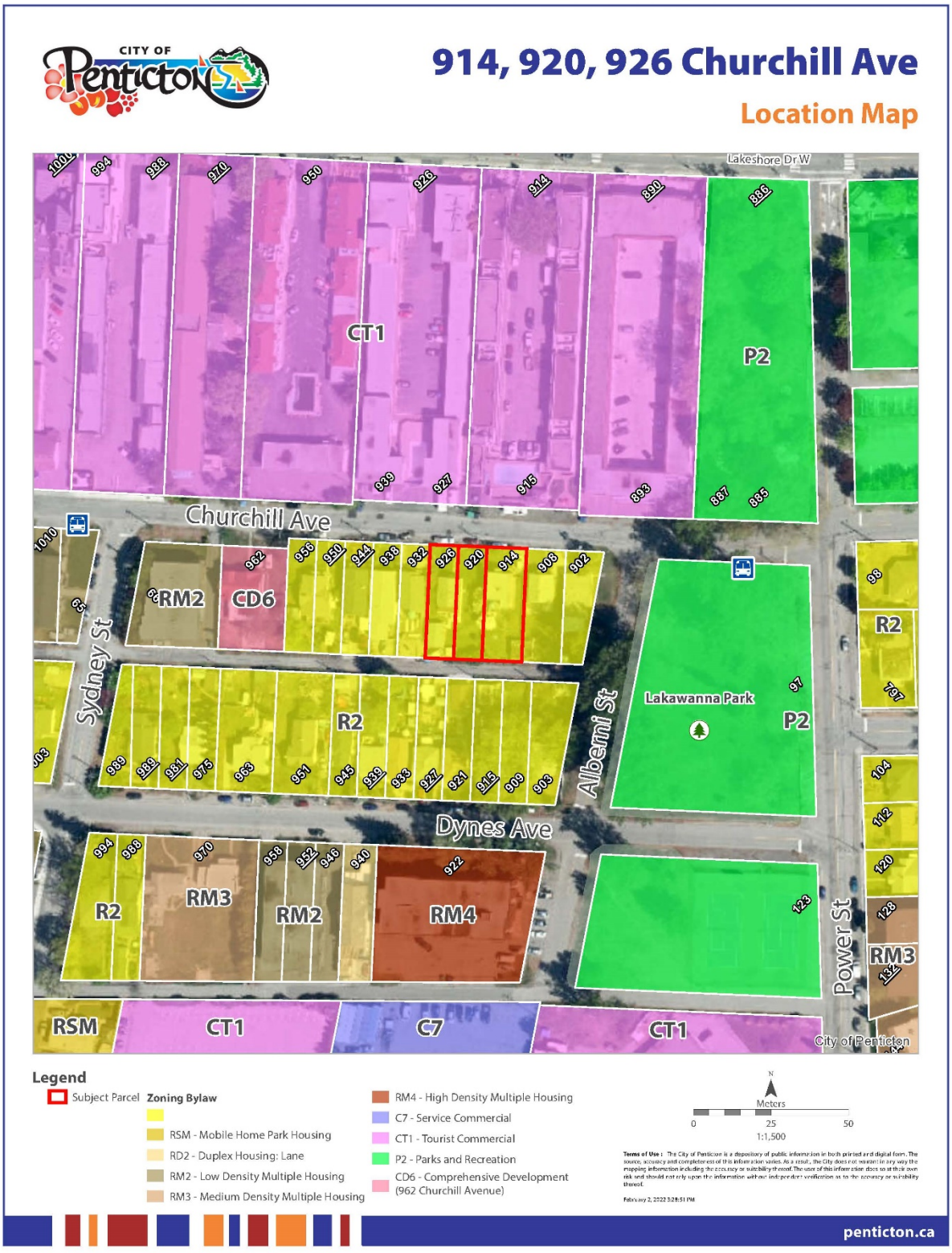
Respectfully submitted,

Nicole Capewell, RPP, MCIP
Planner II

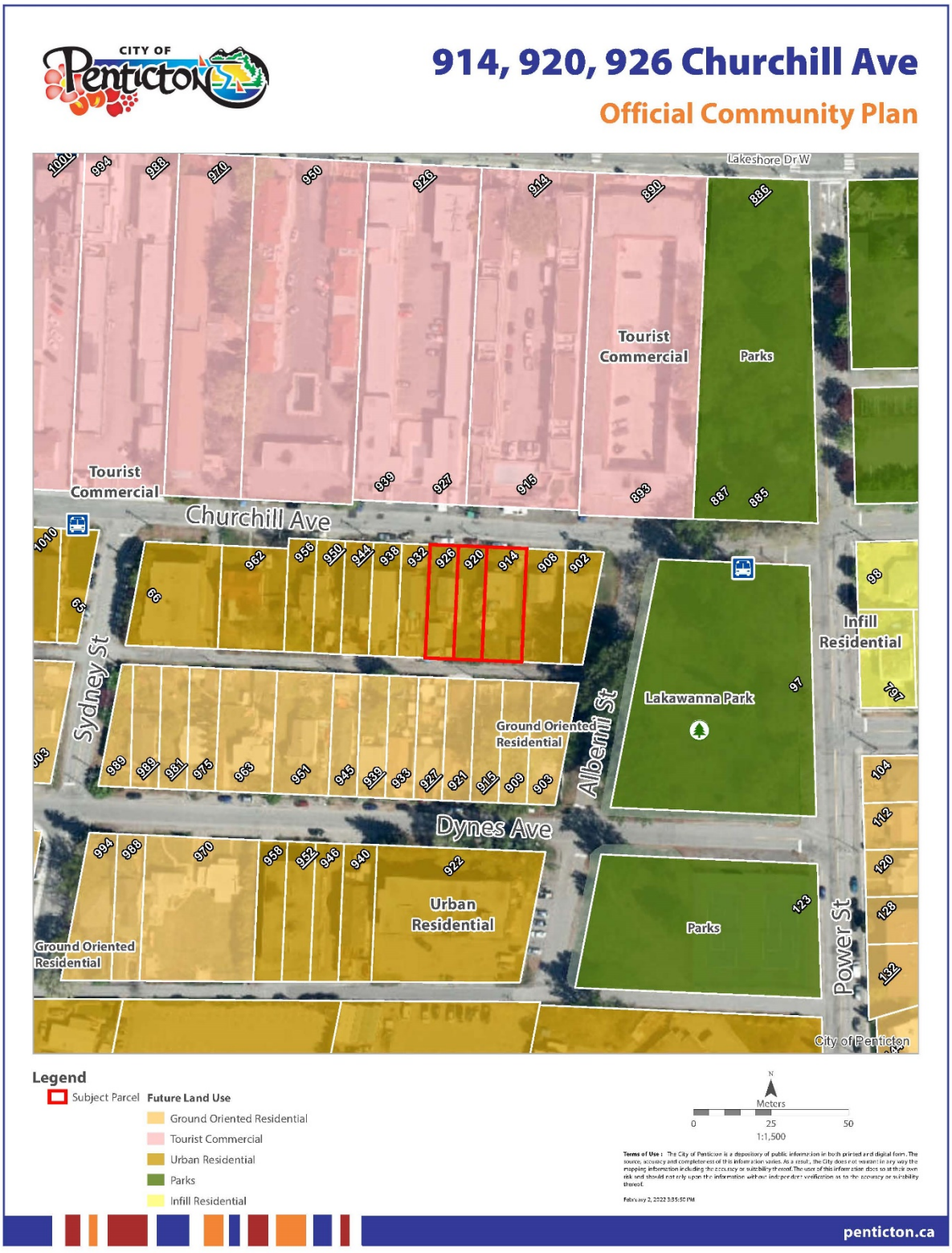
Concurrence

Director of Development Services	Chief Administrative Officer
BL	DvD

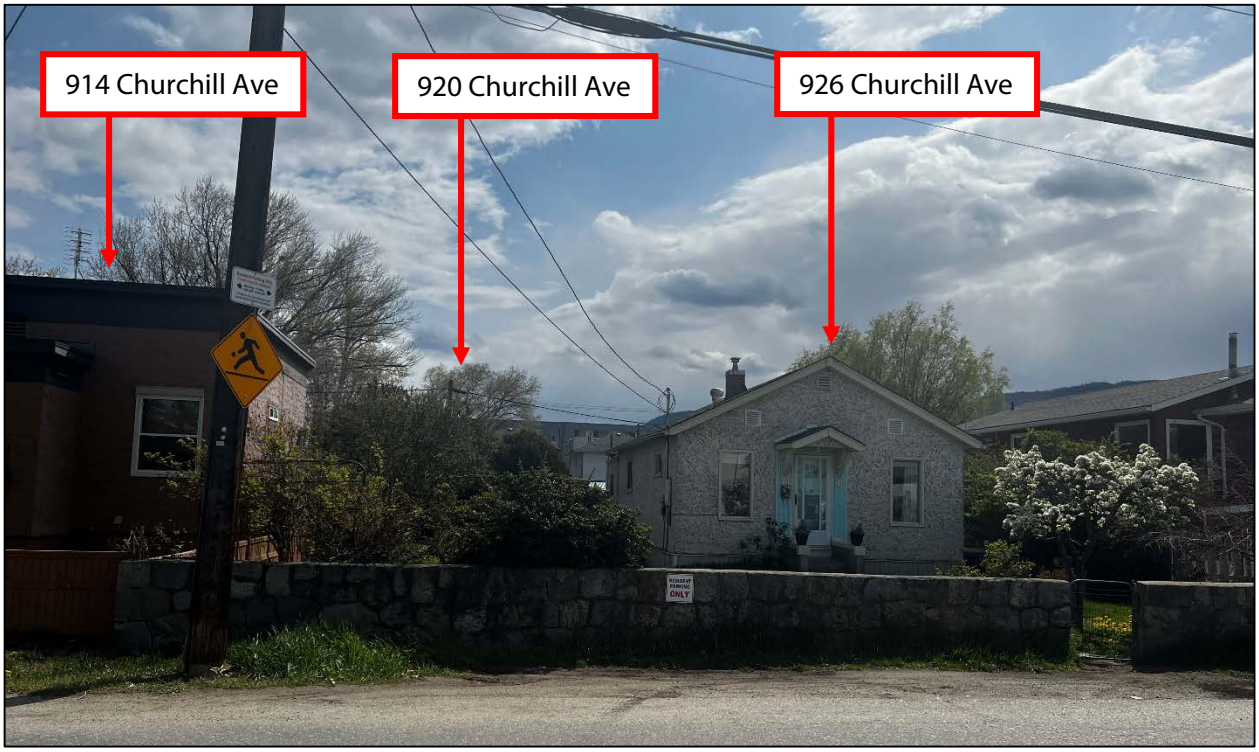
Attachment A – Zoning Map



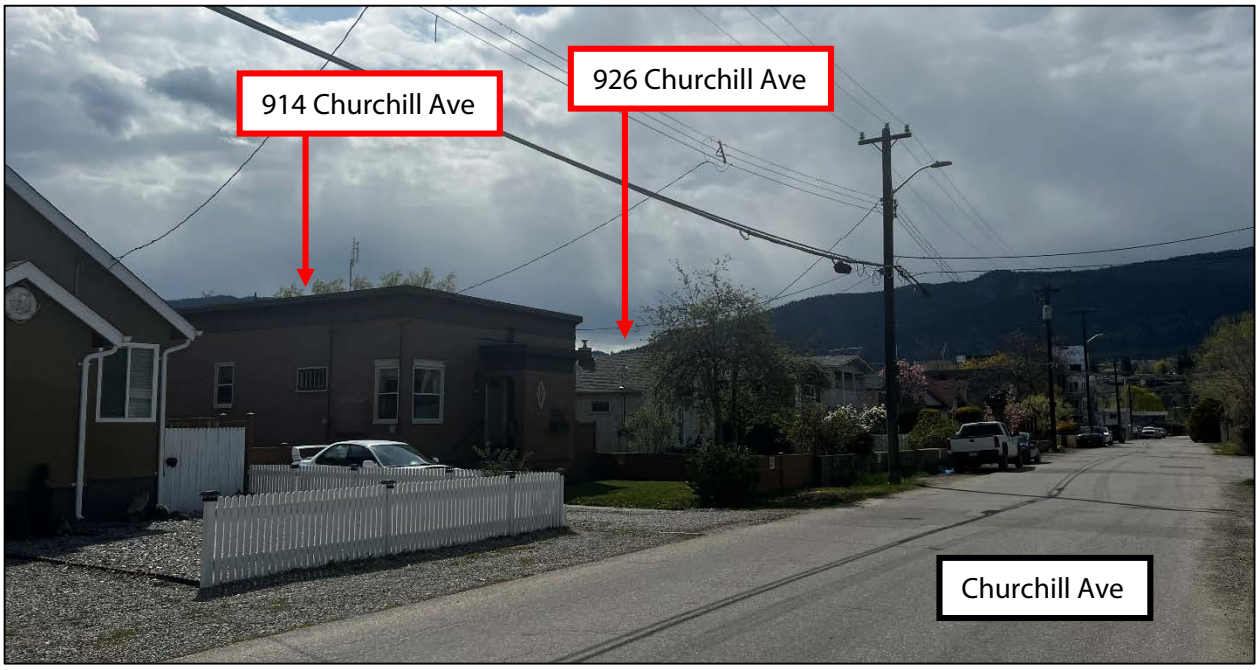
Attachment B – Official Community Plan Map



Attachment C – Photos of Property



Looking south towards subject properties from Churchill Avenue



Looking south towards subject properties from Churchill Avenue



Looking west along laneway behind subject properties

Attachment D – Development Permit Analysis (staff)

Development Permit Analysis

The proposed development is located within the Multifamily Residential Development Permit Area. The following analysis demonstrates how the proposal is aligned with the applicable design guidelines.

Guideline G1 *Applications shall include a comprehensive site plan – considering adjacent context for building and landscape architectural design and neighbourhood character analysis - to demonstrate that the development is sensitive to and integrated within its context and surrounding uses and neighbours.*

- The applicant has labelled geodetic elevations on the site plan, to show they have reviewed the topography of the property, which is relatively flat.

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

- The applicant has proposed a building that is unique with many variations to the exterior facade. The design of the outdoor balconies and lines of the structures have been done so to accentuate the views towards Okanagan Lake.

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

- The applicant has located the proposed building at the minimum required 3.0m front yard setback, which helps to maintain a connection with the street.

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

- The proposed front yard fencing is limited to 1.2m (4ft.) in height, which is aligned with the Zoning Bylaw requirements and also helps to retain 'eyes on the street' by keeping sightlines open from private property to the public streetscape.
- There are also many balconies that overlook towards the street as well as the laneway to provide casual and natural surveillance.

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

- The proposed development has a walkway connecting the development to the proposed sidewalk along Churchill Avenue. The pathway runs the length of the building to also provide connections to the parking, garbage and recycling areas, and shared outdoor amenity space.

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

- The proposed parking meets Zoning Bylaw requirements, and provides all parking on site. The parking area is located and accessed from the rear laneway.

Guideline G19 *All multifamily developments should accommodate sustainable modes of transportation…*

- Each parking space has been designed with electric vehicle capabilities. Bike and e-racks are located near the main entrance. There is also secure bicycle parking storage located on the second floor of the building (which can be accessed by elevator).

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

- The main orientation of the development is to the north (Churchill Avenue), however some units face towards the rear of the property.

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

- The building has been designed with many offsets to break up the elevations of the building. This includes unique lines, locations and shapes of balconies.

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

- The main entrance to the development fronts the street, Churchill Avenue. There is an overhang to protect the entrance from weather.

Guideline G29 *Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas.*

- The development provides outdoor balconies, as well as windows overlooking the north street, Churchill Ave, and the rear laneway.

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

- The proposed development includes a landscaping plan that provides adequate and appropriate designs, including landscape buffers along each side.
- The plans indicate a fully automatic underground irrigation system, which helps to reduce overwatering and utilizes a drip system.

Guideline G35 *Tree planting…*

- Trees and shrubs have been provided at the front of the property as well along the east and west property lines.

Guideline G41 and G42 *Softscapes and Hardscapes*

- The proposed development was redesigned through the review process to ensure that the hard surfacing will meet the Zoning Bylaw requirement.

Guideline MF4 *Visitor parking should be in public view, easily accessible near the main entrance of the site, and clearly indicated by pavement markings and/or signs*

- The visitor parking is located towards the rear of the property, easily accessed from the laneway, where all vehicle parking is accessed.
- The visitor parking will de delineated with signage, and can access through the rear main entrance of the building, or use the side pathway to access the main front entrance.

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Dec 16, 2021 (revised March 22, 2022)

Letter of Intent
914-922 Churchill Ave Penticton BC - Inspired by the Valley

We are proposing to construct a mixed apartment size 16-unit family-oriented condominium building at 914-926 Churchill Avenue. The intent of this proposal is to request rezoning of 3 lots at 914-920-926 Churchill Ave from R2 Small Lot Residential to RM3 Medium Density Multiple Housing, to meet the new Official Community Plan (OCP) which calls for "Urban Residential" development. With the same application the intent is to apply for a Development Permit for a high quality, 6-storey residential building with 16 mixed size residential units on the upper 5 stories and 20 ground level resident and visitor parking stalls.

The proposed building design utilizes best practice architectural principles to provide a range of family residence options in this highly desirable area of Penticton and is consistent with the urban infill objectives and OCP for the area. The building design proposes a residential mix that includes 1-, 2-, and 3-bedroom units. The unit mix was developed with Planning Department input and designed to provide the city with the most needed housing typologies.



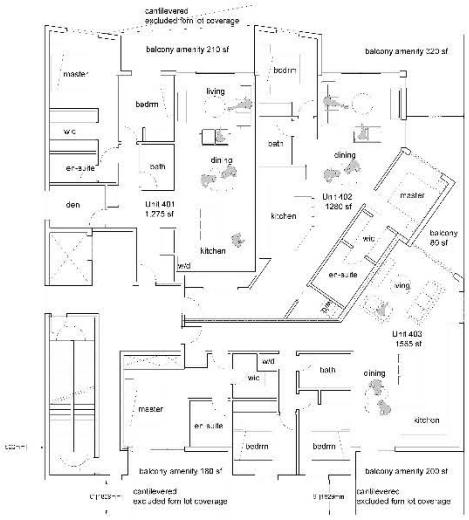
Proposed Front Elevation

From Power St west, Churchill Ave faces onto the rear elevations of the Lakeshore Drive waterfront tourism commercial precinct. However, from the second floor up, the location provides beautiful, filtered views of the lake and valley, with unobstructed views from L3 and the upper floors. The Architectural

intent for the building is to provide an interesting, deep façade, unique to the area, that references the street grid at the lower levels and poetically refences the lake and sail boats on the upper levels with dramatically angled balconies. Each unit has large sliding patio doors and large balconies to embrace indoor/outdoor living and provide natural ventilation and natural lighting. Best practice passive solar design has been a primary influence for the building.

Setbacks on the upper levels and strategically angled walls push the upper-level views towards the vista and reduce overlooking. Balcony guards are opaque on the bottom and transparent on top, to limit downward lines of sight and further emphasize the horizontal view. The building is designed for a balance of openness and privacy, enhanced by highly functional environmental design.

The proposed building cladding is white stucco, punctuated with ceramic tile at the entrance. The exterior materials are chosen to reflect and maintain the neighbourhood beach aesthetic and to mitigate solar heat gain and the urban heat island effect. High quality landscaping buffers the site, and there is a dog run on the west side. Artistic fence screens wrap around the ground-oriented parking. Parking is accessed from the rear lane and designed to maximize efficiency and safety. CPTED principles are incorporated throughout the design to create an open, safe, friendly, and accessible site plan. The proposed building is inspired by the unique beauty of the valley and designed to optimize the lifestyle of the beautiful Churchill West area and meet the objectives of the OCP.



Proposed Floor plan Typical

The building has been designed to meet all zoning bylaws, and we propose to increase the FAR from 1.6 to 1.98. The site consolidation is surveyed at 12, 203.4 sf. The proposed FAR is 4,523.56 sf (420.4 sm) over 1.6 FAR. The extra FAR naturally fits within the site and allows responsible use of the land in keeping with the OCP objectives for the area. The proposed building design offsets the requested additional density with extra landscaping, artistic screening, huge patio doors and extra-large balconies. The extra FAR also allows the developer to provide Penticton a much-needed mix of different unit types for families of all sizes. Family friendly units are possible with 1.98, and the extra space gives a comfortable experience around the building and neighborhood. 1.98 creates an inclusive design strategy that would otherwise not be possible. This density typology is a missing link between single detached dwellings and responsible growth.

Current Sites

The current sites have 2 older 2-bedroom rental homes constructed approximately 70+ years ago. While these houses are suitable as current rental properties, the buildings are deteriorating and nearing the end of their serviceable use. Based on our understanding of the objectives of the OCP, Penticton needs more affordable infill projects such as this development to accommodate the forecast increase in population, and to enable access for younger generation to enter the property market. This project would fulfill these intentions in a desirable and amenity rich Penticton neighbourhood.



914 Churchill Ave frontage



920-926 Churchill Ave frontage



908 Churchill Ave frontage



932 Churchill Ave frontage

As indicated in the Zoning Map attached below, the surrounding neighbourhood currently contains a diverse mix of residential zones, ranging from R2 (Small Lot Residential) to RM4 (High Density Residential). There are housing types including a mobile home park, single family homes, duplexes, townhouses, apartments, and tourist accommodations (hotels/motels). This area has been steadily transitioning from a low-density neighbourhood to accommodate medium to high density units, as directed by the OCP.

North Gateway

The proposed apartment building is within close proximity to the North Gateway Planning Initiative, where additional density is considered. The proposal is committed to the improvements of this fantastic area, which features so many great recreational and lifestyle amenities.

We fully support the North Gateway initiative and look forward to the city leading development of a comprehensive plan to further enhance this desirable area. The proposed 914-926 apartment development has been designed to meet all the requirements of the OCP for the area, but also incorporates and delivers livability features and design that compliments community feedback suggestions from the North Gateway feedback forums. The proposed apartment building has been designed with a variety of 1 to 3 bedroom apartments to suit a variety of family sizes and types. Churchill West is a very desirable living area and needs a mix of additional family housing. The proposed building façade is designed using modern architecture best practice to project visual interest, with strategic setbacks, angled walls and balconies, and exterior glass and finishes. These features are intrinsic components of a "sails and boats" design theme intended to set a new and attractive visual standard for the area.

Churchill West has not historically been a pedestrian friendly zone. Our proposed apartment building will include putting in place new sidewalk and curbing that, along with other approved and planned Churchill West developments, will begin to greatly improve pedestrian access and amenity along the South side of Churchill West. All parking is off-street and accessed from the rear lane, providing an opportunity to offer neighbourhood leading curb appeal to the front of the building, and adding attractive landscaping to enhance street interaction. The North Gateway community feedback forum has many comments calling for improved bicycle access and facilities for the area. Our proposed development incorporates secure internal storage and facilities for bicycles, E-bike, and alternate transport devices such as Mobility Scooters. These are an increasingly important alternative to traditional car transport, and well suited to this flat area with its great access to local amenities, services, and shopping.

The project landscaping and Churchill streetscape have been designed to provide a very attractive Churchill Ave façade, and to provide an attractive "green zone" transition through to Churchill Ave. The Churchill frontage will feature attractive entry design from the street, flowing easily from new curb and guttering. We have designed the front landscaping and fencing, as well as strategic artistic screening, to present a very attractive pedestrian frontage to Churchill.

Rezoning and the Official Community Plan

This project complies with the RM3 zoning category and in the OCP is slated for "Urban Residential" development.

Services, Engineering & Technical Review

This project will include the transfer at no charge to the CoP of 3.048 meters of land fronting Churchill Ave to enable the long-term alignment of pedestrian walkways and long term widened street width along the south side of Churchill Ave. The proposal includes full construction of new curb and sidewalk along the frontage of 914, 920, and 926 Churchill Ave, and joining asphalt to the existing roadway and alley.

Financial Implications (calculations TBC)

The application does not pose any material financial implications to the City. Development costs are the responsibility of the developer. The developer will be paying for the works mentioned in the Services, Engineering & Technical Review. The developer will be paying approximately $113,415 in Development Cost Charges. The proposed development will significantly increase CoP property tax revenues for the site. The current 2 single family homes on the site have a combined assessed value of $851,000 which generates $5504.83 per year in city taxes. When the proposed development is completed the annual property taxes generated are estimated at $69,000 per annum. This equates to an increase in $64,000 in property tax revenue per yea

Proposed Churchill Ave Development – 914, 920 & 926 showing Churchill Ave frontage and lane access off Alberni St to the east and via Sydney St from the west.



CoP Parcel Viewer – Churchill West Property Zoning showing subject site R2 Zoning.



CoP Parcel Viewer – Churchill West Property Zoning showing OCP Land Use and the subject site planned for "Urban Residential" use.

OCP Land Use – Urban Residential

Currently 914-926 Zoned R2 Small Lot Residential



Churchill/Dynes Ave West area existing buildings & recent approved or proposed developments



The proposed development is located at 914 (A), 920 (B), and 926 (C) Churchill Ave, referred to as Site A,B,C in the above diagram. The subject property is comprised of 3 residential lots with two existing 70+ year old houses. The area around the proposed development is characterized by a strip of Lakeshore Ave tourism commercial development, and an evolving area mix of more recent high density residential developments interspersed with historic older single family houses, many of which are long term rental properties being held for redevelopment.

Recently approved high density residential developments include;
Dev A – 962 Churchill Ave – approved January 2020 for a 6 storey 8 condominium development
Dev B – 1018, 1026, & 1034 Churchill – approved March 2020 for a 4 storey 13 unit apartment building
Dev C – 964, 970, 976, & 982 Dynes Ave – approved January 2019 for 2 rows of 6 Unit townhouses
Planned high density residential developments include;
Dev D – 963, 969, 975, & 981 Dynes Ave – purchased February 2021 by a Calgary property development company for a medium density residential project currently in planning phase.
Existing high-density developments include;
99 Sydney St – existing 3 storey 12 unit apartment building
922 Dynes Ave – existing 4 storey 28 unit apartment building
952 Dynes Ave - existing 3 storey 16 unit apartment building
115 Sydney St – existing 3 storey 8 condominium townhouse development

About the Architect

John Saliken is the principal of Suva Architecture, a full-service architectural firm for mixed use, residential and retail development, throughout British Columbia, and Alberta. John was schooled and raised in Penticton and graduated from Pen-high. After graduating from the University of Victoria with a Bachelor of Fine Arts, John went on to complete a Master of Architecture, graduating with honors from UBC. He subsequently completed qualifications for the Royal Institute of British Architects at the University of Edinburgh.

John founded SUVA Architecture in 2015, where he continues to practice with a select group of clients. With 30 years' experience, he recently relocated back to Penticton, and now splits his time between his Vancouver practice and projects in the Okanagan Valley. John is passionate about Architecture and Penticton. He looks forward to making a positive active contribution to aesthetic architecture and responsible design and development of the beautiful Okanagan Valley.

REGISTERED ARCHITECT JOHN A.S. SALIKEN BRITISH COLUMBIA

2022-05-02

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Dec 16, 2021

Development Permit Analysis
922 Churchill Ave Penticton BC

BLUE TEXT IS FROM THE CITY OF PENTICTON OCP
BLACK TEXT IS APPLICANT RESPONSE

5.2.2 GENERAL GUIDELINES

SITE PLANNING

Designing in Context

G1. Prior to site design, analysis shall be undertaken to identify significant on-site and off-site opportunities and constraints, including built and natural elements (e.g., structures, slopes and drainage, significant landscape features, etc.) The existing site is flat and rectangular with no natural elements. However, the apartments are designed to ensure views of Okanagan Lake and the valley will be maximized.

G2. Applications shall include a comprehensive site plan – considering adjacent context for building and landscape architectural design and neighborhood character analysis – to demonstrate that the development is sensitive to and integrated within its context and surrounding uses and neighbors. • All site / landscape plans should incorporate the boulevard. Outland Design Landscape Architecture is a main professional consultant retained to complete the landscape design to meet all zoning bylaw requirements. The site plan is designed as an efficient balance between parking and landscape features. The site plan enhances pedestrian movement and the neighborhood as well as providing much needed housing opportunities, and carefully crafted to enhance the Churchill Ave pedestrian street front and provide on-site parking stalls with rear laneway access to eliminate local overflow.

G3. Private and semi-private open spaces should be designed to optimize solar access (see Figure G3). The building design incorporates oversized patios and decks for each unit which provide solar access to the outdoor and indoor areas of the units. The location of the open parking area increases the opportunity for solar access onto the building throughout the day due to the southern exposure. At- grade open landscape space runs north south along each side of the building maximizing morning and afternoon sun opportunities. A dog park is located on the west side, catching afternoon sun amongst the tree canopies.

G4. Views through to the mountains and the lakes should be carefully considered and incorporated into the design of new development Views of the Lake and valley are the main attractions to the site, partially seen along skyward sight corridors on L2, more fully from L3, and then very good full views from the upper levels. The upper levels further maximize the views with large windows and balconies.

Framing Space

G5. Siting of buildings should support strong street definition by minimizing front yard setbacks while sensitively transitioning to neighboring building setbacks. The front yard proposed minimum setback allows for a 10' wide road dedication in addition to the minimum required 10' setback (3 m) and ensures

optimum building siting, providing both strong street definition with ample space for road improvements and a new sidewalk enhancing the public realm and pedestrian movement.

The proposed front yard setback is minimal which improves connectivity between the building and the street and connects with the pedestrian realm.
The proposed front yard setback is similar to that of new developments along Churchill Avenue.
The building facade includes minor projections and decks to create interest from the public realm.
G6. Building placement and orientation should respect significant public water, mountain and ridgeline views. All units are designed to optimize the lower-level filtered views and fully utilize the increasingly unobstructed upper floors views to the lake and valley. Wrap around unit windows and balconies are designed to optimize all floors views and including southern and western park aspects, as well as northerly lake views and western mountain views.
G7. All designs shall consider Crime Prevention Through Environmental Design (CPTED) principles and balance the reduction of crime and nuisance opportunities with other objectives to maximize the enjoyment of the built environment. The site plan and building are designed with CPTED features such as eyes on the street, open walkways, high quality surrounding and brightly lit parking areas. The design incorporates fencing and gates to separate the parking area from the public realm. A secure bicycle storage room within the building improves the security of personal bicycles. The orientation and location of patios and balconies allows for visual overlook onto the street and lane. The building design includes secure second floor storage for E-Bikes and alternate/assisted transport devices.
G8. Secondary buildings should create comfortable and social, semi-public and semi-private spaces within interior courtyards and/or side-yards. There are no proposed secondary buildings

Prioritizing Pedestrians

G9. Pedestrian connectivity to adjacent properties is encouraged. With the exception of private yards, open spaces shall be designed for public access and connectivity to adjacent public areas (and publicly accessible private spaces). Public access for residents is available throughout the site from north to south connecting the Churchill Ave access to the lane. The design includes landscaped pathways, public art and a dog run area, fenced with gates on either end for security or pedestrian connectivity.
G10. Development of larger parcels should provide pedestrian connections to adjacent public areas and create an effective street-fronting block scale of 60m-190m. This proposal is not a large parcel.
G11. Barrier-free pedestrian walkways to primary building entrances must be provided from municipal sidewalks, parking areas, storage, garbage and amenity areas. The entire site is accessible and designed to encourage free flowing movement.
G12. Where feasible, indicate pedestrian ways with continuity of paving treatments/paving materials
Pathways are paved and continuous at grade providing a safe and effective surface for pedestrians and accessibility, for wayfinding.
G13. Entry to ground-level residential units should be no more than 1.8m (6.0 ft.) above the grade of adjacent public sidewalks and walkways (see Figure G14). N/A
G14. The outdoor space of a residential unit should be raised no more than 1.2m (3.9 ft.) above adjacent public sidewalks and a "front stair" pedestrian connection shall be provided (see Figure 5-2). N/A
G15. Fencing facing an active public realm should be lowered and transparent or semi-transparent. The front fence will be semitransparent to both screen the parking and offer a backdrop for the building. It will allow natural light and sliver views in and out of the building under CPTED principles.

Cars and Parking

G16. Site and building access must prioritize pedestrian movement, minimize conflict between various modes of transportation and optimize use of space: • Off-street parking and servicing access should be provided from the rear lane (where one exists) to free the street for uninterrupted pedestrian circulation and boulevard landscaping (see Figure 5-4). • Where possible, shared automobile accesses should be considered to optimize land use, and to reduce impermeable surface coverage and sidewalk crossings.
G17. On-site parking location and design should minimize visual impact and provide safe connections for pedestrians: • Parking between the front of buildings and the street is not permitted. • Parking should be located at the rear of buildings/sites. • Shared parking (where varying uses have parking demands that

peak at different times of the day) is encouraged to reduce parking requirements. • Outdoor surface parking areas should incorporate pathways that provide safe, accessible and comfortable pedestrian connections to entries/destinations. The proposed parking is all on-site and accessed from the rear lane via Alberni St to the east or Sydney St to the west. The layout is the most effective and efficient system available with a double loaded spine and designed to meet City Bylaws. The parking area for the proposed development is accessed from the rear lane while the primary pedestrian entrance is at the front, accessed from Churchill Avenue. and minimizes potential conflict between vehicles and pedestrians. The site accommodates vehicles, bicycle and alternative transport devices parking.
G18. Attached parking structures, their access and associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize visual impact to the public realm. There is no proposed separate parking structure. All parking is carefully integrated under the building and screened from the public realm by the building structure and with carefully designed landscape screening and plants.
G19. All multifamily developments should accommodate sustainable modes of transportation through: • Provision of bike parking and/or safe storage of alternative transportation/ mobility equipment (bikes, mobility scooters, etc.). • Provision of electric vehicle charging stations. • Internal circulation and/or upgrades to adjacent rights-of-way to accommodate alternative transportation (e.g., multi-use pathways, separated bike lanes, etc.) Each parking stall has been designed with electric vehicle capabilities. Bike and E-bike racks are conveniently and safely located near the front entrance. Special Bike/E-bike and alternative transportation storage has been located on the 2nd floor for high security and thermal comfort. The second-floor storage is accessed by elevator, and the elevator is designed with durable materials and easy access for ease of use.

Architecture

G20. Designs should respond to Penticton's setting and climate through use of: • passive solar strategies; • optimized placement of windows to maximize natural light; • energy-efficient building design; • passive solar principles; • landscape design and plantings that provide cooling through shade in summer months; • selecting roof materials to minimize heat loading and increase reflectivity.; and, • strategies for cross-ventilation. The proposed building incorporates best practice passive solar design for the Okanagan climate, especially the hot summers. Large sliding patio doors open to large, protected terraces. Deep set glazing offers protection from summer solar heat gain and allows winter sun into the units. Light colored cladding and roofing membranes reflect solar heat and mitigates urban heat sinks. The windows are tall, allowing diffused natural light into the units. Landscaped areas offer shade and benches for protection from the sun while resting in the outdoor amenity spaces.

Friendly Faces, Friendly Neighbors (Orientation & Massing)

G21. Orientation of buildings should face public spaces (e.g., street and lane) with a preference for ground-oriented types (e.g., a front door for everyone or every business). The main orientation of the suites is north and south to the public street realms. Side views and windows are limited on the neighboring east west properties. Angled walls direct the wrap around units to obliquely face into the distance towards the Lake. Balcony guards are specially designed to encourage the horizontal view of the vista by limiting downward lines of sight and minimize overlooking neighbors.
G22. Massing of larger buildings should be composed of multiple volumes to reduce visual impact on the pedestrian realm. Although not a large building, the proposed design offers an exciting massing with voids and solids that break up the elevations of the building. Angled balconies point towards the views and speak to the boating nature of the area. A dynamic series of volumes offer a unique yet locally relevant architecture with lakeside proximity, offering visual and spatial interest to the pedestrian realm.
G23. Articulation of building mass should include horizontal (minor) setbacks and step backs (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. The upper floors step back creating 2 distinct architectural systems, upper and lower on the northeast corner, adding interest to the public realm, as the building reflects its changing views. The lower 3 floors are square to the street referencing the immediate nature of Churchill Ave, the

peak at different times of the day) is encouraged to reduce parking requirements. • Outdoor surface parking areas should incorporate pathways that provide safe, accessible and comfortable pedestrian connections to entries/destinations. The proposed parking is all on-site and accessed from the rear lane via Alberni St to the east or Sydney St to the west. The layout is the most effective and efficient system available with a double loaded spine and designed to meet City Bylaws. The parking area for the proposed development is accessed from the rear lane while the primary pedestrian entrance is at the front, accessed from Churchill Avenue. and minimizes potential conflict between vehicles and pedestrians. The site accommodates vehicles, bicycle and alternative transport devices parking.
G18. Attached parking structures, their access and associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize visual impact to the public realm. There is no proposed separate parking structure. All parking is carefully integrated under the building and screened from the public realm by the building structure and with carefully designed landscape screening and plants.
G19. All multifamily developments should accommodate sustainable modes of transportation through: • Provision of bike parking and/or safe storage of alternative transportation/ mobility equipment (bikes, mobility scooters, etc.). • Provision of electric vehicle charging stations. • Internal circulation and/or upgrades to adjacent rights-of-way to accommodate alternative transportation (e.g., multi-use pathways, separated bike lanes, etc.) Each parking stall has been designed with electric vehicle capabilities. Bike and E-bike racks are conveniently and safely located near the front entrance. Special Bike/E-bike and alternative transportation storage has been located on the 2nd floor for high security and thermal comfort. The second-floor storage is accessed by elevator, and the elevator is designed with durable materials and easy access for ease of use.

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G21. Orientation of buildings should face public spaces (e.g., street and lane) with a preference for ground-oriented types (e.g., a front door for everyone or every business). The main orientation of the suites is north and south to the public street realms. Side views and windows are limited on the neighboring east west properties. Angled walls direct the wrap around units to obliquely face into the distance towards the Lake. Balcony guards are specially designed to encourage the horizontal view of the vista by limiting downward lines of sight and minimize overlooking neighbors.
G22. Massing of larger buildings should be composed of multiple volumes to reduce visual impact on the pedestrian realm. Although not a large building, the proposed design offers an exciting massing with voids and solids that break up the elevations of the building. Angled balconies point towards the views and speak to the boating nature of the area. A dynamic series of volumes offer a unique yet locally relevant architecture with lakeside proximity, offering visual and spatial interest to the pedestrian realm.
G23. Articulation of building mass should include horizontal (minor) setbacks and step backs (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. The upper floors step back creating 2 distinct architectural systems, upper and lower on the northeast corner, adding interest to the public realm, as the building reflects its changing views. The lower 3 floors are square to the street referencing the immediate nature of Churchill Ave, the

boulevard and the block system of the city. The upper three floors step back with punctuated angled balconies that reference the wind, views, and Lake culture, poetically referencing the sails of a ship.
G24. Street-facing units should utilize a layering of elements – including but not limited to street-facing entries, stairs, stoops, porches, patios and landscape elements – to create transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkway, ramp, stair), semi-private (e.g., stoop, balcony) and private areas. There is a beautiful, formal transition from public to private, delineated by landscaping, and screening.
G25. Where appropriate, stepped massing should be utilized to transition and improve the relationship between developments of differing scale. In areas where there is an OCP Land Use Designation change, adjacent building heights should not be greater than one-and-a-half storeys higher than existing adjacent development with additional storeys terraced back with a minimum step back of 3.0 meters. (See Figure 5-6). The proposed building is a seminal redevelopment in an area of mixed developments including Lakeshore drive tourist commercial, newer high density residential developments, and historic older small old houses undergoing redevelopment. The redevelopment of the area meets the city planning objectives for increased residential density, greater energy efficiency, and improved alternate and public transport to reduce the environmental impact of the Penticton urban grid. The proposed building offers dynamic and timeless architecture that enhances the street and city fabric. The architecture is a balance of offering a highly stressed housing market a collection of various affordable unit types including studios 1 beds, 2 beds and highly needed 3 bed units and a unique architecture that captures the essence of the city and the OCP. Large 15' (4.5 m) side yard setbacks are respected, with further 10' step backs on the upper levels in strategic locations.
G26. Building designs should minimize impacts on the privacy of adjacent dwellings, including private open spaces The proposed building emphasizes privacy to the east and west neighboring properties. The main orientation is to the north and south facing public streets and rear lane. These orientations respect the dedications and bylaw setbacks. The large balconies and deep-set windows add privacy from the inside of the units as they push the gaze up to the vista, and limit downward lines of sight, reducing overlooking. The east west elevations respect the neighbor's privacy in that they are mostly walls with less windows broken by strategically angled sections, and the wrap around units push the side views to the north. The balcony guard rails are opaque at the bottom limiting downward lines of sight to mitigate overlook while enhancing the horizontal vista.

Eyes on the Street

G27. Development should activate the public realm (e.g., sidewalks) and shared open spaces by placing active uses at street-level. The proposed building is very open and offers natural CPTED surveillance and eyes on the street. High quality exterior spaces encourage exterior balcony, terrace and ground level usage, keeping a safe environment.
G28. Entries should be visible and clearly identifiable from the fronting public street. The pedestrian entrance of the residential building is expressed as a unique 2 storey volume forming a comfortable safe atmosphere along the street. It is fully glazed and accessible and becomes a way finder within the pedestrian public realm. It has a large overhang to protect the entrance from the weather, and the hallway behind connects directly through the building to the rear lane and to the parkade for easy safe circulation.
G29. Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas (see Figure 5-7). Every floor and unit have views designed large windows and balconies to encourage outdoor living and framing each unit's views of the lake, nearby parks, and the broader valley. This in turn creates a natural and casual overlook for CPTED relevant development. The parkade is hidden form the units but is secure and well-lit and visible from the ground level periphery areas.
G30. Extensive blank walls (over 5m in length and including retaining walls) along the street should be avoided. There are no blank walls facing the street.
G31. Provide screening (e.g., varied materials/textures, murals, green walls or vines) on solid walls that exist as a function of an internal program (e.g., for privacy, merchandising, etc.). All solid walls have planting areas in front for vegetive screening.

Landscape Architecture

G32. Stream and Riparian Protection (see Riparian DPA section) • Sites adjacent to creeks, lakes and wetlands should retain or enhance fish and/or riparian habitat, through: » Retention, enhancement and restoration of trees and shrubs that shade streams and stabilize soil, with a preference for native species; » Management of post-development total yearly flow, magnitude (in individual events), and duration to mimic pre-development conditions; and, » Management/restriction of access to protect stream banks and meet Riparian Area Regulations (RAR) The site is not in a riparian area.

G33. Water Conservation and Plant Maintenance: Xeriscaping, Irrigation & Mulching • Employ xeriscaping principles (see Glossary) in landscape design that reduce the need for supplemental water from irrigation. • Employ strategies such as stormwater management reuse (including rain gardens and water reclamation) to minimize impact on infrastructure and the use of potable water. • Encourage landscaping using native drought-tolerant plant species rather than water-hungry varieties. • All trees and vegetated landscaping should be irrigated using a sub-surface irrigation system, programmed to maximize efficient water use (e.g., drip irrigation). • Where appropriate, increased depth of top soil is recommended as a means to retain water and ensure more drought-tolerant landscapes. • Trees should be planted to provide shading for shrubs and grasses and south and west faces of buildings. • Where appropriate, mulching may further reduce irrigation demand by retaining soil moisture. The Outland landscape design is a high quality locally relevant design that includes highly efficient irrigation to all landscaped green areas. Best practice water use including drip irrigation and water efficient systems are integrated into the design. All Bylaw requirements are met, and the design maximizes all areas of the site, with no left over non-landscaped areas. All greens areas are designed with locally drought tolerant plants, with deep soils and extensive black mulch to capture storm water runoff. Trees run the length of the west elevation offering future building shading and landscaping sheltering.

Enhance the Urban Forest

G34. Tree retention • New development should retain, where possible, existing mature and native trees and protect their root systems; • Pre- and post-development tree surveys are required must be undertaken. There are no existing mature trees to be saved. New trees will be planted as part of the landscape design, and to increase local bird habitat.

G35. Tree planting • Where space permits, landscaped areas, boulevards and setback areas adjacent to streets should be planted with trees with appropriate soil volumes to ensure longevity. • All areas with planted trees must be irrigated • All development fronting a public street shall plant a landscaped area fronting the public road with regularly spaced street trees no further than 10 meters apart, and at least 2.5 meters tall at the time of planting. • The planting of additional trees is strongly encouraged, particularly if existing trees cannot be preserved, in order to maintain and expand the urban forest canopy All Landscape bylaws will be met with professional landscape design and related foliage and tree planting.

Functional Use of Landscapes

G36. Habitat: designs should provide for and/or enhance habitat value (e.g., birds, pollinators, etc.) through the use of selected plant material (food & nutrients) and/or structural/grading improvements (e.g., hibernacula, pools, etc.). The landscape design incorporates a bird bath and selected appropriate specie types enabling for pollination

G37. Stormwater management: mitigate impacts of runoff by diverting stormwater to infiltration galleries or other appropriate green infrastructure. The landscape design will use best design practice to manage on site stormwater, including extra deep soil and mulch which act as storm water mitigation

G38. Screening & Buffering • Where appropriate (and in consideration of Fire Smart 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 neighborhood character and landscape setting (refer to "Materials Selection – Hardscapes and Softscapes") • Notwithstanding the screening regulations in the Zoning Bylaw , landscape buffers should be utilized to reduce the visual impact of service areas and surface parking, including:

» Planting between internal collectors (not used for direct access to parking stalls) and aisles that provide direct access to parking stalls; » Planting at the end of aisles; » Planting between each block of 4 parking spaces; and, » Planting around utility kiosks, containers and/or dumpsters. The proposed parking is all under building and has a very efficient layout, for safe and easy circulation. Planting is not possible under the building; however, the parking area is fully screened with green landscaping or fence screening where is visible to the public realm. All landscape buffers have been designed to meet and exceed Penticton's Bylaws.

G39. Defining the Public- and Private Realms • Clearly signaled transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkways, ramp, stair), semi-private (e.g., stoop, balcony) and private (e.g., entry) realms shall be clearly defined to enhance both the privacy of residences and the pedestrian experience, and may include: » Landscape terracing (e.g., grading, retaining); » Structures (e.g., fences, pergolas, trellises), » Planting (e.g., low hedges) and/or » Changes in surfacing materials. The public and private realms are clearly identified with a hierarchy of screening and landscaping. The Churchill Ave. Road dedication will include all city requirements for street edge, boulevard, and sidewalk design, to be defined by the City Planning Department and Engineering. Screening of the parking area creates a safe and secure environment, with filtered visual access through the screen. A clearly defined entry portal and landscaped walk to the front entrance defines the semi-private realm. Fence screening of the side yard amenity space keeps the private space secure, and open to the residents of the proposed building.

G39. Defining the Public- and Private Realms • Clearly signaled transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkways, ramp, stair), semi-private (e.g., stoop, balcony) and private (e.g., entry) realms shall be clearly defined to enhance both the privacy of residences and the pedestrian experience, and may include: » Landscape terracing (e.g., grading, retaining); » Structures (e.g., fences, pergolas, trellises), » Planting (e.g., low hedges) and/or » Changes in surfacing materials See G39

G40. Energy • Landscape designs should support shading strategies (passive cooling) with deciduous plantings that allow increased solar gain in winter months; • Landscape designs should accommodate windbreaks (perpendicular to the direction of winter prevailing winds) to reduce heat loss in winter. The proposed plan is a small site, and the landscape design incorporates a passive solar landscape strategy with west facing deciduous trees to create summer shading and winter solar access. The large balconies allow and encourage residents to include potted plants and trees onto the balconies to develop local micro-climates on each balcony for shading and solar control.

Materials Selection – Softscapes & Hardscapes

G41. Softscapes • Plant materials (size) and planting densities should be designed to meet and exceed the British Columbia Landscape and Nursery Association (BCLNA) Standards; • Landscape designs should consider opportunities for seasonal interest (e.g., colourful foliage and/or flowering at various times of the year). • Structural diversity in plant palette composition – including combinations of groundcovers, shrubs of various heights and trees – is encouraged. • Landscape design shall consider aesthetic qualities, plant suitability and soil volumes to ensure "right plant, right place" and to maximize growth to maturity of plants and trees. • Plant selection should emphasize local/native plants and/or similarly hardy/well-adapted plants to Penticton's desert climate. • Invasive species are prohibited. • Synthetic turf is prohibited. The landscape design exceeds BCLNA, and all items listed above are considered.

G42. Hardscapes • Material selection should reflect an extension of overall functional design and should emphasize local, natural, climate appropriate materials. • Landscape construction should prioritize robust, durable and easily maintained materials. • Retaining walls should use natural-looking textures and natural colours. • Colours should complement Penticton's natural setting and associated palette. • Minimize the use of impervious surfaces and/or incorporate rainwater management strategies where surface runoff is captured. • Where feasible, minimize the use of low albedo (heat-absorbing) surfacing materials to reduce heat island effect (i.e., use lighter-coloured, more reflective materials) The landscape design utilizes light colored pervious materials wherever possible.

5.3.2.7 MULTIFAMILY RESIDENTIAL GUIDELINES

SITE PLANNING

Framing Space

MF1. All multifamily developments should incorporate community amenity spaces that provide opportunity for recreation and play and address the needs of all age groups likely to reside within the development. All landscaped areas are designed to be used as park like amenity space with benches, a dog walk, and high-quality landscaping. Extra-large balconies are used as private amenity space.

MF2. In an effort to promote community and social sustainability, multifamily developments should exhibit a preference for courtyard forms with views into them from ground-oriented ground floor units. The proposed site does not allow for courtyard design as it is too small to wrap the building around an internal space. The real residential value of this site is the proximity to local amenities including parks, public walk and cycleways, and most importantly the lake and the magnificent views of the valley. The building design proposal enhances these views with large patio doors and extra-large balconies.

MF3. Amenity spaces should incorporate vegetation for the purposes of active and passive recreation and/or visual interest, and incorporate safe play areas in interior courtyards. The landscape and building design are intended to optimize visual interest from the street. The west side is designed as a fenced dog run with seating areas and water fountain for passive and active resident and guest interaction.

Parking

Access to visitor parking should be visible and accessible, and should provide amenities such as EV (electric vehicle) charging stations. All visitor and resident stalls are marked and visible and have easy at grade access. All parking stalls are EV compliant.

MF4. Visitor parking should be: • in public view, • easily accessible near the main entry to the site, and • clearly indicated by pavement markings and/or signs All visitor parking is near the entrance and in public view, and clearly marked.

MF5. Electric vehicle charging stations should be provided in larger developments All stalls are EV compliant.

ARCHITECTURE

Attractive Entries

To accommodate pedestrians and provide public amenity:

MF6. Entrances to apartment lobbies should be connected to adjacent sidewalks and provide seating, as well as clear pedestrian-oriented signage. Public art is also encouraged. The main pedestrian entrance is expressed as a unique 2 story volume, clearly acting as a way finder along Churchill Ave. The entrance is well lit and fully accessible. Landscaping and screening clearly define the access. Specially designed screening will form public art and be developed with the Planning Dept. The entrance will feature internal soft seating and exterior bench seating and external bicycle racks.

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City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
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Development Permit

Permit Number: DP PL2021-9230

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: To be Updated with Consolidated Lot Legal Description

   Civic: To be Updated with Consolidated Lot Civic Address

   PID: To be Updated with Consolidated Lot PID

3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of a 16-unit, six-storey apartment building 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, or in conjunction with, an application for a building permit for the development authorized by 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).

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DP PL2021-9230

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. **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.**

10. 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.

11. 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.

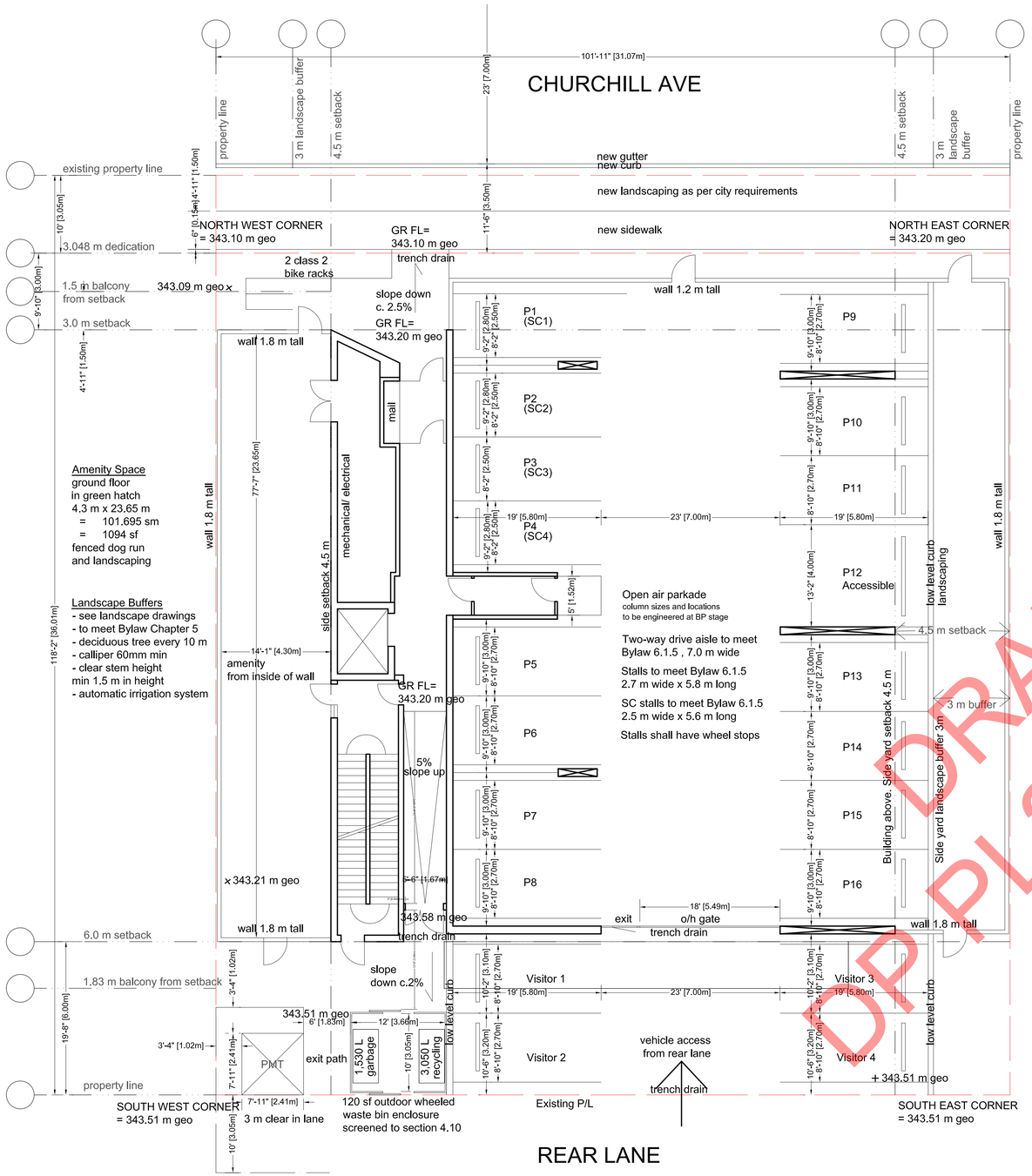
Authorized by Authority, the _____ day of _____, 2022.

Issued this _____ day of _____, 2022.

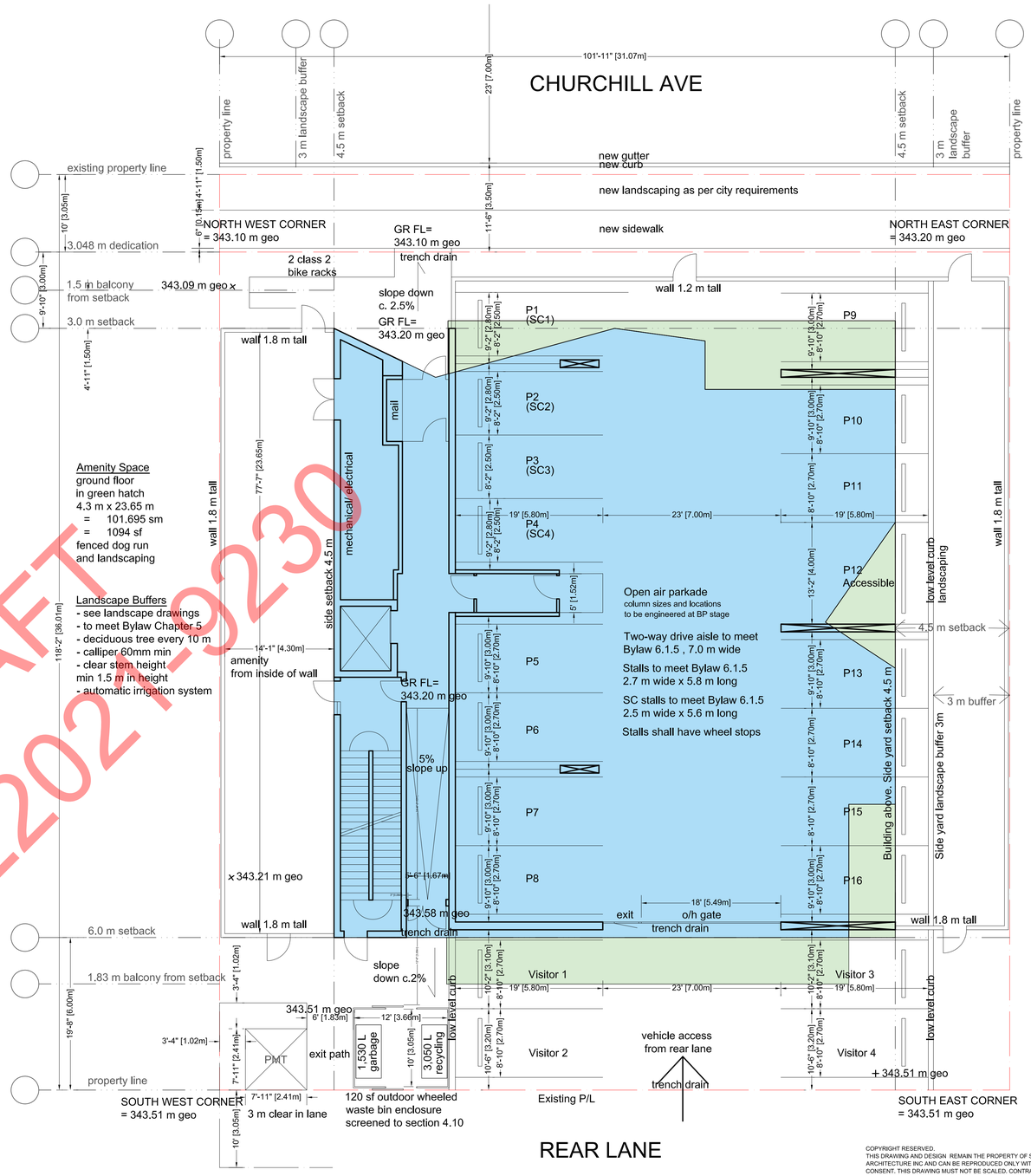
_____

Angela Collison
Corporate Officer

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GROUND FLOOR



GROUND FLOOR with 2nd FLOOR OVERLAY

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DP PL2021-9230

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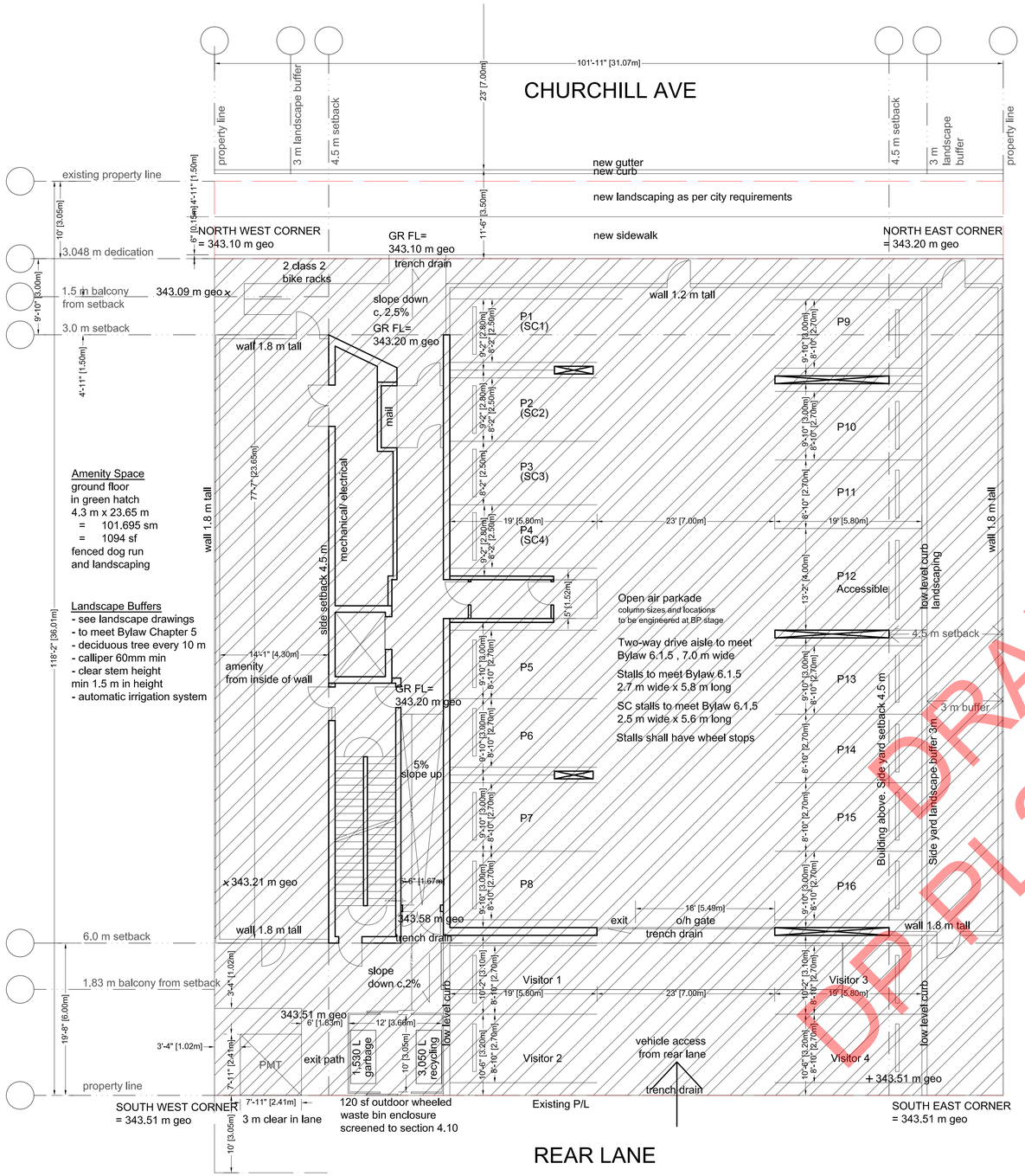
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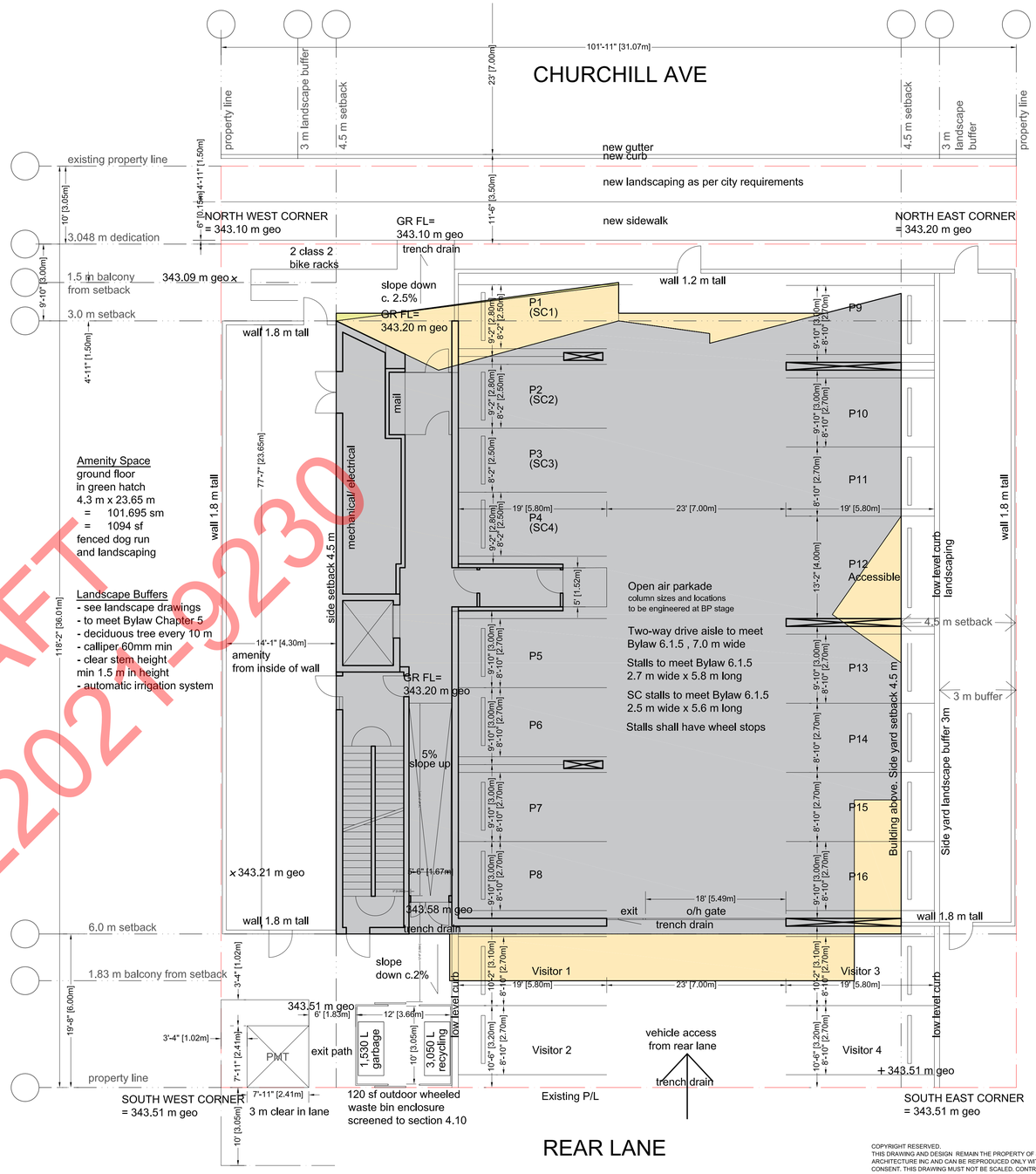
Ground FL
March 18, 2022 (Revised March 22, 2022)
1/8" = 1'-0"
Project #21-010

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A2



REAR LANE



REAR LANE

DP PL2021-9230 DRAFT

SITE AREA AFTER 3.048 m (9.997') DEDICATION 11,081.73 sf (HATCHED ABOVE)

LOT COVERAGE GRAY HATCH 5,390.41 sf/ 11,081.73 (48.64%)
CANTILEVED BALCONIES ORANGE HATCH
EXCLUDED FROM COVERAGE

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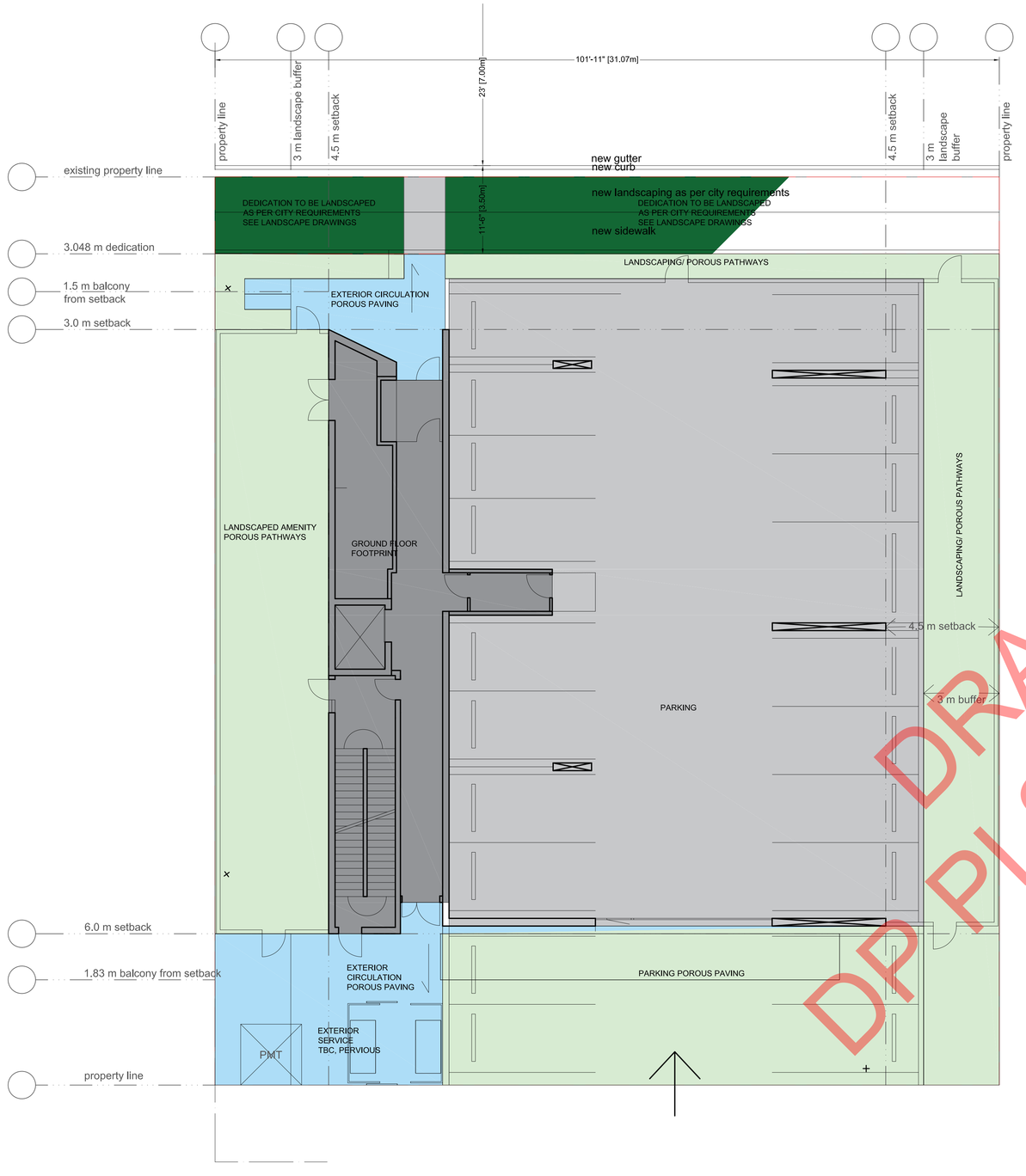
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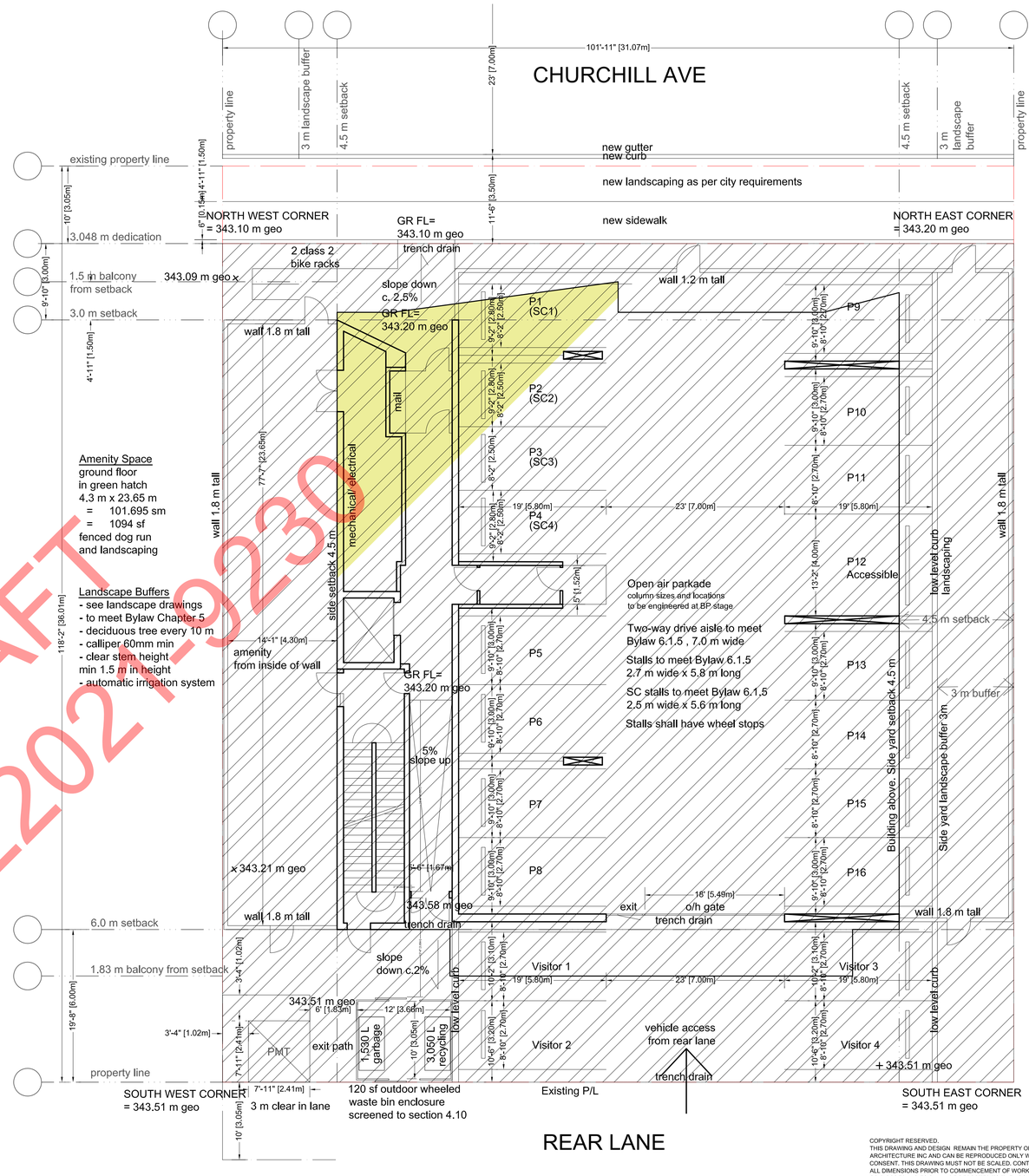
LOT COVERAGE
March 18, 2022 (Revised March 22, 2022)
1/8" = 1'-0"
Project #21-010

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A3



LAND USE DIAGRAM



REAR LANE

HARD SURFACING 56%
SITE AREA AFTER 3.048 m (9.997') DEDICATION 11,081.73 sf (HATCHED ABOVE)
SURFACES OUTSIDE OF FOOTPRINT (YELLOW) DESIGNED AS NON HARD SURFACE 6,145 sf
6,145 sf /11,081.73 sf = 56% HARD SURFACES

Amenity Space
ground floor
in green hatch
4.3 m x 23.65 m
= 101.695 sm
= 1094 sf
fenced dog run
and landscaping

Landscape Buffers
- see landscape drawings
- to meet Bylaw Chapter 5
- deciduous tree every 10 m
- calliper 60mm min
- clear stem height min 1.5 m in height
- automatic irrigation system

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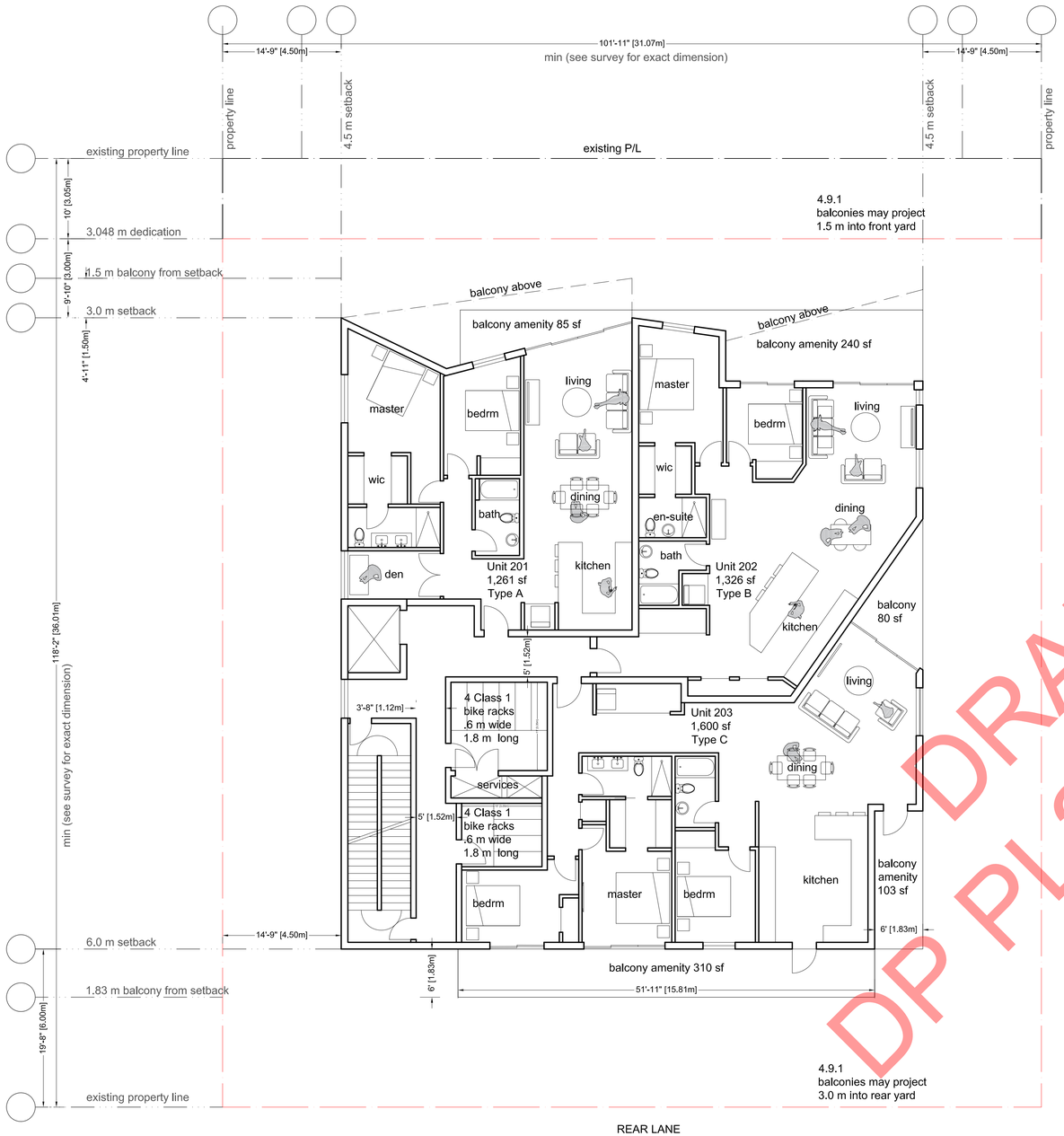
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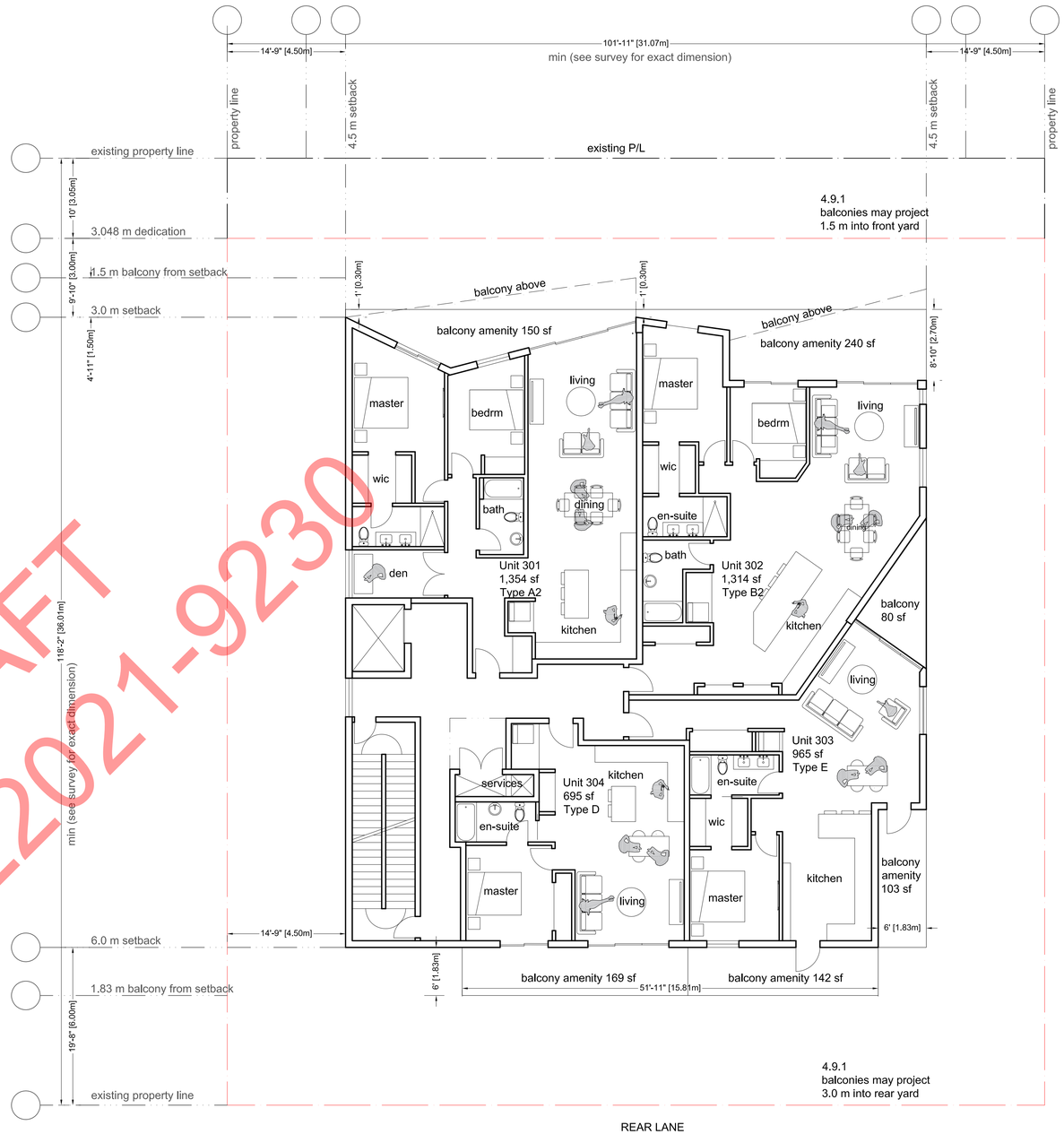
HARD SURFACING
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A4



2nd Floor FAR 4,830 sf



3rd Floor FAR 4,830 sf

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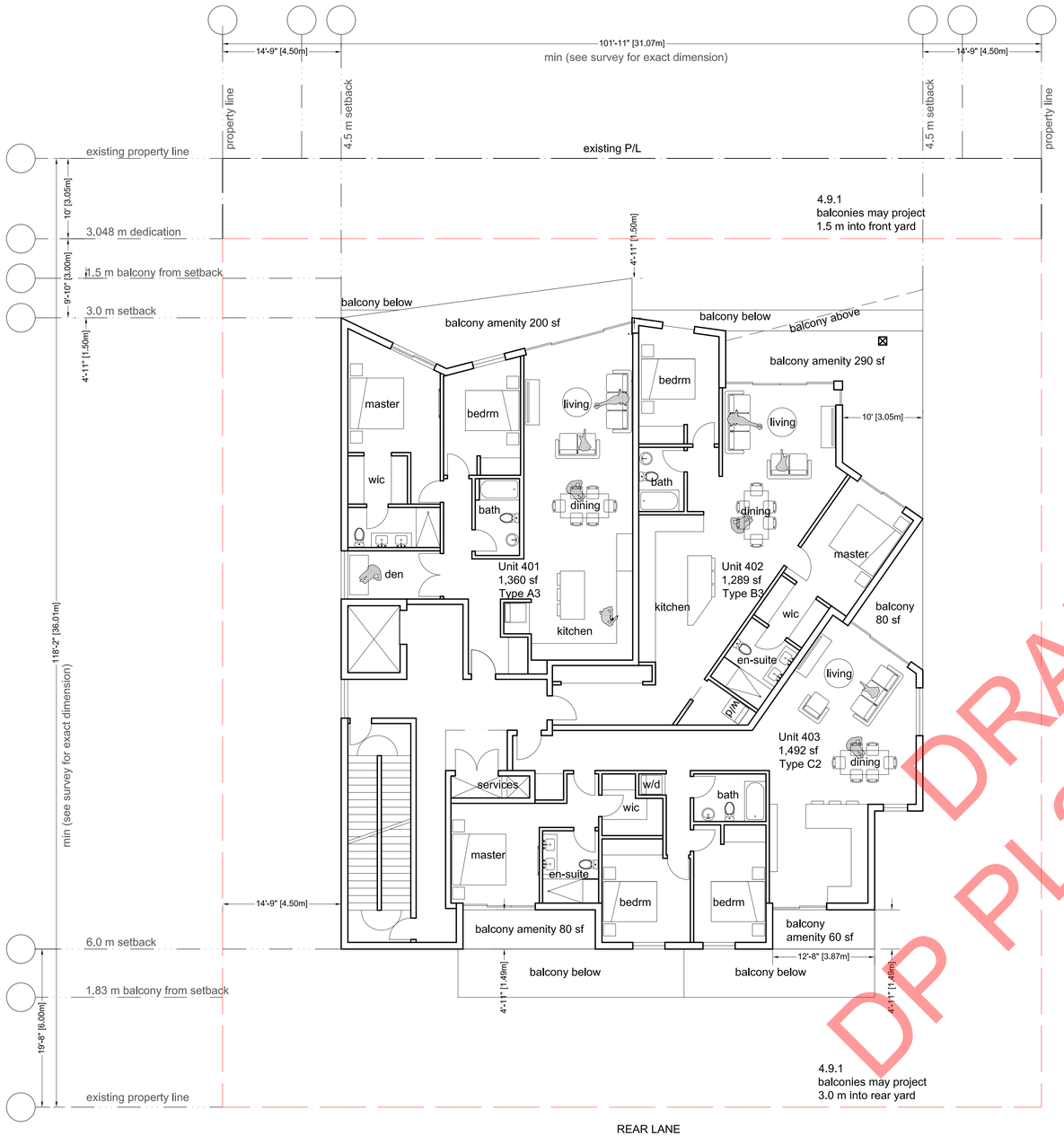
914, 920, 926 Churchill Ave.

Penticton, BC

FLOORS 2 and 3
March 18, 2022 (Revised March 22, 2022)
1/8" = 1'-0"
Project #21-010

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A5



4th Floor FAR 4,500 sf



5th & 6th Floor FAR 4,500 sf each

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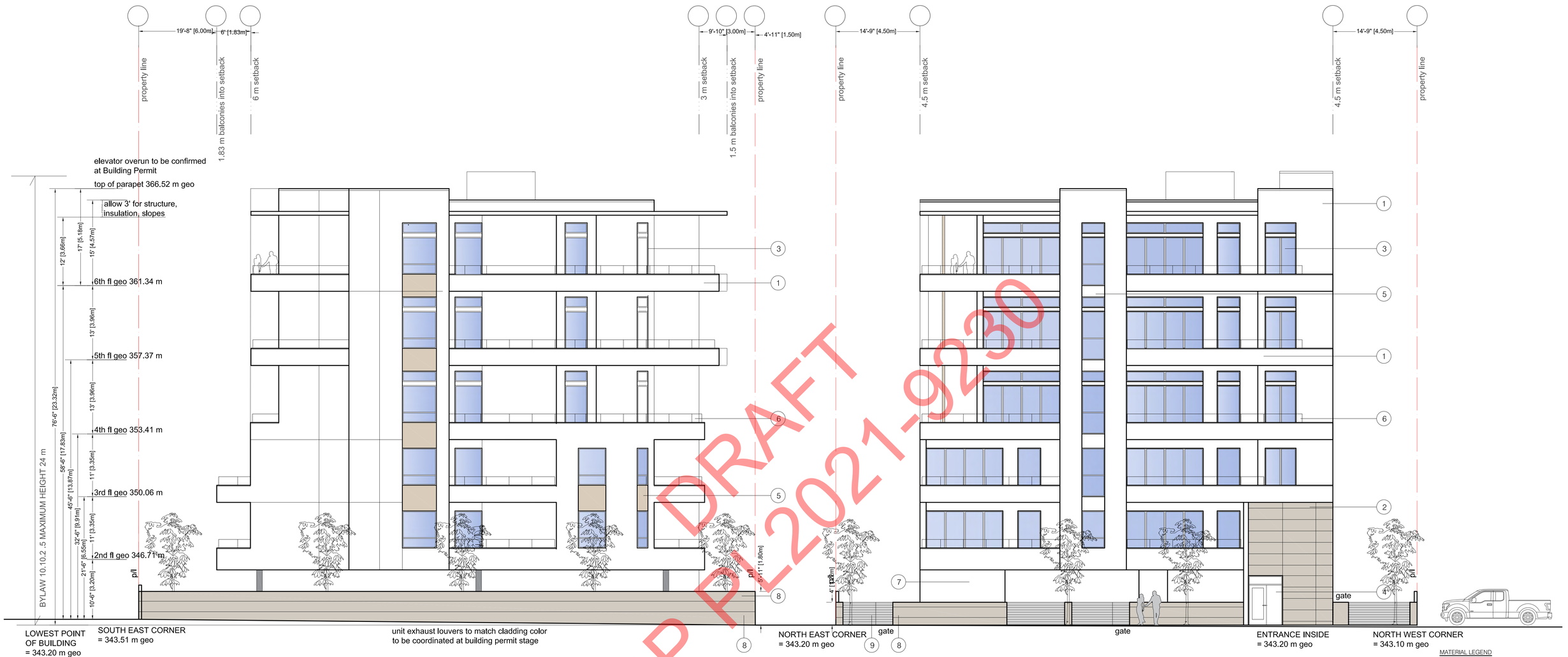
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Penticton, BC

FLOORS 4-6
March 18, 2022 (Revised March 22, 2022)
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Project #21-010

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A6



East Elevation

North Elevation Churchill Ave

MATERIAL LEGEND

1 white shade stucco
2 tile - grey stone aesthetic
3 white vinyl windows / patio doors
4 aluminum storefront entrance
5 metal panel
6 glass guard
7 painted concrete parkade structure
8 parged block wall
9 horizontal metal infill fence

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914, 920, 926 Churchill Ave.

Penticton, BC

ELEVATIONS
March 18, 2022 (Revised March 22, 2022)
1/8" = 1'-0"
Project #21-010

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A7



South Elevation Rear Lane



West Elevation

MATERIAL LEGEND

1 white shade stucco
2 tile - grey stone aesthetic
3 white vinyl windows / patio doors
4 aluminum storefront entrance
5 metal panel
6 glass guard
7 exposed concrete parkade structure
8 metal and parged block fence/ wall

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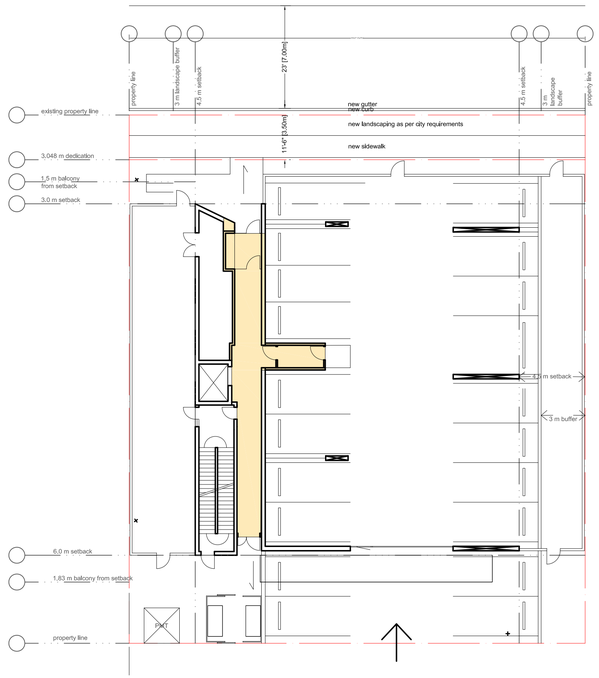
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Penticton, BC

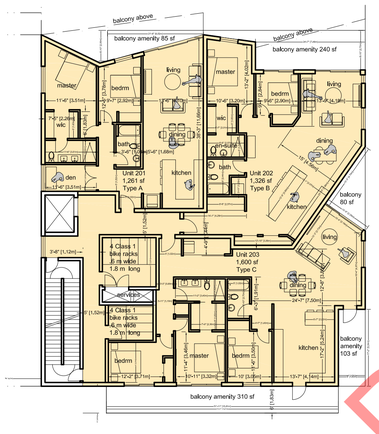
ELEVATIONS
March 18, 2022 (Revised March 22, 2022)
1/8" = 1'-0"
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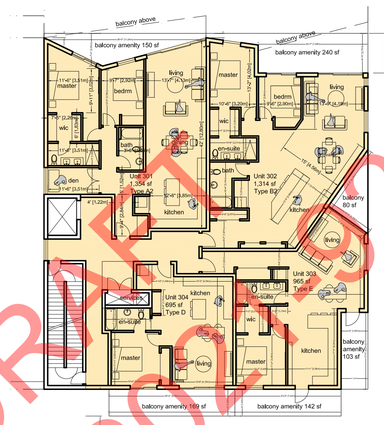
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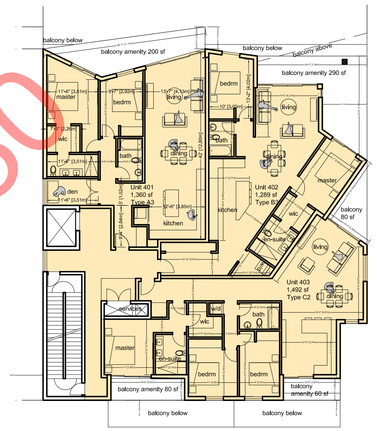
Ground Floor Area Net 541 sf



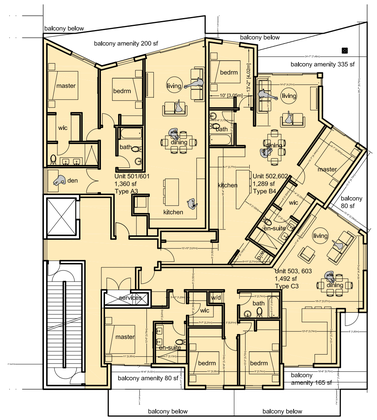
Second Floor Area Net 4840 sf



Third Floor Area Net 4840 sf



Fourth Floor Area Net 4556 sf



Fifth Floor Area Net 4556 sf
Sixth Floor Area Net 4556 sf

NET FLOOR AREA (NFA) AS SHOWN IN GRAY HATCH

1. 541 sf
2. 4,840 sf
3. 4,840 sf
4. 4,556 sf
5. 4,556 sf
6. 4,556 sf

23,889 sf total NFA

FLOOR AREA RATIO (FAR)

23,889 sf total NFA / 12,103.4 sf SITE AREA = 1.9737

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Penticton, BC

FLOOR AREA NET / RATIO
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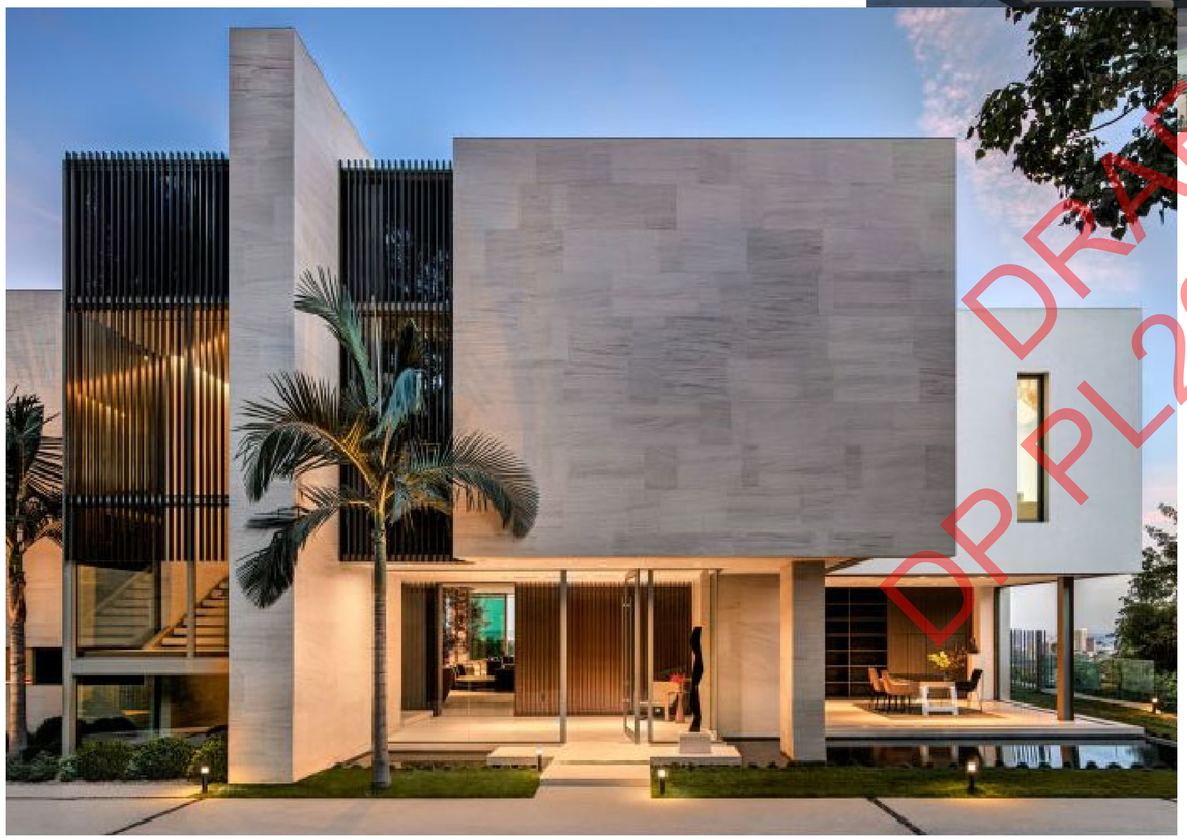
A10

INSPIRED BY THE VALLEY

CLEAN CONTEMPORARY LINES
STRONG GEOMETRY
DEEP FACADE FOR PASSIVE SOLAR SHADING AND NATURAL VENTILATION
INDOOR/ OUTDOOR LIVING ON LARGE DECKS
TALL SLIDING GLASS DOORS
WHITE STUCCO AND CERAMIC DETAILING FOR NATURAL COOLING
DARK METAL SLAT ACCENTS TO HIGHLIGHT LANDSCAPING









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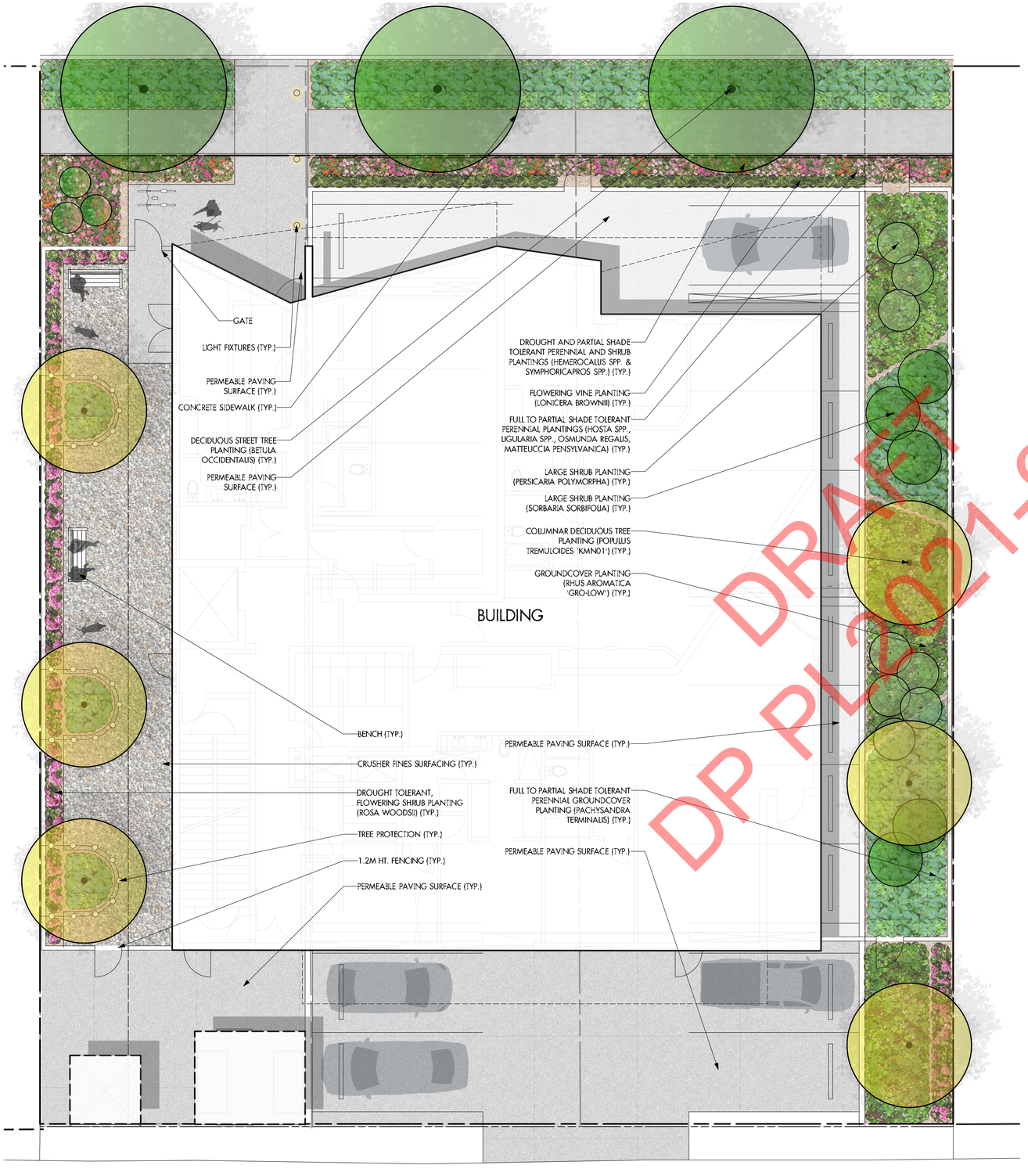
INSPIRATION AND PRECEDENTS
March 22, 2022
nts
Project #21-010

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ecora
200-2045 Enterprise Way
Kelowna, BC V1Y 9T5
T (250) 469-9757
www.ecora.ca

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DP PL2021-9230

NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED THE CANADIAN LANDSCAPE STANDARD.

2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.

3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm BLACK WOOD MULCH, AS SHOWN IN PLANS. DO NOT PLACE WEED MAT UNDERNEATH TREE AND SHRUB BEDS.

4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.

5. ALL TREES PLANTED IN BUFFERS TO HAVE A CLEAR STEM HEIGHT OF 1.5M AT TIME OF PLANTING.

6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.

7. EVERY EFFORT WILL BE MADE TO RETAIN THE EXISTING SHRUBS ALONG THE EXISTING FENCELINE, AS SHOWN ON THE PLANS. THE DETERMINATION OF THE VIABILITY TO RETAIN THESE SHRUBS SHALL BE AT THE SOLE DISCRETION OF THE PROJECT ARBORIST. IN THE INSTANCE THAT THE ARBORIST DEEMS RETENTION IS NOT POSSIBLE, NEW SHRUBS OF A SIMILAR SPECIES WILL BE INSTALLED.

PLANT LIST

BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
TREES			
BETULA OCCIDENTALIS	RED BIRCH	3	6cm CAL
POPULUS TREMULOIDES 'KMN01'	DANCING FLAME TREMBLING ASPEN	6	6cm CAL
SHRUBS			
LONICERA BROWNII	HONEYSUCKLE	10	#02 CONT. /1.0M O.C. SPACING
PERSICA POLYMORPHA	FLEECE FLOWER	8	#02 CONT. /1.5M O.C. SPACING
ROSA WOODSII	WOOD'S ROSE	22	#02 CONT. /1.0M O.C. SPACING
RHUS AROMATICA 'GRO-LOW'	GROW LOW FRAGRANT SUMAC	28	#02 CONT. /1.5M O.C. SPACING
SORBARIA SORBIFOLIA	FALSE SPIREA	5	#02 CONT. /2.0M O.C. SPACING
SYMPHORICARPOS SPP.	SNOWBERRY	45	#02 CONT. /1.0M O.C. SPACING
PERENNIALS & GROUNDCOVERS			
HOSTA SPP	HOSTA	6	#01 CONT. /1.0M O.C. SPACING
HEMEROCALLIS SPP.	DAYLILY	80	#01 CONT. /0.6M O.C. SPACING
LIGULARIA SPP.	LEOPARD PLANT	6	#01 CONT. /0.6M O.C. SPACING
MATTEUCCIA PENSYLVANICA	OSTRICH FERN	5	#01 CONT. /0.9M O.C. SPACING
PACHYSANDRA TERMINALIS	CREEPING SPURGE	80	#01 CONT. /0.9M O.C. SPACING
OSMUNDA REGALIS	ROYAL FERN	3	#01 CONT. /1.2M O.C. SPACING

N

TITLE

922 CHURCHILL AVE.

Penticton, BC

TITLE

CONCEPTUAL LANDSCAPE PLAN

1		
2		
3		
4		
5		

FB

BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS
REGISTERED MEMBER
FIONA BARTON
334

L 1/1

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The Corporation of the City of Penticton

Bylaw No. 2022-24

A Bylaw to Amend Zoning Bylaw 2021-01

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. 2021-01;

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. 2022-24".

2. **Amendment:**

Zoning Bylaw No. 2021-01 is hereby amended as follows:

2.1 Rezone Lot C District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3072, located at 914 Churchill Avenue from R2 (Small Lot Residential) to RM3 (Medium Density Multiple Housing) as shown on Schedule 'A'.

2.2 Rezone Lot 5 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 929, located at 920 Churchill Avenue from R2 (Small Lot Residential) to RM3 (Medium Density Multiple Housing) as shown on Schedule 'A'.

2.3 Rezone Lot 6 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 929, located at 926 Churchill Avenue from R2 (Small Lot Residential) to RM3 (Medium Density Multiple Housing) as shown on Schedule 'A'.

2.4 Add the following to 10.10.5. SITE SPECIFIC PROVISIONS:
.3 "In the case of consolidated Lot C District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3072, located at 914 Churchill Avenue, Lot 5 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 929, located at 920 Churchill Avenue, and Lot 6 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 929, located at 926 Churchill Avenue, the maximum density shall be 1.98 FAR."

2.5 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	day of	, 2022
A PUBLIC HEARING was held this	day of	, 2022
READ A SECOND time this	day of	, 2022
READ A THIRD time this	day of	, 2022
RECEIVED the approval of the Ministry of Transportation on the	day of	, 2022
ADOPTED this	day of	, 2022

Notice of intention to proceed with this bylaw was published on the __ day of _____, 2022 and the __ day of ____, 2022 in the Penticton newspaper, pursuant to Section 94 of the *Community Charter*.

Approved pursuant to section 52(3)(a) of the *Transportation Act*
this _____ day of _____, 2022

_____
for Minister of Transportation & Infrastructure

John Vassilaki, Mayor

Angie Collison, Corporate Officer

Schedule A: Zoning Amendment Bylaw 2022-24

Date: Corporate Officer:



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May 12, 2022 2:08:20 PM

Meters

0 15 30

Coordinate System: NAD 1983 CSRS UTM Zone 11N

Council Report

penticton.ca

Date: May 17, 2022 File No: RMS/1050 Spiller Rd
To: Donny van Dyk, Chief Administrative Officer
From: Nicole Capewell, Planner II
Address: 1050 Spiller Road

Subject: **Official Community Plan Amendment Application for 1050 Spiller Road**

Staff Recommendation

THAT Council, following the *Community Engagement for OCP Amendments Procedure*, direct staff to commence public engagement for a proposed Official Community Plan future land use designation change:

From the following designations: 'Rural Residential'; 'Detached Residential'; 'Ground Oriented Residential'; 'Parks'; 'Natural and Conservation Areas'; and, 'Landfill and Landfill Buffer'

To the following designations: 'Rural Residential', 'Parks', 'Natural and Conservation Areas'; and, 'Landfill and Landfill Buffer'

In support of a proposed single family neighbourhood development, located at 1050 Spiller Road.

Strategic Priority Objective

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.

Executive Summary

In February 2021, Council voted to deny first reading to land use bylaw amendments in support of a 300+ unit housing development on the subject lands. That decision came after much Council discussion over the density of the project, impacts on neighbouring lands, Penticton Indian Band opposition and general public opposition. Taking feedback from that process, the developer has revised their development plans, with a lower density project. The new proposal features 112 single family lots ranging in size from 0.5 acre to 1.5 acres. Staff are recommending that this new proposal be considered by the public and identified stakeholders, prior to Council considering amendments to the City's land use bylaws. This report outlines background on the revised proposal and the proposed engagement plan.

Proposal

The application proposes the development of 1050 Spiller Road, a 51-hectare property, into a single family neighbourhood development. A conceptual lot layout plan has been submitted that proposes 112 lots. The proposed plan requires an amendment to the Official Community Plan (OCP) future land use designations to remove the designations of 'Detached Residential' and 'Ground Oriented Residential', which ultimately requires any development on the property to be aligned with the 'Rural Residential' land use designation, while maintaining the 'Parks', 'Natural and Conservation Areas' and 'Landfill and Landfill Buffer' designations.

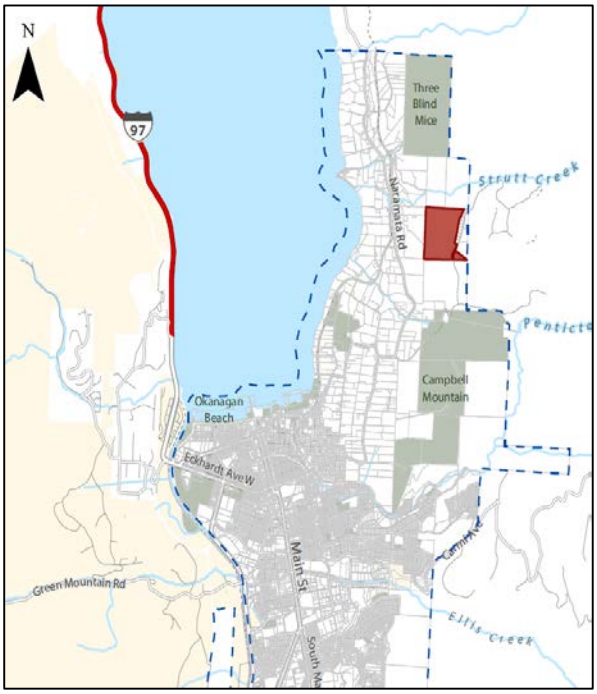


Figure 1 - Subject Property Location

The applicants have also applied to amend the zoning on the property, which proposes to rezone the property from RSM (Mobile Home Park) and RC (Country Residential) to RCC (Country Residential Cluster), a zone proposed to be added to the Zoning Bylaw in support of the subject proposal. The applicant will also include P2 (Parks and Recreation) zoning throughout the property.

Given that an amendment to the OCP future land use designations is required, staff are required to follow the *Community Engagement for OCP Amendments Procedure*.

The purpose of this report and request of Council is not to consider or recommend support or endorse the proposed development. The purpose of this report is to provide Council and the public with an engagement plan for the proposed OCP amendment request, to understand public opinion on the proposed development, with the proposed amendments.

There have been significant amendments to the development plan to address many of the concerns heard from the public in the past proposals, specifically regarding the development being too dense. The applicant has removed the urban residential lots previously proposed, and is now proposing minimum 0.5-acre lots

Background

Official Community Plan

Official Community Plan 2019-08 was adopted in August 2019, establishing a vision for Penticton's growth over the next 30 years and beyond. It provides strategic policies and direction for meeting that vision. The plan, however, is not meant to be a static document; it includes a process, through meaningful community consultation, where amendments to the plan may be considered as long as the vision and intent remains intact. The OCP envisions a denser style subdivision than what is being proposed and as such an amendment is required to lower the density.

Council, in 2021, adopted the *Community Engagement for OCP Amendments Procedure*, which outlines how public engagement for Official Community Plan amendments should occur. The process outlined in this report closely follows the procedure.

Property Description

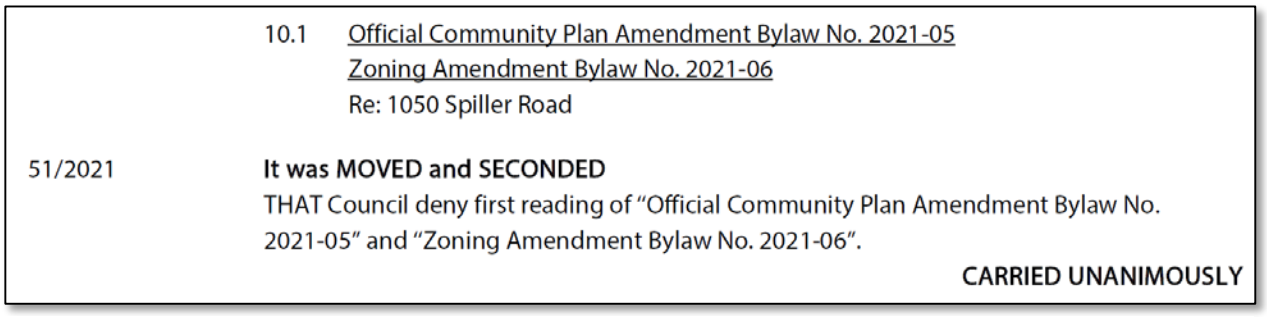
The subject lands are located near the eastern boundary of the City along the Naramata Bench, overlooking Okanagan Lake. The lands are approximately 5 km from Downtown Penticton (Figure 1), and is located just north of the Campbell Mountain Landfill site. The subject property is located above (east) lands designated within the Agricultural Land Reserve (ALR); however the subject property itself is not located within the ALR.

The property is located in a hillside setting and gradually increases in topography towards the east. The property is currently vacant and is largely treed and in a natural state. The following table provides information of the property, as well as neighbouring uses around the property:

Current Use:	Vacant
Total Parcel Size:	51.2 hectares (126 acres)
Current Zoning:	Country Residential Housing (RC) Mobile Home Park Housing (RSM)
Current OCP Land Use Designations:	Rural Residential Detached Residential Ground Oriented Residential Parks Natural and Conservation Areas Landfill and Landfill Buffer
Neighbouring Uses	
North:	Large Forestry and Grazing (FG) properties that remain undeveloped
East:	Several Country Residential Housing (RC) lots that are occupied as residential properties
South:	Landfill
West:	Agricultural (A) zoned properties, as well as ALR lands within 200m of the property

Previous Applications

In February 2021, City staff brought forward a report and recommendation to Council regarding a proposed development at the subject property. The proposal at the time would have allowed for urban residential (R1, R2, and R3) zones in addition to RC (Country Residential) and P2 (Parks and Recreation) zones on the property. At the February 16th, 2021 Council meeting, Council determined to not proceed with the development as it was proposed, although staff were recommending support and seeking Council direction to begin public and stakeholder engagement. As such, to date, no formal engagement has taken place from the City regarding amending the OCP future land use designations for the property at 1050 Spiller Road.



10.1 Official Community Plan Amendment Bylaw No. 2021-05
Zoning Amendment Bylaw No. 2021-06
Re: 1050 Spiller Road

51/2021 **It was MOVED and SECONDED**
THAT Council deny first reading of "Official Community Plan Amendment Bylaw No. 2021-05" and "Zoning Amendment Bylaw No. 2021-06".

CARRIED UNANIMOUSLY

Figure 2 - Feb 16, 2021 Council Resolution

	Previous 2021 Proposal	Current 2022 Proposal
Proposed OCP Designations:	Detached Residential Parks Natural and Conservation Landfill and Landfill Buffer	Rural Residential (**allow for 0.5 acre lots)* Parks Natural and Conservation Landfill and Landfill Buffer
Proposed Zoning:	RC (Country Residential) R1 (Large Lot Residential) R2 (Small Lot Residential) R3 (Small Lot Residential: Lane) P2 (Parks and Recreation)	RCC (Country Residential Cluster) P2 (Parks and Recreation)
Number of Lots:	~300 lots	112 lots
Other Information:	The applicant has significantly reduced the number of lots, and amended the requested OCP designations in an attempt to address the public concerns that were heard through the 2021 proposal.	

Applicable City Land Use Policy and Plans

This area of the city has long been identified as an area for potential growth in City plans and policies that date back to the 1980's and earlier. For the purposes of this report, only plans completed within the last 20 years are referenced. These include (in chronological order):

1. Official Community Plan, 2002
2. Comprehensive Development Plan, 2005
3. Northeast Sector Plan, 2005
4. Spiller Road / Reservoir Road Area Neighbourhood Concept Plan, 2014
5. Official Community Plan, 2019

Most recently these lands were considered as part of the 2019 Official Community Plan, developed through extensive community, stakeholder and technical analysis over a 3-year period (2016-2019). During the development of the OCP, there was a strong desire from the community to monitor and regulate hillside development and the impacts often associated with such greenfield development. That desire is reflected in the significant scaling back of lands previously designated for residential hillside development in the Northeast Sector area of the city. Based on the need for residential growth areas, identified by background studies supporting the OCP, the decision was made to keep residential development on the subject

property, as it was identified as an appropriate location for residential development to occur, subject to extensive and careful planning. The plan was adopted on the advice of the OCP Task Force, a Council advisory committee consisting of 18 members of the community representing a broad range of interests.

Staff also note that both the Spiller Road / Reservoir Road Area Neighbourhood Concept Plan and the new 2019 Official Community Plan include very specific and detailed guidelines on how hillside development is to occur, ensuring that development takes into account hillside and wildfire interface hazards, areas of environmental sensitivity, avoids unnecessary scarring of hillsides and that development fits with the natural landscape. These policy guidelines will guide the development of these lands should Council support the land use applications subject to this report.

Required applications

The proposal is to develop the property into a single family neighbourhood development, with minimum 0.5 acre lot sizes. The following table outlines the planning applications that are required for the proposed development to proceed (prior to any building permits being issued):

Application Required	Description	Approval Authority
Official Community Plan Amendment Bylaw	To amend the future land use designation on the subject property to remove the 'Detached Residential' and 'Ground Oriented Residential' designations.	Council with community engagement. Public Hearing required.
Zoning Amendment Bylaw	To amend the zoning on the subject property from RSM (Mobile Home Park) zone and RC (Country Residential) to RCC (Country Residential Cluster)	Council Public Hearing required.
Hillside Development Permit	To direct development on hillsides that respects the natural setting by minimizing risk from hazards, minimizing ecological and visual impacts, and creating development that 'settles' into the landscape.	Council
Subdivision and Phased Strata (if needed)	To subdivide the property into two land parcels and to allow for phasing of the development.	Approving Officer (City Staff)

Technical Review

The subject application and proposed development plans have been reviewed by the City's Technical Planning Committee (TPC), which is an internal committee that reviews land use development applications and identifies project requirements. Representative departments on the Committee include Planning, Building, Engineering, Public Works, Electrical, Parks and Fire, with the required knowledge, skills and delegated authority to make decisions on their departments' behalf.

Given the scope of this staff report, which does not seek consideration of first reading of OCP and Zoning Amendment Bylaws, staff have not included the same level of technical review that was provided in the February 16, 2021 staff report to Council (which did consider first reading of the land use bylaws). Should Council direct staff to commence public engagement for the development, following the engagement, staff would prepare an engagement summary to be shared with Council, the public and the applicant before recommending any readings of the bylaws. At that time, staff would provide further technical reviews of the proposed development, including any conditions that would be applicable prior to development approvals.

That said, many of the same technical solutions to the development are still relevant from the past review including the requirement for a new water reservoir, sewer line and upgraded road infrastructure.

Based on the previous review and initial review of the revised application, staff expect that several requirements will be added as conditions of the adoption of the Zoning Amendment Bylaw, or noted for at the time of subdivision. These would likely include requirements around the following topic areas:

1. Campbell Mountain Landfill buffer and nuisance mitigation
2. Provision of City Utilities (Sewer and Water)
3. Storm Water Management Plan
4. Traffic Impact Assessment Report (onsite and offsite considerations) – Completed
5. Parks and Trails
6. Geotechnical Assessment
7. Proposed Fortis Transmission Main
8. Archaeological Assessment and Cultural Heritage Impacts
9. Wildfire Interface and Fire Protection
10. Environmental Assessment
11. Agricultural Interface

Financial Implication

City Staff, including both Planning Department and Communications & Engagement Department will be leading the public engagement. In 2021, a new fee ($5,500.00) was introduced to account for the required engagement for OCP Amendments in the City, being led by City staff. The applicant has paid the required engagement fee, in addition to the application fees, which account for the required staff time.

Development Statistics

Staff are proposing the RCC (Country Residential Cluster) zone be added to the Zoning Bylaw in support of the subject proposal. This is a new zone that does not exist in the Zoning Bylaw today, but was identified to fill a gap between rural and urban zones that exist in the City's Zoning Bylaw. A key subdivision regulation was the lot area, which differs significantly between the R1 and RC zones, making 0.5 acre lots not possible without variances. The proposed RCC zone would create a zone that allows for a 0.5 acre lot, only when the lot can be connected to a community sanitary sewer system, and not require a septic field. Larger lot sizes are usually required in rural areas to ensure appropriate space for a building envelope, parking, and a septic field. The RCC zone will also offer a smaller lot width and front and exterior yard setbacks than the RC zone.

Staff consider that the proposed RCC zone would allow for the applicant to develop the subject property at a more suitable density than previous proposals (which proposed higher density urban lots), and attempts to retain the rural character of the surrounding area.

The following table compares standard regulations of the proposed RCC (Country Residential Cluster) zone with the RC (Country Residential) and R1 (Large Lot Residential) zones, identifying a gap within the Zoning Bylaw for 0.5 acre lots.

	RC (Country Residential)	R1 (Large Lot Residential)	RCC (Country Residential Cluster)
Minimum Lot Width:	45 m	16 m (standard) 18 m (corner)	25 m
Minimum Lot Area:	0.4 ha (4,000 m^2)	560 m^2	0.4 ha (4,000 m^2) 2,000 m^2, *if connected to the community sanitary sewer system*
Maximum Lot Coverage:	15%	40%	25%
Maximum Building Height: Principal Building: Accessory Building or Structure:	 10.5 m 5.0 m	 10.5 m 4.5 m	 10.5 m 5.0 m
Required Setbacks Front Yard Interior Side Yard Exterior Side Yard Rear Yard	 9.0 m 4.0 m 6.0 m 6.0 m	 6.0 m 1.5 m 3.0 m 6.0 m	 6.0 m 4.0 m 4.0 m 6.0 m
Maximum combined building footprints of all residential accessory buildings:	200 m^2	75 m^2	75 m^2
Other Information:	*Lot width and lot area are only applicable at the time of subdivision.		

The addition of the new RCC lot will also be a topic of consideration during the public engagement.

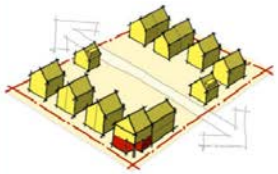
Existing Land Use Designations

The subject property currently has several OCP future land use designations (Attachment 'B'), permitting a variety of densities and building types on the site.

1. Detached Residential

24.6 ha of the property is designated for 'Detached Residential'. The 'Detached Residential' land use designation is described in the OCP as lower-density areas of single-detached houses and/or duplexes in primarily residential neighbourhoods including single detached bareland stratas (Figure 4). This

designation supports up to 1-2 units per lot, and supports single detached houses, secondary suites, carriage houses, duplexes, as well as small scale neighbourhood commercial.

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Detached Residential 	Lower-density areas of single detached houses and/or duplexes in primarily residential neighbourhoods including single-detached bareland stratas	• Single detached houses with secondary suites or carriage houses • Duplexes • Small-scale neighbourhood commercial building (e.g., corner store, coffee shop) • Manufactured homes	• Residential • Limited retail/ service	• 1 or 2 units per lot • Generally up to 2 ½ storeys to reflect 30' maximum in Zoning Bylaw	• R1 • R2 • R3 • RD1 • RSM • C2
	Site-Specific Detached Residential Policy Statement: 375 Smythe Drive: a maximum of 27 detached single-family houses are permitted on this site. Houses may include secondary suites but not carriage houses.				

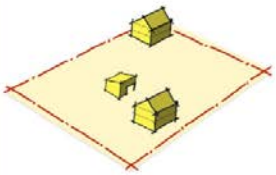
2. Ground Oriented Residential

1.9 ha of the property is designated for 'Ground Oriented Residential'. The 'Ground Oriented Residential' designation envisions medium-density residential areas with multifamily developments. This includes duplexes with suites, cluster housing, fourplexes, row housing, and townhouses (Figure 5). This change would allow for the rezoning of the lands to support a medium-density development. The current proposal would allow for 5 duplex buildings, totaling 10 dwelling units on the subject property.

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Ground Oriented Residential 	Medium-density residential areas with multi-family developments where each unit has an exterior door and construction is primarily wood frame, or bareland stratas.	• Duplexes with suites • Cluster housing • Fourplexes higher-density rowhouses • Townhouses and stacked townhouses • Bareland strata developments	• Residential • Limited Service/ Retail	• Up to 3 ½ storeys	• RM2 • RM5 • C2

3. Rural Residential

0.37 ha of the property is designated for 'Rural Residential'. The 'Rural Residential' land use designation envisions rural areas with single-detached houses on large lots with modified services (e.g., septic systems, wells,), including bareland stratas. This permits 1-2 units per lot, allowing single detached houses with secondary suites or carriage houses as building types.

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Rural Residential 	Rural areas with single-detached houses on large lots with modified services (e.g., septic systems, wells) (including bareland stratas)	• Single detached houses with secondary suites or carriage houses	• Residential • Agriculture	• 1 or 2 units per single lot • 1 hectare minimum lot size • Generally up to 2 ½ storeys to reflect 30' maximum in Zoning Bylaw	• RC
	Site-Specific Rural Residential Policy Statement: 3200 Evergreen Drive (Wiltse South Block) - limited to a maximum of 2 single-family residences in the Rural Residential area.				

4. Landfill and Landfill Buffer

12.39 ha of the property is designated for 'Landfill and Landfill Buffer'. The 'Landfill and Landfill Buffer' land use designation is specifically intended for the Campbell Mountain Sanitary Landfill, serving the region in the long-term along with the buffer area determined by the Ministry of Environment. Uses within the landfill buffer area are limited to those approved by the Ministry of Environment.

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Landfill and Landfill Buffer 	Campbell Mountain Sanitary Landfill serving the region in the long-term along with the buffer area determined by the Ministry of Environment.	• Varies	• Landfill site limited to landfill operations including solid waste disposal, composting and recycling activities • Uses in the buffer area are limited to those approved by the Ministry of Environment.	• Varies	• P3 (Landfill & buffer) • RC & A (within buffer)

5. Natural and Conservation Area

9.48 ha of the subject property is designated for 'Natural and Conservation Area'. The 'Natural and Conservation Area' designation is described as natural or semi-natural areas with high environmental values intended for conversation and low-impact recreation. Limited development is intended to occur in these areas.

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Natural and Conservation Areas 	Natural or semi-natural areas with high environmental values intended for conservation and low-impact recreation.	• Accessory buildings and structures	• Public park • Forestry & grazing	N/A	• P2 • FG • A

6. Parks

1.4 ha of the subject property is designated for 'Parks'. The 'Parks' land use designation is described as active and passive parks, trails, fields, beaches and outdoor recreation facilities. Residential uses are not envisioned within this designation; rather accessory buildings associated with public parks are permitted.

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Parks 	Active and passive parks, trails, fields, beaches and outdoor recreation facilities.	• Accessory buildings and structures	• Public Park	N/A	• P2

Proposed Land Use Designations

The applicants are proposing to remove the land use designations of 'Detached Residential' and 'Ground Oriented Residential', and retaining 'Rural Residential' for the majority of the property, where development would be proposed. In addition to expanding the 'Rural Residential' land use designation on the property, staff would also add a site-specific notation to apply only for the subject property, which would allow for 0.5 acre lots to be supported. Currently, the 'Rural Residential' designation requires a 1 hectare minimum lot size, where the proposed development is under this size requirement. This land use change would no longer support urban lots, or medium density development on the subject property.

Engagement Plan

Staff will be following the *Community Engagement for OCP Amendments Procedure* to ensure adequate and meaningful consultation with the community. The following list summarizes the main methods that will be used to raise awareness about the application and the opportunities for residents to provide feedback through the community engagement period:

1. Project page on www.shapeyourcitypenticton.ca - central location to share information and gather feedback, including an email blast to the Shape Your City Penticton database advising of the engagement beginning,
2. Notices mailed to neighbours within a 100m buffer of the properties,
3. Notice signs posted on the subject property,
4. Consult with targeted agencies and stakeholder groups (i.e. RDOS, Local First Nations, School District #67, etc.),
5. Media release issued,
6. Newspaper advertisements, and
7. Information sessions (online and in-person opportunities) that allow for sharing of information and discussion on the proposed development. Dates for the information are not currently set. Should Council support the engagement plan as presented, dates will be communicated out to the public and stakeholders. The period for the information sessions are tentatively set for late May early June.

The community engagement will be led by City staff. Staff will proceed with community engagement prior to presenting the complete development application package to Council for consideration. The complete development application package will consider the Official Community Plan amendment, and Zoning Amendment Bylaws.

Analysis

After initial review, staff consider that the application has merit for Council consideration given that:

1. The lands have been designated for development since the 1980's; and
2. The development area is referenced as a future hillside neighbourhood in the current OCP.

The proposed development is requesting to reduce the amount of density from what the OCP currently supports. The OCP designations that exist allow for densities and building types that are often seen within the urban context (duplexes, cluster housing, townhouses, etc.). Council and the public should consider, through the proposed engagement process, if these densities are acceptable and considered appropriate in this location.

There is a concern that through previous applications (proposed ~300 lots), the public voiced concerns that the development was too dense for the area, although the OCP supported more density than what was proposed. It is likely that the OCP land use designations that exist do not reflect what the community envisions on this property for the future. As such, staff feel that the engagement request before Council would provide a formal opportunity for the public and staff to discuss and review whether the proposed development of 0.5 – 1.5 acre lots are an acceptable form of development for the property.

Staff are recommending that Council endorse the community engagement plan as outlined.

Next steps

Should Council support the staff recommendation to proceed to public engagement, staff would commence the engagement period. In moving to public engagement, this does not signify that Council has endorsed, supported or approved the proposed development. Rather, this indicates that Council would like to engage with neighbours and stakeholders to see what the community's thoughts are for the proposal

and future land use designations on the subject property. Once engagement has been completed, staff will prepare a summary of the results that will be shared with the applicant, Council and the public. Staff would also prepare subsequent reports for Council to consider formal bylaws for the OCP and Zoning Bylaw amendments. As part of this process, a statutory Public Hearing would be held after 1st Reading, where the public would be able to provide comments on the proposed development directly to Council, prior to further consideration of the bylaws by Council.

When staff present back to Council with the OCP and Zoning Amendment Bylaws, the staff report will include a complete analysis of the application package and a summary of the community engagement results for this proposed land use change, after the community engagement period has ended.

Alternate Recommendations

Council may consider that the OCP future land use designations that currently exist on the subject property are not appropriate. If this is the case, Council may choose to not proceed with the engagement at this time, and rather direct staff to include a review of these lands as part of a larger OCP review and update, which is next scheduled for 2023 or later.

1. **Alternative Recommendation No. 1:**
   THAT Council does not direct staff to commence public engagement for a proposed Official Community Plan Amendment and Zoning Bylaw Amendment regarding a single family neighbourhood development, located at 1050 Spiller Road;
   AND THAT Council directs staff to include a review of the OCP future land use designation for 1050 Spiller Road in the next OCP review and update.

Council may consider that the lands should ultimately be developed at the densities envisioned by the OCP, but that such development should not occur at this time. Additionally, there are other development lands identified and available within the City to meet the short- and medium-term single detached housing needs. If this is the case, Council may choose to not proceed with engagement and request that the applicant design to meet the current OCP, which would include multi-family and urban densities and building types.

2. **Alternative Recommendation No. 2:**
   THAT Council does not direct staff to commence public engagement for a proposed Official Community Plan Amendment and Zoning Bylaw Amendment regarding a single family neighbourhood development, located at 1050 Spiller Road.

Attachments

Attachment A – Current Zoning Maps
Attachment B – Current Official Community Plan Maps
Attachment C – Development Application Package *(includes Letter of Intent, Proposed Zoning and OCP Maps, Environmental Assessment Report, and Conceptual Site Plan Layout)*
Attachment D – Draft RCC (Country Residential Cluster) Zone
Attachment E – Traffic Impact Assessment

Respectfully submitted,

Nicole Capewell, RPP, MCIP
Planner II

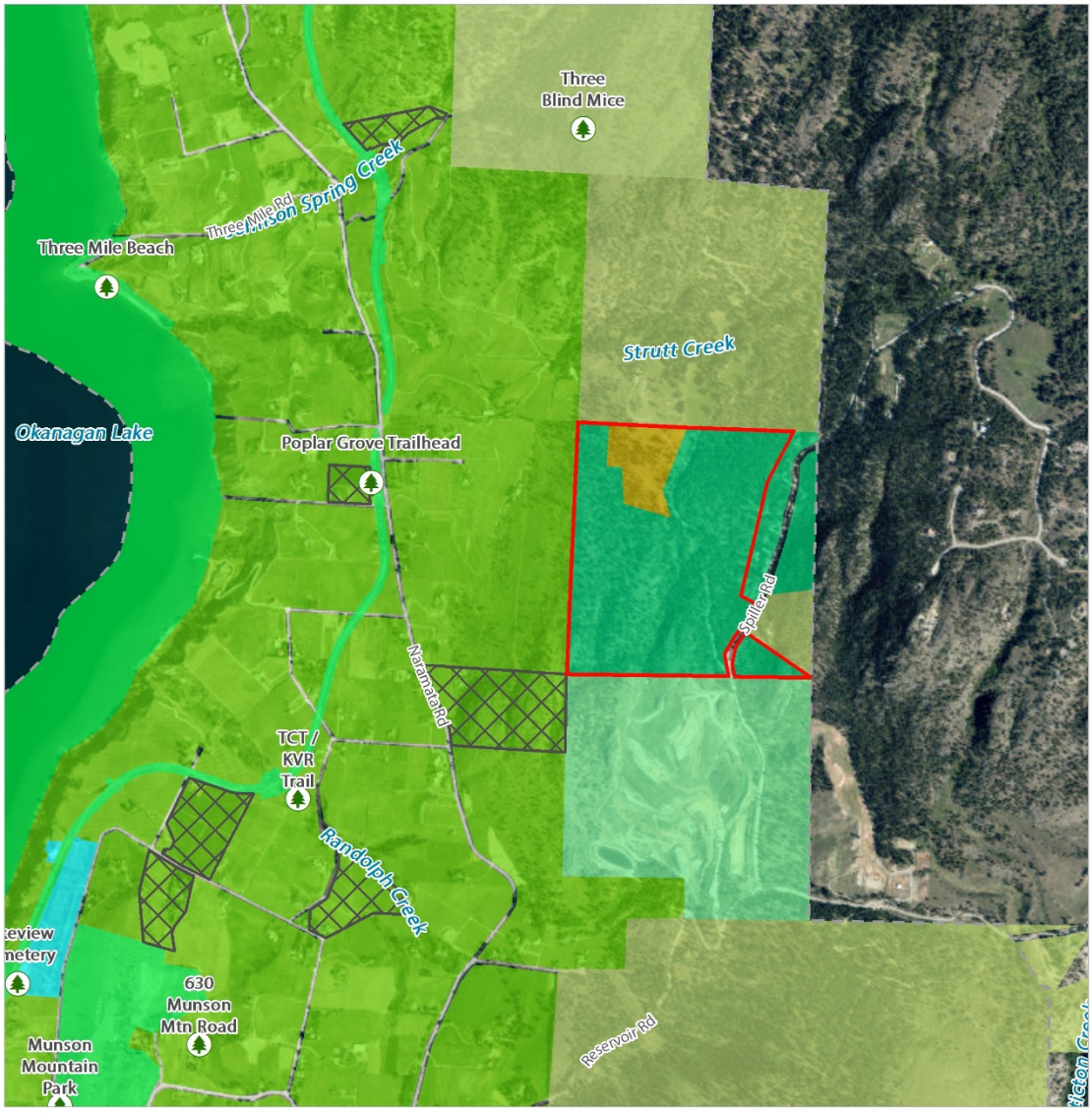
Concurrence

Director of Development Services	Chief Administrative Officer
BL	DvD

Attachment A – Current Zoning Maps

1050 Spiller Road

Zoning Map



Legend

- Subject Parcel
- Site Specific Zoning
- FG - Forestry and Grazing
- A - Agriculture
- RC - Country Residential Housing
- RSM - Mobile Home Park Housing
- P1 - Public Assembly
- P2 - Parks and Recreation
- P3 - Major Utilities

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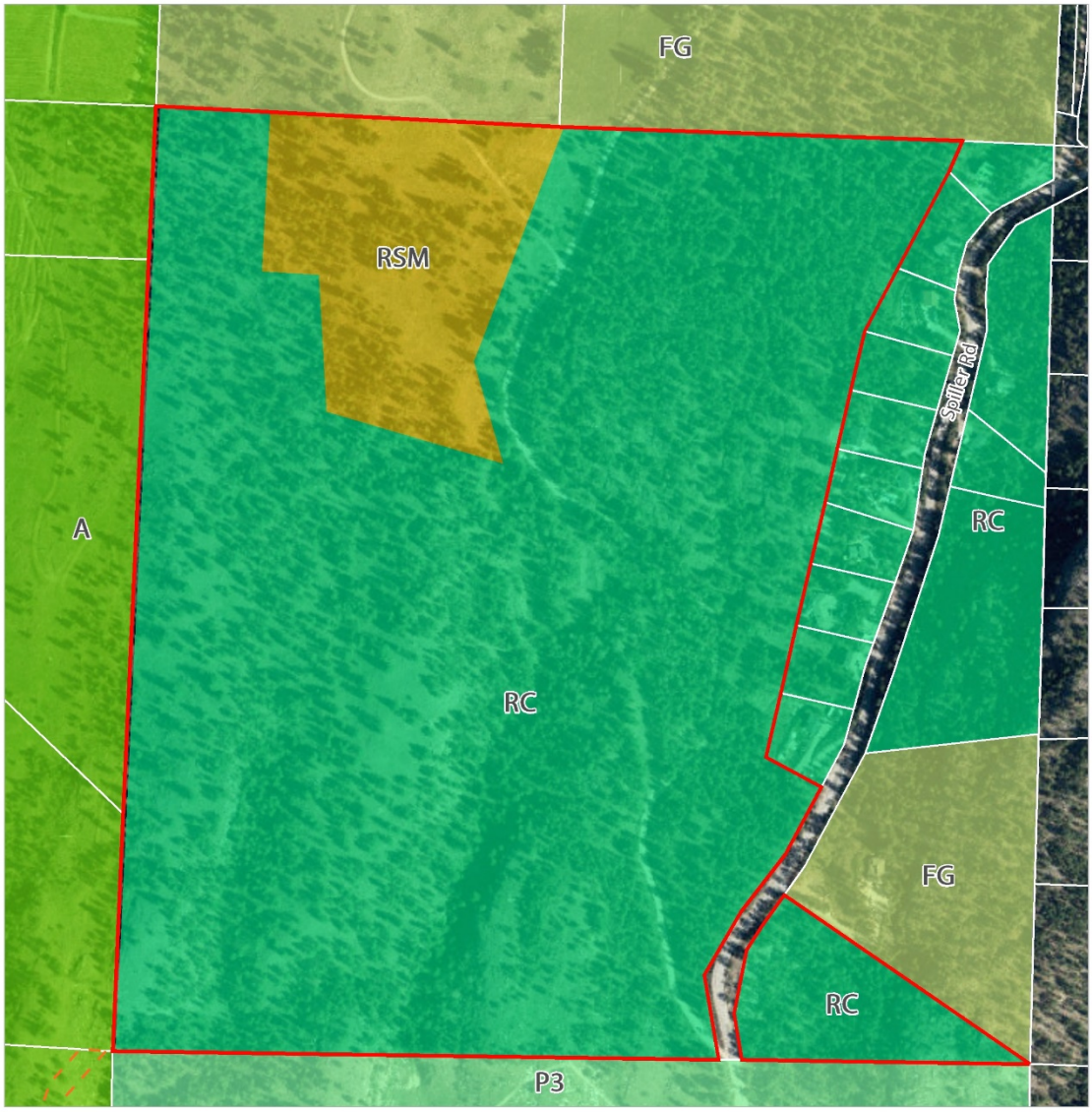
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1050 Spiller Road

Zoning Map



Legend

- Subject Parcel
- FG - Forestry and Grazing
- A - Agriculture
- RC - Country Residential Housing
- RSM - Mobile Home Park Housing
- P3 - Major Utilities

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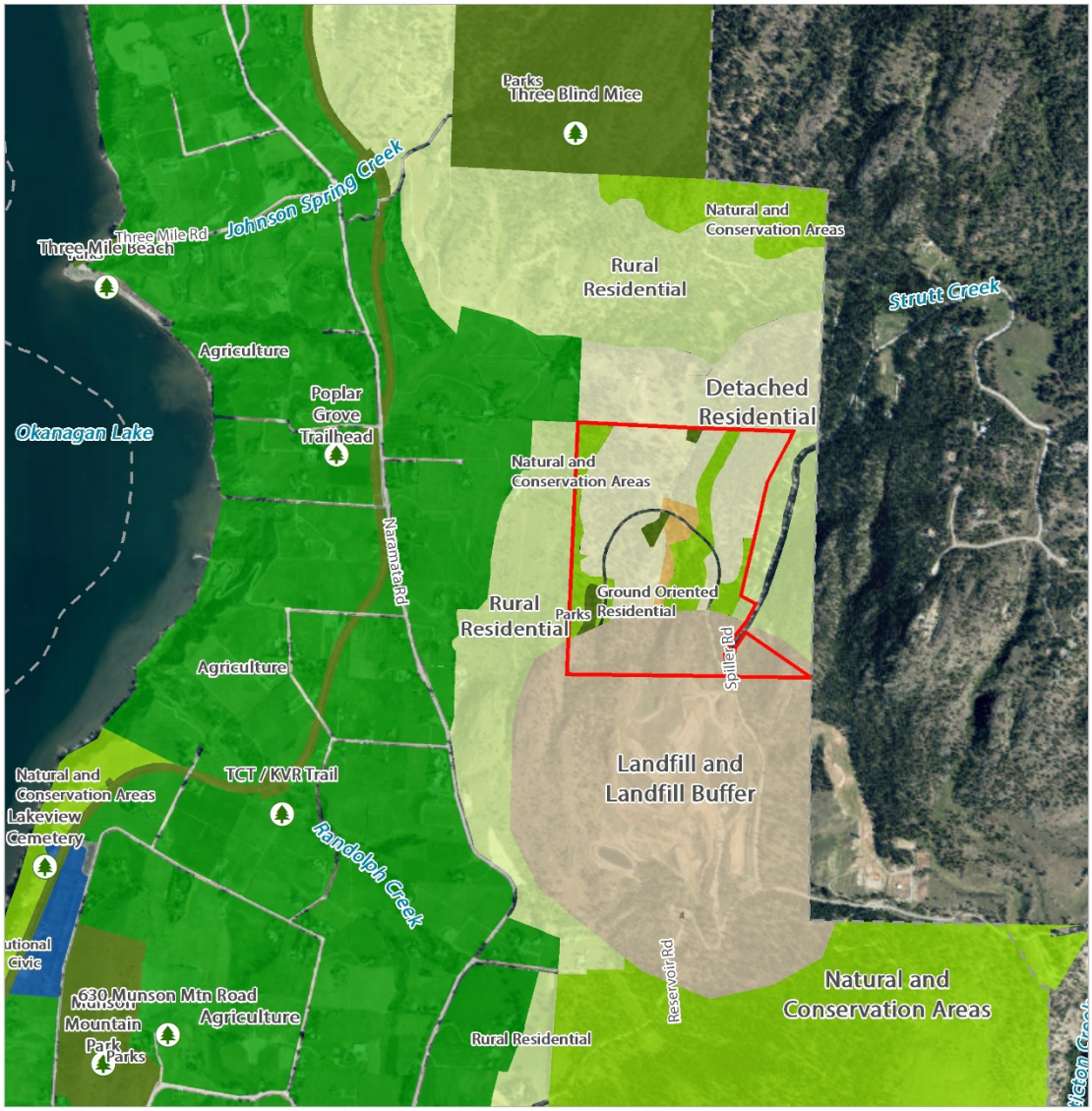
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Attachment B – Current Official Community Plan Maps

1050 Spiller Road

Official Community Plan Map



Legend

- Subject Parcel
- Future Land Use
  - Detached Residential
  - Natural and Conservation Areas
  - Landfill and Landfill Buffer
  - Ground Oriented Residential
  - Institutional and Civic
  - Rural Residential
  - Agriculture
  - Parks

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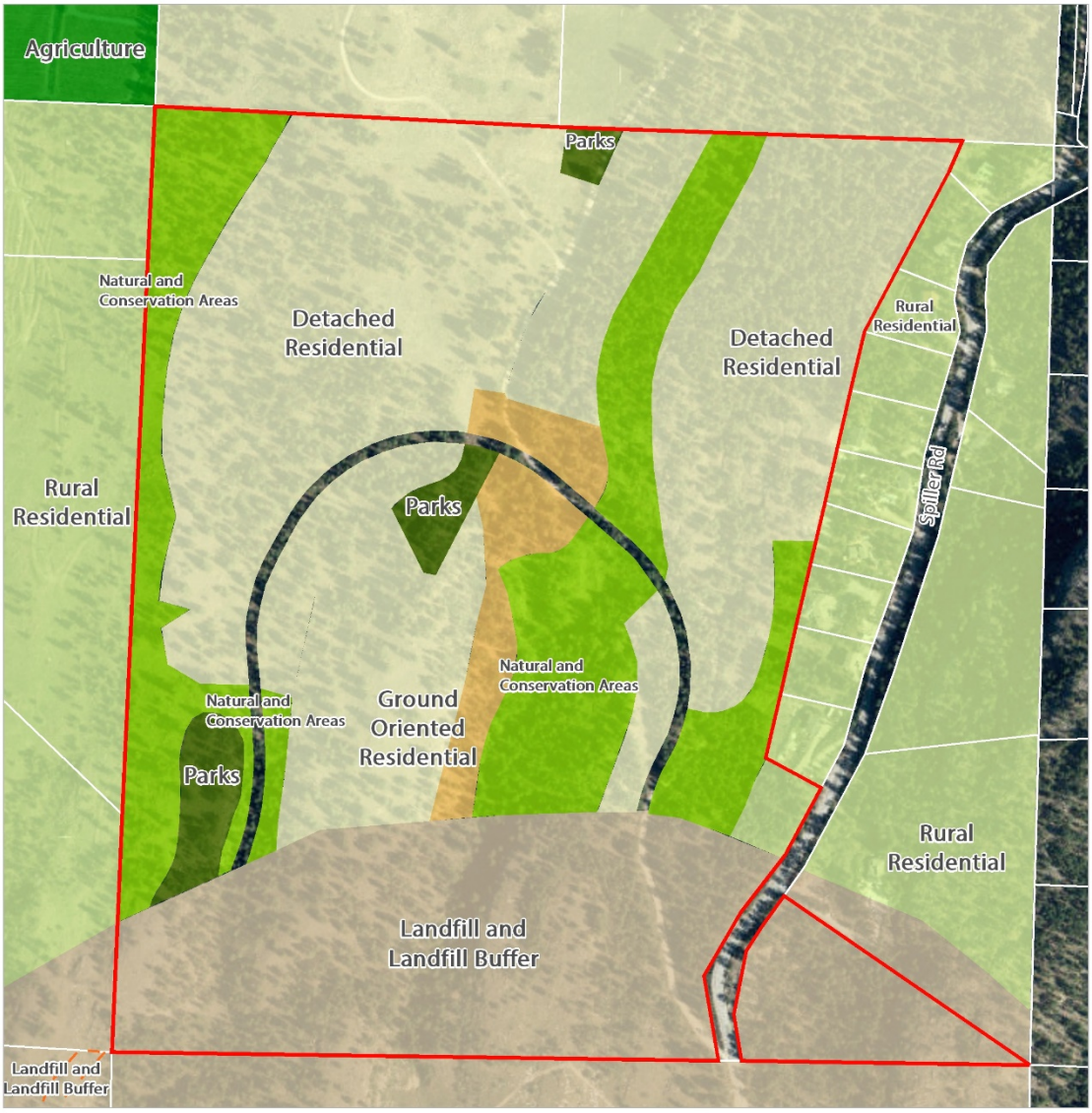
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CITY OF Penticton

1050 Spiller Road

Official Community Plan Map



Legend

Subject Parcel

Future Land Use

- Detached Residential
- Natural and Conservation Areas
- Landfill and Landfill Buffer
- Ground Oriented Residential
- Rural Residential
- Agriculture
- Parks

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1050 SPILLER
DEVELOPMENT APPLICATION

PREPARED FOR:
CITY OF PENTICTON

JANUARY 2022

Canadian Horizons®

APLIN MARTIN

INTRODUCTION

January, 18, 2022 AM File : 20-3064

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

Audrey Tanguay, Planning and Licensing Manager

Re: Official Community Plan and Zoning Amendment Application | 1050 Spiller Road

On behalf of our client, Aplin & Martin Consultants Ltd. is pleased to provide this updated development application intended for an Official Community Plan (OCP) and Zoning amendment to support a future country residential development within a +/- 126 acre parcel located at 1050 Spiller Road in Naramata. The legal address is described as:

District lot 203S Similkameen Division Yale District except plans 25561, 35393, KAP47871, and KAP49937

We believe these updates include the necessary information needed to meet the City of Penticton's development application process. In support of this application, we offer the following updated enclosures:

- Environmental report
- Off-site servicing approach & drawings
- Conceptual site plan layout

Should you have any questions or require clarification regarding any part of this application, please do not hesitate to contact us. Thank you for your consideration.

Sincerely,

APLIN & MARTIN CONSULTANTS LTD.

Davin A. Shillong, RPP, MCIP
Manager, Planning + Urban Design

Mitchell Stykalo, MPlan
Project Planner

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1.0 BACKGROUND

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Location 01
Project Timeline 02
Planning Context 03
Zoning & Future Land Use 03
Site Connectivity 04
Application History 05
Vinterra 05

2.0 PROPOSED DEVELOPMENT

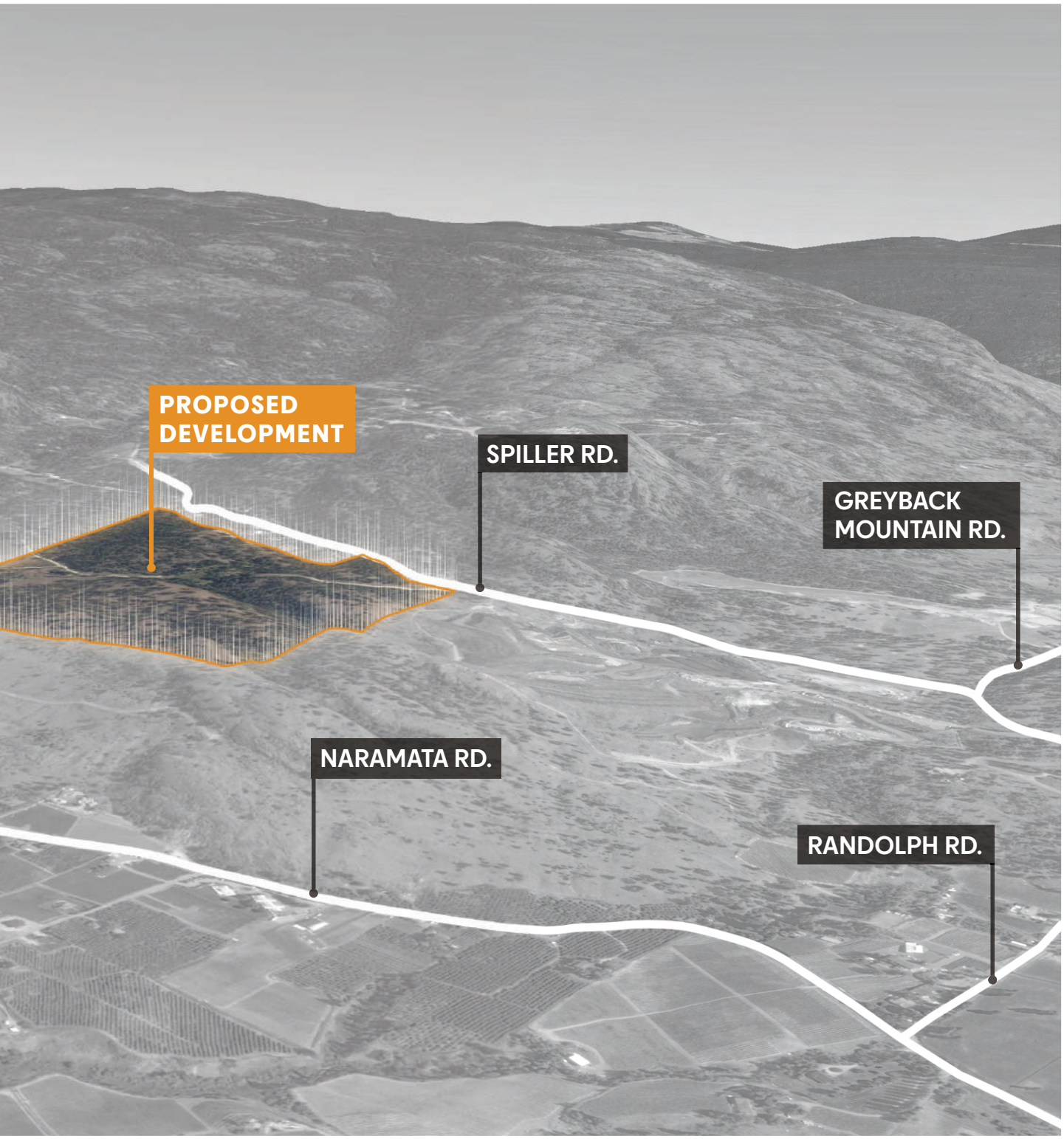
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3.0 APPENDIX

1050 Spiller Road Environmental Report (Updated)
Off-Site Servicing Approach & Drawings
Conceptual Site Plan Layout



Figure i - Aerial


PROPOSED DEVELOPMENT
SPILLER RD.
GREYBACK MOUNTAIN RD.
NARAMATA RD.
RANDOLPH RD.



1.0 BACKGROUND

SITE CONTEXT
PROJECT TIMELINE
PLANNING CONTEXT
APPLICATION HISTORY

SITE CONTEXT

LOCATION

The subject lands are located in the Naramata Bench, east of Okanagan Lake. This sought-after area is home to several vineyards and is known for sweeping, panoramic views of the lake and mountains. The site is surrounded by country residential housing as well as rich agricultural land. As such, the architectural feel and character of the area is rural and relaxed.

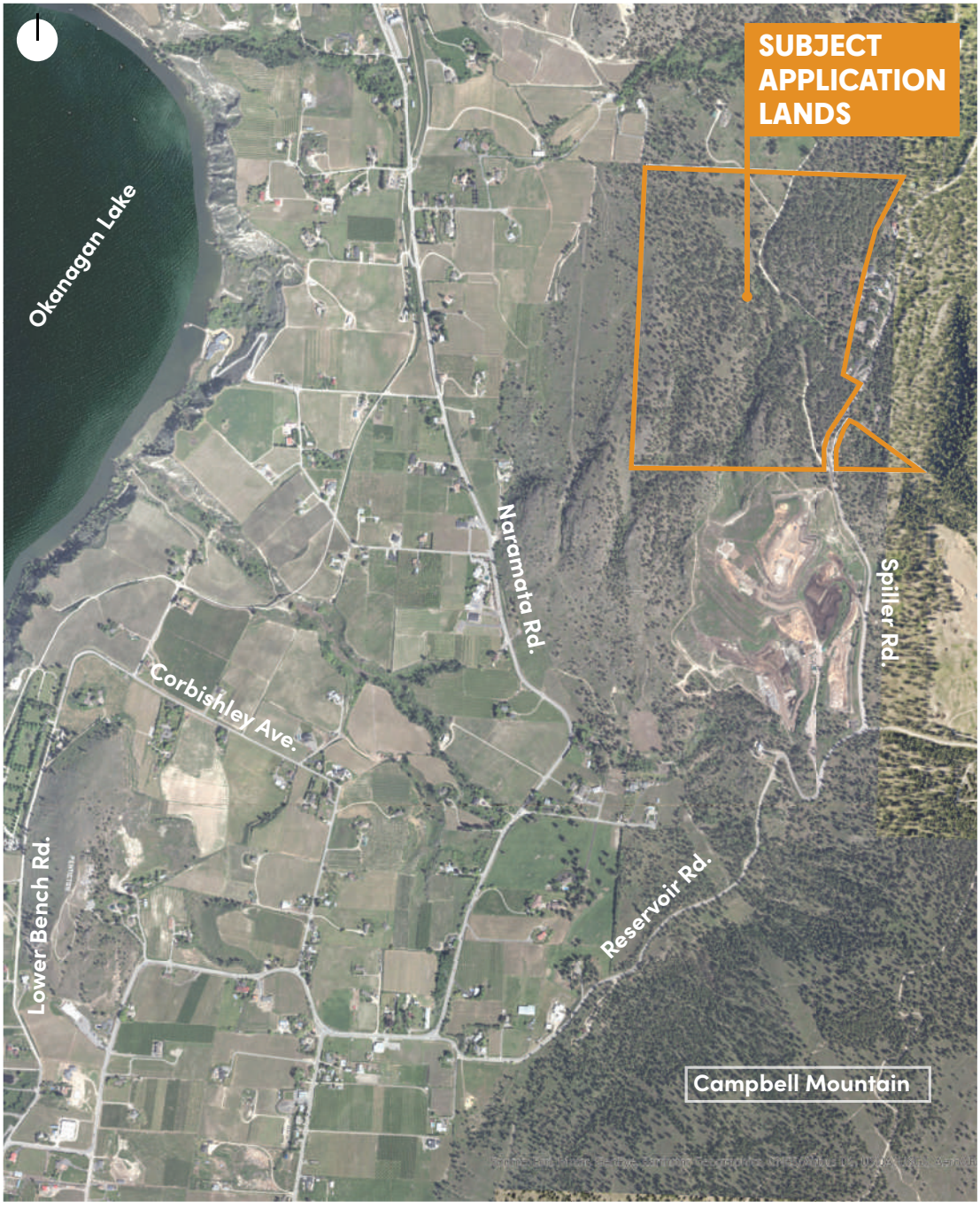


Figure 1 - Context

01

PROJECT TIMELINE

2006

Canadian Horizons purchases the property located at 1050 Spiller Road

2007

Canadian Horizons and the City of Penticton commence preparation of Spiller/Reservoir Road Neighbourhood Concept Plan. The Plan required the completion of the following reports and studies: Biophysical and Environmental Assessment; Geotechnical Overview Report; Wildfire Interface Report; Northern Landfill Gas Setback Assessment; Preliminary Water and Wastewater Servicing Strategy; Preliminary Stormwater Management Plan; Transportation Impact Study

2014

City of Penticton Council adopts the Spiller/Reservoir Road Neighbourhood Concept Plan

2016

Canadian Horizons commences development plan for 1050 Spiller Road

2017

Canadian Horizons undertakes detailed environmental, transportation, and servicing reports

City of Penticton commences update of Official Community Plan

2019

Canadian Horizons undertakes Wildfire Mitigation Plan, Archaeology Assessment, and Community Financial Impact Assessment

Canadian Horizons submits rezoning application to the City of Penticton

City of Penticton adopts new Official Community Plan bylaw

2020

May - Online Public Engagement

2021

January - First reading of rezoning bylaw

February - Public hearing for rezoning bylaw

March - Council turns down adoption of zoning amendment. Canadian Horizons retains Aplin Martin for engineering and planning services

April to December - Application is adopted as per council and public feedback. New application is submitted.

2022

Winter - Council consider adoption of application

Fall - Commence construction

2023

Anticipated first home built

PLANNING CONTEXT

ZONING AND FUTURE LAND USE

Figure 2 and *Figure 3* display the site's current zoning and future land use, respectively.

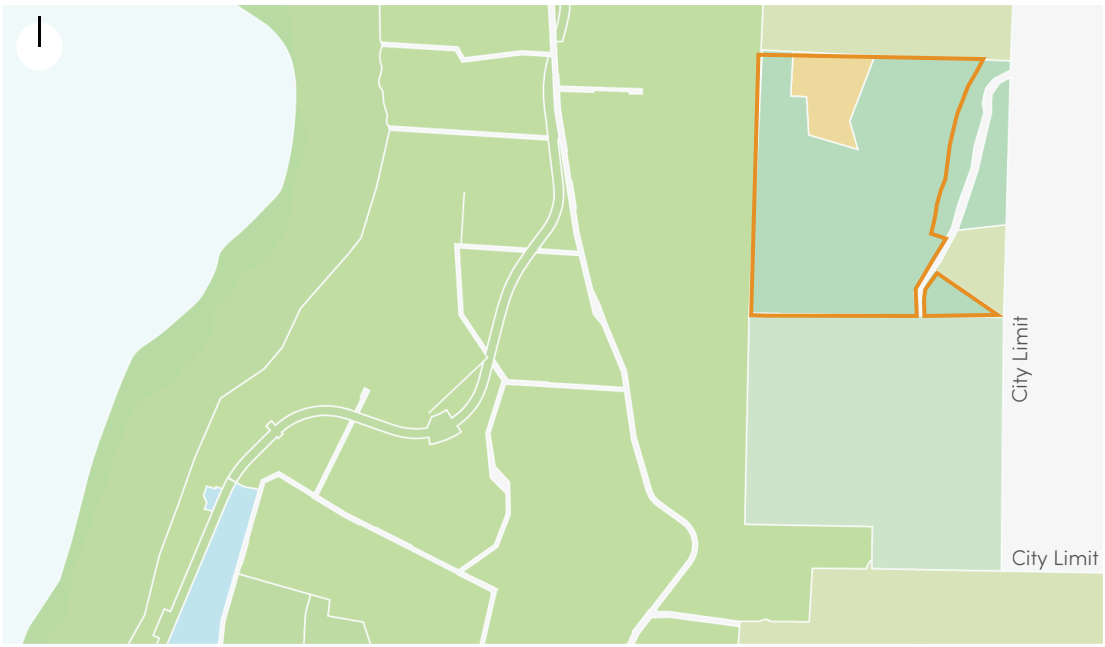


Figure 2 - Current Zoning

- Agriculture
- RC - Country Residential
- RSM - Mobile Home Park Housing
- P1 - Public Assembly
- P2 - Parks + Recreation
- P3 - Major Utilities
- Forest + Grazing

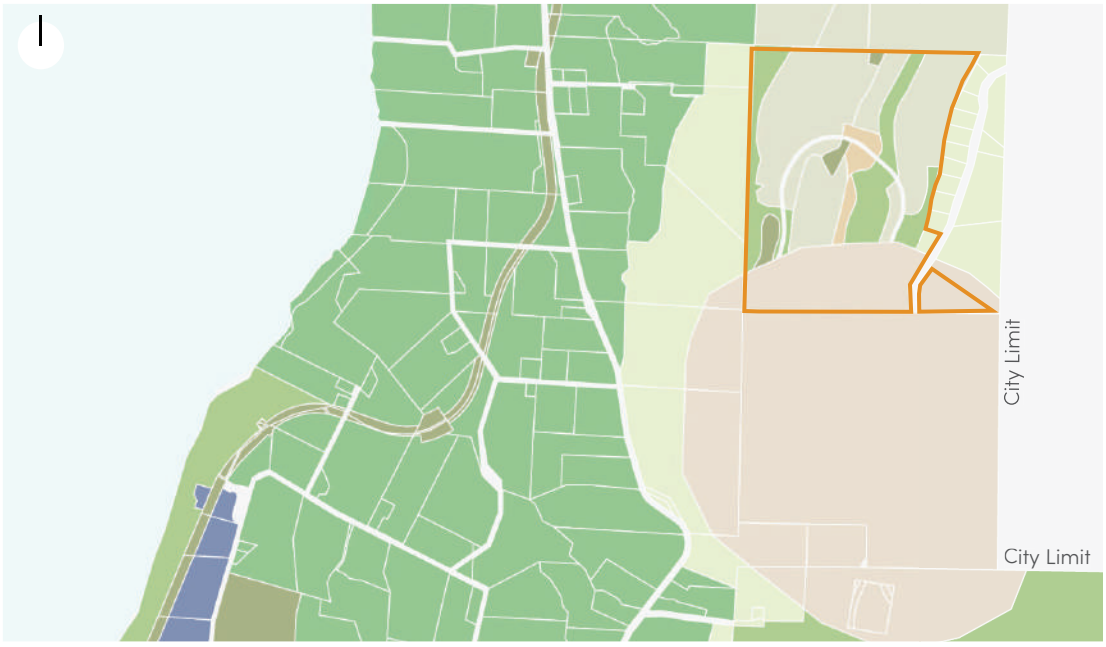


Figure 3 - Current Future Land Use

- Landfill + Landfill Buffer
- Rural Residential
- Detached Residential
- Ground-Oriented Residential
- Parks
- Natural + Conservation
- Agriculture
- Institutional + Civic

PLANNING CONTEXT

SITE CONNECTIVITY

Located within the city of Penticton, the site is approximately 6.0 kilometers from downtown, north of Campbell Mountain and overlooks the Okanagan Lake. Several wineries, other agricultural uses, and the landfill are within the area. Additionally, country residential properties are scattered throughout the Bench, establishing the architectural character of the area. Spiller Road runs directionally north through the SE portion of site and connects to Greyback Mountain Road/Reservoir Road to the south. From Reservoir Road, there are nearby connections northward to Naramata, and southwest to Penticton's City centre.



Figure 4 - Transportation Network

APPLICATION HISTORY

VINTERRA

In 2019, an urban residential development proposal, known as 'Vinterra,' was submitted to the City of Penticton. The proposed urban development was a 307-unit development encompassing single family homes on small to medium sized lots amongst pocket open spaces and passive trails. There was a focus on diversifying the size of lots by incorporating different types of single-family zoning, such as R1, R2, and R3. These zones enabled development of the parcel to achieve higher density than the current RC - Country Residential zoning.

During the City of Penticton's application review process members of the public were vocal with their opposition to the Vinterra proposal, noting it deviated from the country residential character of the area. While the Vinterra proposal adhered to the intent of the City's recently updated OCP, in addition to various design reiterations illustrating density reductions, the community maintained their position of opposition, noting the proposed 307-unit development was too dense.

The Vinterra application was considered by City Council for 1st Reading on February 16, 2021. Open dialogue amongst City Councillors was shrouded with doubt to grant the Vinterra application 1st Reading. Various City Councillors echoed that the preferred development approach within this area of Penticton must "reflect the natural beauty of the area," indicative of a balanced approach, and encompasses "something that goes within the confines of the existing zone." Council deemed the Vinterra application did not exhibit such qualities and voted against granting 1st reading to the Bylaw.

Aplin Martin acknowledges the value and importance of Penticton's Naramata Bench to Council, area residents, and the collective community. It is further understood that land development within Naramata Bench must be aligned with existing values and integrate seamlessly.





06



2.0
PROPOSED DEVELOPMENT

NEW VISION
APPLICATION RATIONALE

NEW VISION

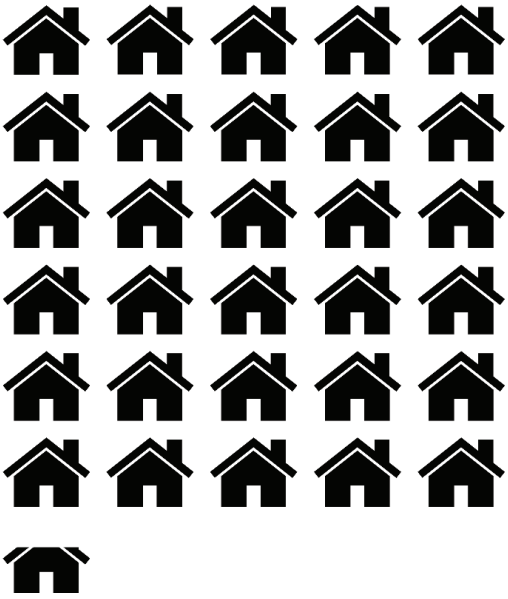
REVISED PROPOSAL

A new Vision for this land has been created with the confidence it is in keeping with community goals, objectives, and Council sentiment. This new Vision encompasses the desire to offer an inclusive neighbourhood that fosters single family residential opportunities for a wide demographic. The development will boast country residential lifestyle living, rich with natural open spaces and preservation of environmentally sensitive vegetation and wildlife, similar to how recent developments have occurred in the surrounding area.

The OCP and Zoning Bylaw amendment would facilitate a community that invites individuals to live and experience Penticton's Naramata Bench lifestyle. The proposed neighbourhood will be a place to appreciate the beauty of the Bench, its nature-based amenities, and rural surroundings - including vineyards, natural open space, and trails. Residents of the community will experience family-oriented living within a country residential setting that preserves the critical qualities of Penticton, as well as Naramata's agricultural roots.

09

Original Proposal



307 Parcels | 2.43 UPA* | 6.00 UPHa*

Revised Proposal



111 Parcels | 0.88 UPA* | 2.17 UPHa*

*Based on total developable site area (126.42 acres)

NEW VISION

SIMILAR DEVELOPMENTS

The City of Penticton has recently seen similar hillside developments arise on the outskirts of the city. The Ridge Penticton and The Bluffs at Skaha are two examples that utilize the hillside and provide single family and multi family living. Both developments have received a positive reaction, with the majority of lots either sold or pending as of January 2022.



PROPOSED DEVELOPMENT

THE RIDGE PENTICTON

THE BLUFFS AT SKAHA

APPLICATION RATIONALE

OCP & ZONING AMENDMENT PROPOSAL

With the interest of the new vision in mind, an OCP and zoning amendment, by way of a site-specific amendment, is being submitted. Due to the unique location, the land use and site design have been carefully considered.

A new development design will align with country residential character, thus shifting the subject application from urban, to a rural-based application. Further, country residential zoning will greatly reduce overall density (when compared with the urban concept), and place an emphasis on retaining natural open space areas. The new proposal is cognizant to design within the existing limits of development regulation. In doing so, OCP policy is either maintained or reduces potential land development intensity through density limitations. As it relates to the existing Mobile Home Park (RSM) zoning, and based upon comments from residents regarding reducing density potential, it is believed a mobile home park may be a less desirable development style. Accordingly, it is proposed to amend the existing zoning from Mobile Home Park (RSM) to Country Residential (RC). In doing so, Council's objective of maintaining country residential zoning is fully achieved, resident concerns are assuaged, and the potential challenges associated with mobile home park developments and operations would be avoided.

It should be noted that a site-specific amendment of the existing Country Residential zone will be used to achieve a clustered development. In doing so, more space can be devoted to nature and conservation, while ensuring an efficient use of the land being developed. Details of the site-specific amendment are identified in the following pages, including *Figure 5*, which specifically illustrates details of a draft subdivision plan.

The following provides a brief synopsis of the new proposed development:

- +/- 51 hectares (126 acre) development parcel
- Proposed land use is restricted to Country Residential land use
- Implementation of no 'build, no disturb' covenants to ensure portions of the site remain in its natural state
- Over 80% of the collective site will remain undeveloped (82%)
- Country Residential single-family homes on lots ranging from 0.5 acres to 1.5 acres
- Fully serviced (water, sanitary, and drainage) neighbourhood, including emergency access

Additional details regarding each of the proposed amendments are outlined in the following sections.

APPLICATION RATIONALE

PRELIMINARY SITE LAYOUT

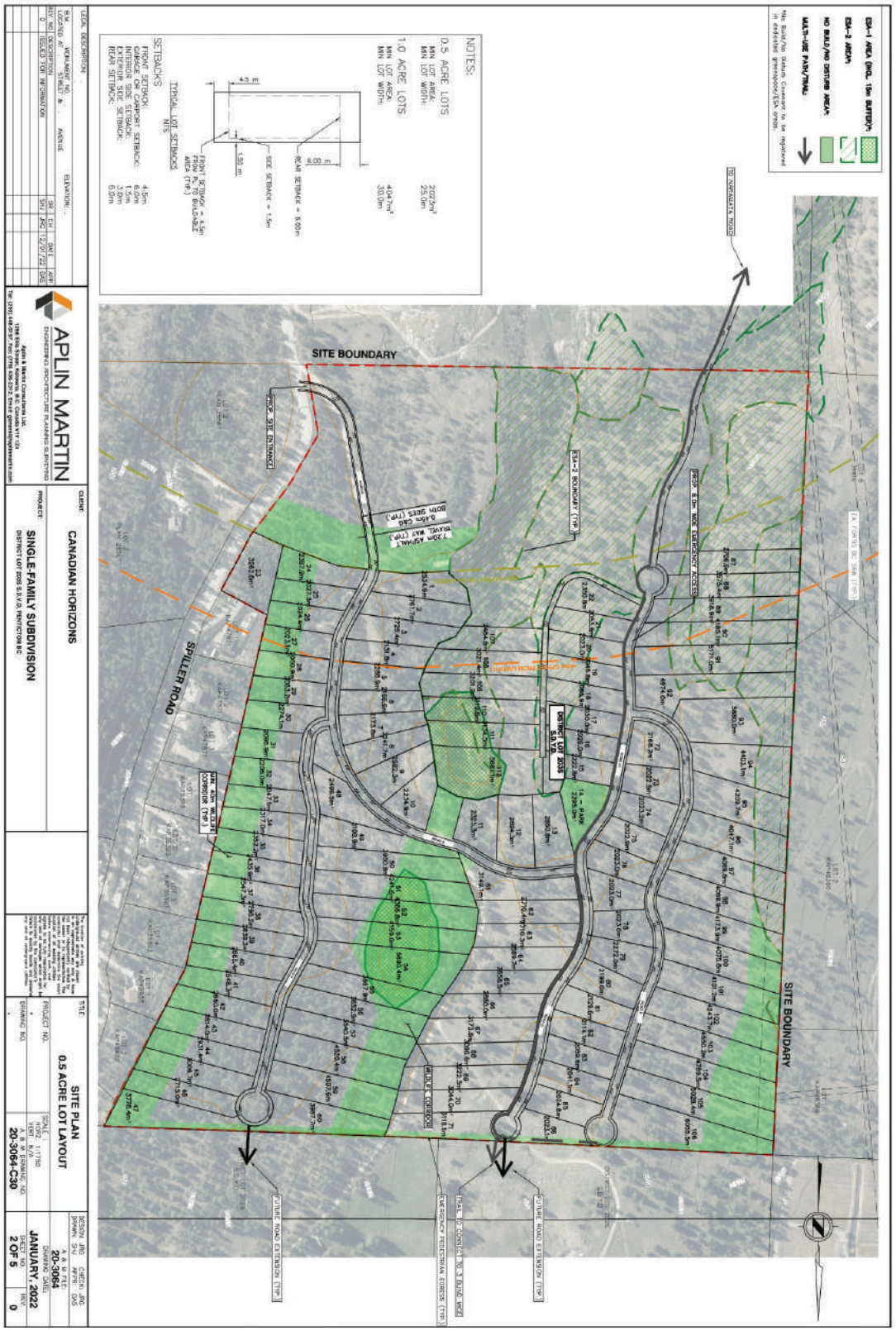


Figure 5 - Site Layout

APPLICATION RATIONALE

OCP AMENDMENT

It is proposed that the site's Future Land Use, in its entirety, be amended to 'Rural Residential', 'Landfill + Landfill Buffer,' 'Natural + Conservation', and 'Park'. (*Figure 7*). It is acknowledged that the 'Rural Residential' land use deviates from the City's current OCP Future Land Use plan. However, based on Council's February 1, 2021 comments regarding the urban/detached residential development application, in addition to public opposition, it is clear a revised land use distinction was required.



Figure 6 - Current Future Land Use

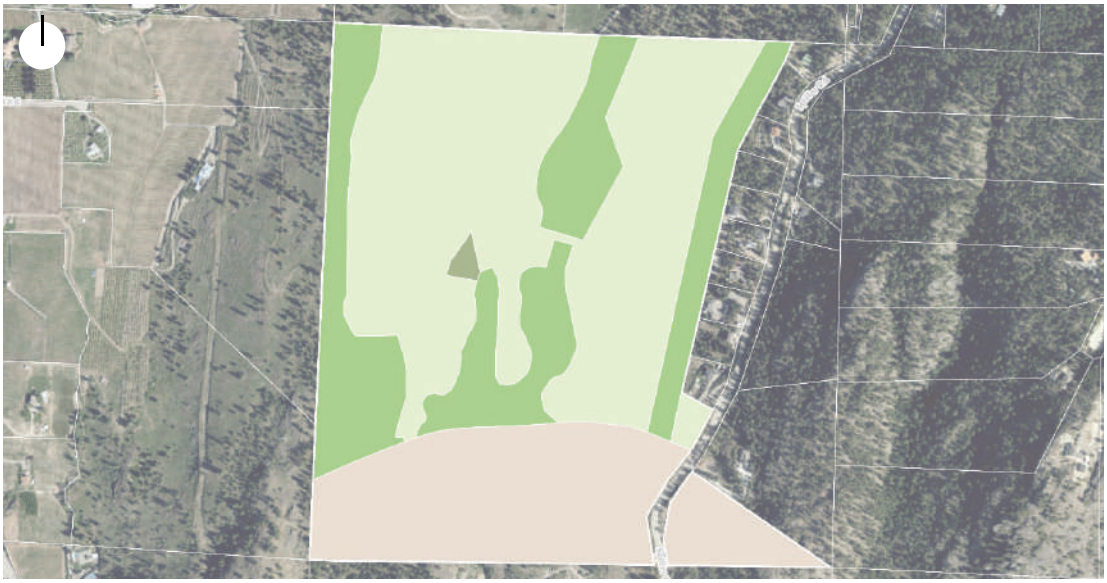


Figure 7 - Proposed Future Land Use

APPLICATION RATIONALE

OCP AMENDMENT

RURAL RESIDENTIAL FUTURE LAND USE

For reasons identified in the previous paragraph, the 'Detached Residential' and 'Ground-Oriented Residential' future land uses are removed, ensuring the parcel is developed strictly as a country residential form and thus, reflecting such tone expressed by Council and area residents.

NATURAL AND CONSERVATION FUTURE LAND USE

Natural and Conservation Land Use areas are predominantly aligned with the existing OCP. While deviations may occur, they remain in conformity with the associated *1050 Spiller Road Environmental Report*.

PARK FUTURE LAND USE

The City's OCP policy references several policy statements and criteria to integrate parks and open space into residential land development proposals. We acknowledge the value, importance, and influence that parks achieve within urban contexts. However, within rural and country residential settings, the community parks can be under utilized and are less effective. This is largely due to the differing environments and settings. Despite this, we recognize the value of regional parks and recreation trails (i.e. Three Blind Mice). Accordingly, a trail connection has been integrated into the design to assist immediate and area residents with accessing the area. Further, formal Park Land Use (+/- 2,295 sq. m.) has been centrally located within the proposed development area.



APPLICATION RATIONALE

ZONING AMENDMENT

The zoning amendment portion of this proposal encompasses a three-part amendment:

1. Amend 'RSM – Mobile Home Park Housing' to 'RC – Country Residential.' Remainder of site to remained zoned as 'RC – Country Residential'
2. Amend +/- 2,295 sq. m. 'RC – Country Residential' to 'Park' (*Figure 9*)
3. Site-Specific amendment to assist with hillside development 'pinch-points'

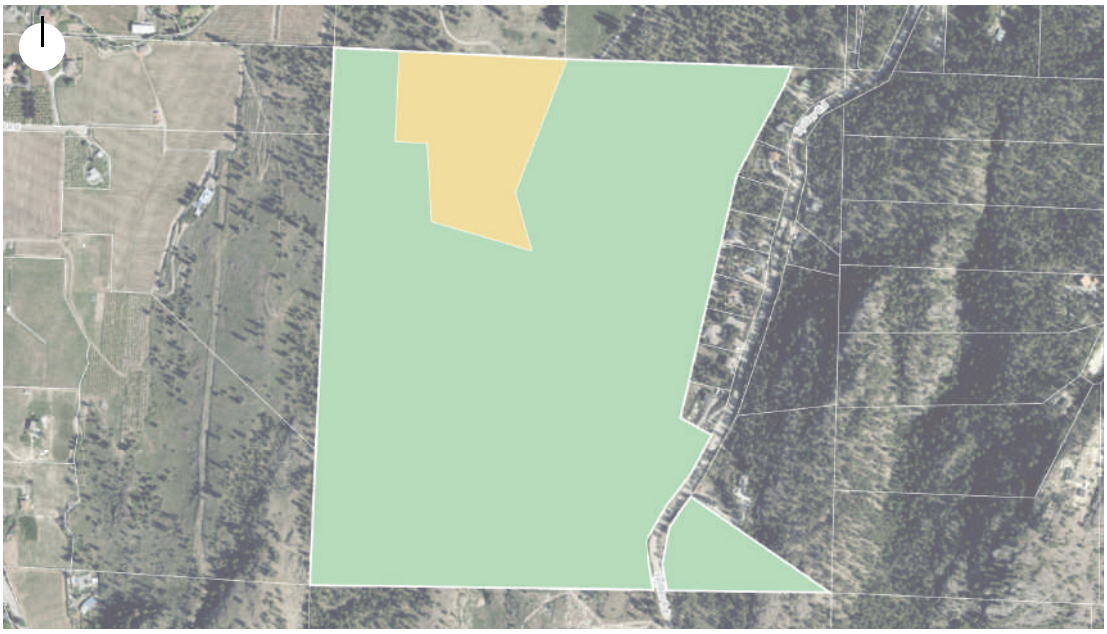


Figure 8 - Current Zoning

RSM - Mobile Home Park Housing

RC - Country Residential

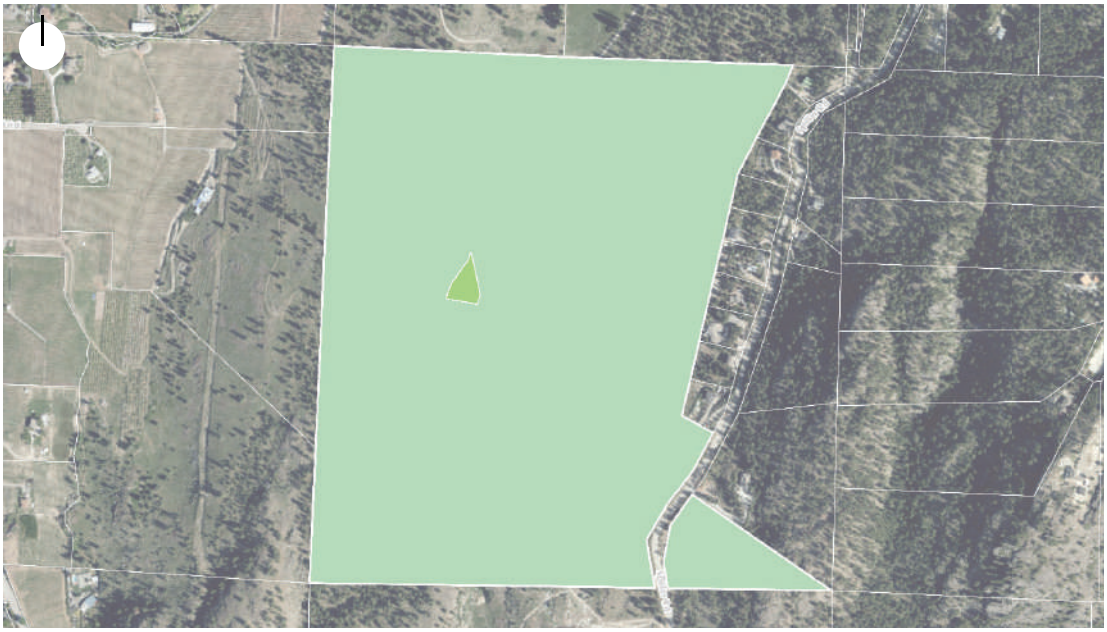


Figure 9 - Proposed Zoning

P2 - Parks + Recreation

RC - Country Residential

APPLICATION RATIONALE

SITE-SPECIFIC AMENDMENT

Although it is anticipated the proposed subdivision development would generally comply with the 'RC – Country Residential' development regulations, site-specific amendments are being proposed to facilitate a layout that encourages efficient use of developed land. The proposed amendments would enable slight variations to site dimensions, setbacks, areas, and building coverage. *Table 1* provides a comparative analysis of the proposed amendments. Also, as previously shown, *Figure 5* provides a potential subdivision concept that illustrates lot areas in relation to proposed roads, trail connections, and park. Please note the subdivision concept and corresponding lot dimensions are subject to change. Notwithstanding, it is intended that development will comply with the regulation identified within the corresponding site-specific amendment.

Specification	Country Residential Housing (RC)	Proposed Amendment	Change
Min. Lot Width	45m	25m	**-20m**
Min. Lot Area	~4000m^2 (1 Acre)	~2000m^2 (0.5 Acre)	**-2000m^2 (0.5 Acre)**
Max. Lot Coverage	15%	25%	**+10%**
Min. Front Setback	9.0m	6.0m	**-3.0m**
Min. Side Setback (Exterior)	6.0m	4.0m	**-2.0m**

Table 1 - Site-Specific Amendment



APPLICATION RATIONALE

ADDITIONAL CONSIDERATIONS

NATURAL AND CONSERVATION AREA

The OCP amendment of this application includes general alignment with existing Natural and Conservation Land Use. While such land use is not visually reflected within the zoning amendment, it should be noted such areas will be preserved and protected through the registration of a 'no-build', 'no-disturb' covenant on Titles. The certainty surrounding this approach is ensured given the conclusions outlined within the *1050 Spiller Environmental Report.*



Figure 10 - Natural and Conservation Areas



APPLICATION RATIONALE

ADDITIONAL CONSIDERATIONS

PARK

Per the 'Zoning Amendment' section of this application narrative, +/- 2,295 sq. m. of centrally located land will be rezoned to accommodate a community park. Indirectly associated with formal park space is the facilitation of a trail connection for cyclists and pedestrians to access within the proposed development and beyond (i.e. Three Blind Mice) once development permits.

Lastly, an emergency pedestrian egress point will be provided at subdivision (*Figure 11*).

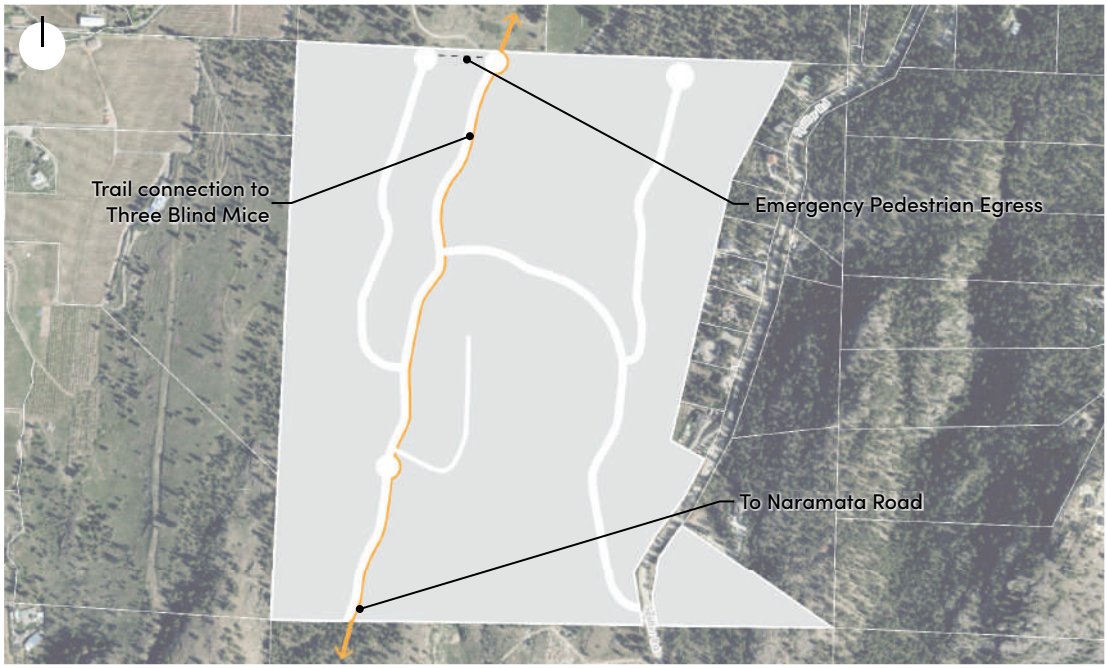


Figure 11 - Circulation

Trail



APPLICATION RATIONALE

POLICY SUPPORT

The 2045 Penticton Official Community Plan (OCP) is generally supportive of the proposed development and associated applications. The document identifies the site as a growth area, as seen in *Figure 12*. Additionally, there are several policies that align with the development which are described and analyzed in *Table 2*.

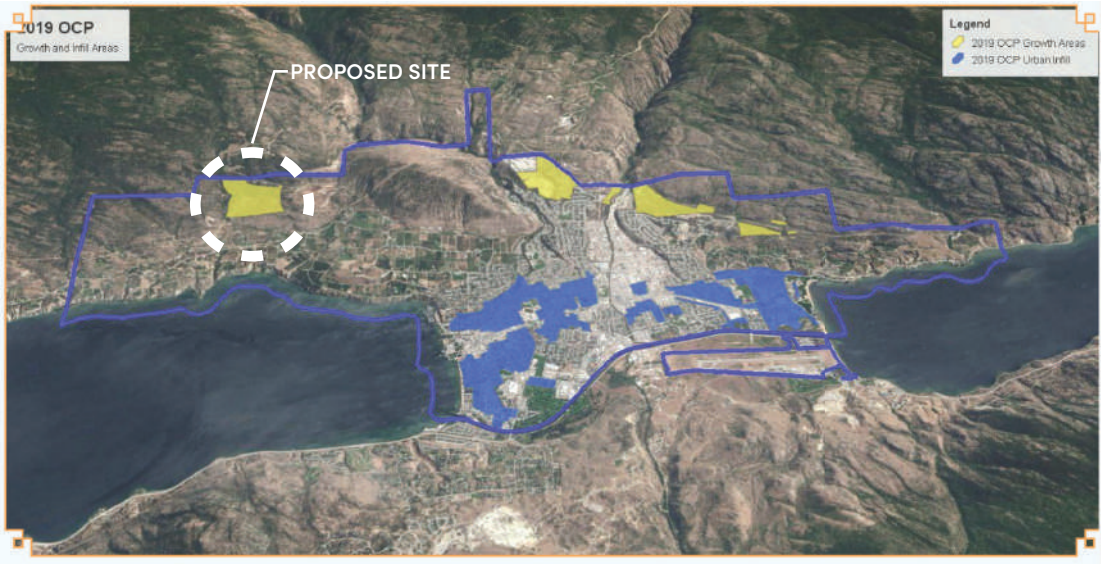


Figure 12 - OCP Growth Areas

Policy Number	Policy Description	Relevance to Development
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 aims to offer high-quality living that fits within the existing context of the Naramata Bench. This is achieved through retaining the Country Residential feel of the area.
4.1.5	Ensure that as neighbourhoods grow and change, a sense of place and character is maintained.	The proposed development recognizes the strong sense of place within the Naramata Bench, and therefore strives to align with the form and character of the surroundings.
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 publicly-accessible roads, sidewalks, trails, and public park lands.	The proposed development is well connected to the city's existing transportation and trail network.

Table 2 - OCP Policies

APPLICATION RATIONALE

TRANSPORTATION

CTS has prepared a formal transportation impact assessment (TIA). The TIA, prepared by a qualified transportation engineer and submitted under separate cover, provides an annotated analysis of the proposed rural country residential development. In short, traffic impact resulting from the proposed development is minor and does not warrant significant road and intersection improvements.

It is acknowledged that the results of this TIA include a stark contrast to the previous results. However, it must acknowledged that the subject development proposal includes a gross reduction in density, resulting in significantly less trip generation.

CONCEPTUAL DEVELOPMENT RENDERINGS

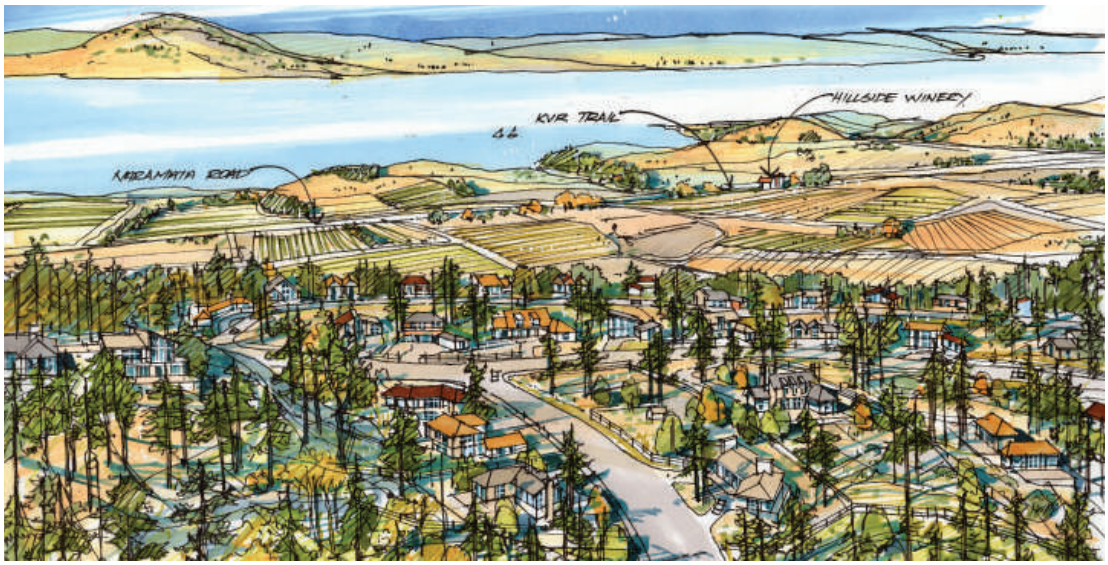


Figure 13 - Bird's Eye



Figure 14 - Street View



3.0
APPENDIX

1050 SPILLER ROAD ENVIRONMENTAL REPORT (UPDATED)
OFF-SITE SERVICING APPROACH & DRAWINGS
CONCEPTUAL SITE PLAN LAYOUT

1050 Spiller Road
Environmental Report for Rezoning

Submitted To:

Canadian Horizons

January 14, 2022

Prepared By:

Makonis Consulting Ltd.

Makonis Project No: 2021-109

Makonis Consulting Ltd

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1. Introduction

Makonis Consulting Ltd. was retained by the Canadian Horizons to prepare the following environmental report for the rezoning and future development of 1050 Spiller Road, Penticton, BC (Figure 1). The purpose of this report is to provide environmental detail and strategies to guide proposed rezoning and general guidance for future development in a responsive environmental manner. Previous work completed for the area was completed in 2014 by Urban Systems is the Spiller Road / Reservoir Road Area Neighourhood Concept Plan (NCP). Cascadia Biological Services prepared the biophysical and environmental assessment in 2010, supporting the NCP processes and planning. Since the completion of the NCP, the City of Penticton in September of 2018 developed and released a Terms of Reference [for] Environmental Assessment Reports. The terms of reference outlines environmental assessment requirements by the City of Penticton this reporting follows.

As a part of this environmental reporting, a review of current environmental information of the subject property and surrounding areas was conducted and included the following, but not limited to:

- BC Conservation Data Centre (CDC)
- Ecocat, Ecosystems Report Catalogue
- Terrestrial Ecosystem Mapping & Sensitive Ecosystem Inventory
- Habitat Wizard

Section one of this report outlines the results of the environmental review.

Section Two of this report is the inventory completed for the subject property to support the delineation of Environmental Sensitive Areas (ESA). Mapping and assessments were conducted at the site level and presented at a zoning level of map scale; 1:5,000. (*Expectations that subdivision and buildout are further refined to 1:1,000 or larger scales. Where NCP mapping presented appears to have been 1:20,000*)

Section Three and Four outlines the analysis of impacts, proposed mitigations and recommendations of rezoning 1050 Spiller Road.

Site Description

Located in the City of Penticton at 1050 Spiller Road, the subject property is 51.16 hectares (129.43 acres), approximate. Legal property description for the parcel is:

- PID 001-536-303, DISTRICT LOT 203S SIMILKAMEEN DIVISION YALE DIST (,DL 203S SDYD)

The subject property falls under the jurisdiction of the City of Penticton Official Community Plan and the Spiller Road/Reservoir Road Area Neighborhood Concept Plan. The current zoning of the parcel is RC-Country Residential and is under bylaw No. 2017-08.

This reporting was added to for a 2021 survey that was undertaken this past year.

Proposal:

The proposed plan is to rezone a portion of the property and develop the site with approximately 24.2 hectares of park and dedicated environmental area (Figure Two). Current zoning is RC (Country Residential Housing) and RSM (Mobile Home Park Housing – Urban residentail zone). Plan is to rezone the Mobile Home Park portion to Country Residential Housing (RC) to be consistent with the bigger portion of the lot.

Climate:

The subject area lies within the Okanagan-Similkameen Valley, which is in the rain shadow of the Coast and Cascade Mountains and contains some of the warmest and driest areas of the province and Canada. The Okanagan-Similkameen Valley is characterized as a continental climate of long, warm, and dry growing seasons with cool winters with moderate snowfall[1].

Air moving into the area generally loses most moisture on the west-facing slopes of the coastal mountains, before reaching the Okanagan. There are occasional eruptions of hot, dry air from the Great Basin extending from Mexico to Canada, which in the summer, bringing clear skies and very warm temperatures. In winter and early spring, there are frequent outbreaks of cold, dense, arctic air.

Records from Environment Canada, Naramata region, are close to the subject property and can be considered to reflect the weather and climate of the area[2]:

- The annual daily average temperature in January is – 1.2°C and the average high in July is 20.4°C. The coldest months are December and January, where daily average temperatures are below 0 °C. July and August are typically the hottest months, with average highs reaching 27.0 °C and 27.1, respectively.
- June is typically the wettest month, with an average precipitation of 43.3 mm. March is the month with the least amount of precipitation (~17.5mm).
- Winds are frequent from the south with extreme gusts more often seen in the winter and spring. Cold air mass and winds from the north are seen from October to May. Warm southerly winds are prominent from June to September, coinciding with the warmer months.

Topography and Landscape:

The area of focus is approximately 51.16 hectares consisting of small slopes and some open flat areas. The average aspect of the area is westerly, facing Okanagan Lake. The highest elevation is approximately 640masl along the east property boundary, sloping to an elevation of approximately 600masl along the west property boundary.

The region has been influenced heavily by numerous glaciations over time, with the most recent being the Fraser Glacier. The result of this glaciation yields parent materials consisting of colluvium and bedrock. Soils are sandy loams and well to rapidly drained, and generally in their native condition. The water table is not present in either of these layers at any time[3]

---

[1] Lloyd, D, K. Angove, G. Hope and C. Thompson. 1990. A guide to site identification and interpretation for the Kamloops Forest Region. B.C. Min. of Forests, Victoria, B.C

[2] Canadian Climate Normals. Naramata. Accessed January 2019. http://climate.weather.gc.ca/climate_normals/results_e.html?searchType=stnProv&lstProvince=BC&txtCentralLatMin=0&txtCentralLatSec=0&txtCentralLongMin=0&txtCentralLongSec=0&stnID=1026&dispBack=0

[3] British Columbia Soil Information Finder Tool, July 16, 2018. Government of Canada Soil Description for Rockface and Bedrock Acidic. Accessed Jan.07/19.

The landscape surrounding this subject has various levels of anthropogenic activity. Along the west, there are agricultural fields and acreage sites. To the north, some clearing has occurred. To the south of the subject is the local landfill and to the east Spiller Road and rural homes.

A review of 1938 imagery (BC105_045_14n) obtained from BC archives for the subject property and area shows the northern portion was already cleared and into soil disturbances (Figure 3). The dugout on-site currently appears to have been constructed at this time as well. Since 1938 most of the subject property, like most of the Okanagan Valley, experienced significant ingrowth of trees into grasslands.

Ecosystems:

The subject property is located in the Biogeoclimatic subzone of the Okanagan very dry hot Ponderosa Pine biogeoclimatic subzone variant (PPxh1). This broad-based Habitat occurring at lower elevations along the Okanagan Valley, or regionally recognized as the Northern Okanagan Basin (NOB). The "Biogeoclimatic Ecosystem Classification" (BEC), and is used extensively throughout British Columbia to report and describe terrestrial ecosystems. This ecological classification system enables biologists, foresters, resource managers, planners and the other stakeholders to use a common framework and currency for exchanging fundamental knowledge. This classification is the foundation of the provincial Terrestrial Ecosystem Mapping (TEM) and subsequent Sensitive Ecosystem Inventory (SEI) report, also based on provincial standards.

Sensitive Ecosystem Inventory (SEI) was undertaken and updated in 2008 for the South Okanagan[4], which included the subject property. However, the subject property was not directly mapped for this project and modelled from the terrestrial ecosystem mapping (TEM) in 1995.

Mapped at 1:20,000 scale, the SEI delineated by the Iverson project for the subject is as follows:

PPxh1 – PC (04) Ponderosa Pine-bluebunch wheatgrass-cheatgrass

PPxh1 – PT (02) Ponderosa Pine-Red-three-awn

PPxh1 – PW (01) Ponderosa Pine-bluebunch wheatgrass-idaho fescue

PPxh1 – WB (00) Bluebunch wheatgrass – Balsamroot

PPxh1 – CF (00) Cultivated Field

PPxh1 – SP (06) Douglas Fir-Ponderosa Pine-snowberry-pinegrass

PPxh1 – TA (00) Talus

Sensitive ecosystems listed for the subject property included: WD:co – wooded coniferous, GR:st – steep grassland, MF:co – mature forest coniferous, SV:ta – sparsely vegetated talus slope

[4] Iverson, Kristi and Haney, Alison, 2007. Updated Ecosystem Mapping for the South Okanagan.

Conservation Data Centre:

A search of the BC Conservation Data Centre (CDC) Ecosystems Explorer for rare and endangered plants and animals was completed for the PPxh1 zone within the Regional District of Okanagan-Similkameen (RDOS)[5]. Results of the search indicate 93 animal species area considered provincially listed blue or red species. Of these species, 66 are listed a provincial blue and 27 are listed as provincial red. Of these, 48 are listed under COSEWIC and 40 listed under SARA. The American Badger (*Taxidea taxus*), provincially red-listed, has been mapped by the CDC as having the potential to utilize the subject and surrounding site as Habitat. Upon consultation with CDC, the masked occurrence blanketing the subject area is not expected to be influenced by the development. However, the Western Rattlesnake (*Crotalus viridis*) was noted as potentially having a range approximately 2.7 km from the subject.

Searching BC CDC data for vascular plants in the PPxh1 zone within resulted in 21 provincially listed species:

- 13 were found for the area as provincially red-listed, and
- 8 are provincially blue-listed;
- 5 of these species are listed under COSEWIC, and
- 4 are listed under SARA.

Searching BC CDC data for ecological communities, the PPxh1 zone in the Penticton area resulted in 24 communities considered sensitive. Eight of these were provincially blue listed and sixteen provincially red-listed. CDCiMap mapped none of these as within or near the subject property.

Wildlife:

Review of the British Columbia Habitat Wizard (Accessed 2019) online mapping interface has shown:

- The subject area is within the Ungulate Winter Range u-8-001 for Mule Deer. No further details are provided regarding the range.
- No elk range, approved or proposed, was found within the vicinity of the subject project.
- Western Rattlesnake may be within a 2.7 km range of the subject, as indicated by a conversation with the CDC.
    - Habitat: Throughout the dry southern valleys, in the Bunchgrass, Ponderosa Pine, and lower fringes of the Interior Douglas-fir zones. They prefer dry, usually rocky and rugged landscapes with sparse or scattered tree cover, rocky ridges with crevices or deep talus slopes[6].

Critical Habitat

Since the completion of the Neighbourhood Concept Plan critical habitat for the Lewis's Woodpecker (*Melanerpes lewis*), Desert Nightsnake (*Hypsiglena chlorophaea*), Western Rattlesnake (*Crotalus oreganus*) and Great Basin Gophersnake (*Pituophis catenifer deserticola*) are identified on the subject property and surrounding areas. No other critical habitat or potential Habitat was noted for the subject property. "Species

[5] B.C. Conservation Data Centre. 2019. BC Species and Ecosystems Explorer. B.C. Minist. of Environ. Victoria, B.C. Available: http://a100.gov.bc.ca/pub/eswp/ (accessed Jan 3, 2019).

[6] Blood, D.A. 1993. Wildlife in British Columbia at Risk. Western Rattlesnake. British Columbia Ministry of Environment, Lands and Parks

At Risk Act (SARA) describes Critical Habitat (CH) as [features] necessary for the survival or recovery of a listed wildlife species (schedule 1), and that is identified as the species' critical habitat in a recovery strategy or an action plan for the species.[7]"

The critical habitat overlaps with proposed development areas laid out in Neighbourhood Concept Plans. Canadian Horizons recognized this gap and asked Makonis Consulting Ltd to also address in this updated rezoning report for 1050 Spiller Road.

- Lewis Woodpecker prefers open ponderosa pine forest, especially near water or in areas that are recovering from a fire. Within these forests, they need bushy areas, where they can find plenty of food, and large dead trees (or snags) for nesting. Live black cottonwoods may also be used for nesting, particularly when they are near ponderosa pine stands[8]
- The uncertainty of records and species security from persecution only broadly identifies critical snake habitat. Habitat for the three snakes all require dens and surrounding terrestrial habitat for foraging, refuge and longer distance dispersal within the landscape[9]. Secured Canadian Wildlife Service (CWS) data for snakes in the area was reviewed and determined with CWS consultation known snake sites are not going to be impacted by development on or near the subject property.

Aquatic Habitats:

There are no aquatic habitats mapped for the subject area, according to a search conducted through the Okanagan Habitat Atlas[10], or mapped in the 1995 Terrestrial Ecosystem Mapping inventory. No water features, wetland areas or Sensitive Habitat Inventory Mapping (SHIM) data were listed.

Strutt Creek is seen 300m to the north of the subject property.

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[7] http://donnees.ec.gc.ca/data/species/protectrestore/critical-habitat-species-at-risk-canada/; 2019

[8] Ministry of Environment, Lands and Parks. Accessed January 2019. British Columbia's Wildlife at Risk. Lewis's Woodpecker.

[9] Environment and Climate Change Canada. 2017. Recovery Strategy for the Western Rattlesnake (Crotalus oreganus), the Great Basin Gophersnake (Pituophis catenifer deserticola) and the Desert Nightsnake (Hypsiglena chlorophaea) in Canada [Proposed]. Species at Risk Act Recovery Strategy Series. Environment and Climate Change Canada, Ottawa. Part 1, 28 pp., Part 2, A. 37 pp., B. 36 pp., C. 28 pp.

[10] Accessed January 4, 2019. http://cmnmaps.ca/OKANAGAN/

2. Inventory

Makonis Consulting Ltd and Big Picture Biology visited the Spiller Road subject area several times from August 2018 to September 2021, totalling over 93-hours.

Ecosystems:

Ecosystem mapping followed provincial standards for Terrestrial Ecosystem Mapping[11] as the foundation. Deviation to provincial standards was to verify every polygon by walking each polygon in entirety and record the ecosystems found. Mapping for this reporting completed at 1:5,000 scale, using the City of Penticton's 2017 10cm ortho imagery and 1meter contours as a base, figure 4.

Ecosystems inventoried and in brackets the provincial conservation status (also known as BC List) is shown for each ecosystem*, for the polygons overlapping subject property are listed as follows:

PC - Py - Bluebunch wheatgrass – Cheatgrass (BCL: n/a)

A commonly found ecosystem in the Okanagan valley, typically on slopes or ridges as seen with the subject property. Shallow coarse-textured soils were throughout the subject property. Older components of this Habitat were found to be on the cooler slopes in the ravine as opposed to younger habitats as a result of tree encroachment into the grasslands on warmer aspects.

PT – Py – Red three-awn (BCL: Blue)

Sparse forested sites on steep aspects or shallow, coarse soils. Also known to occur on steep cool aspects, as found in this situation on the subject property.

RO – Rock outcrop (BCL: n/a)

These are Habitat noted with rock outcroppings with less than 10% vegetation cover.

SB - Selaginella – Bluebunch wheatgrass rock outcrop (BCL: n/a)

This habitat occurs on bedrock outcrops, generally of unfractured bedrock. Shrubs are absence due to the lack of fractures in the bedrock.

RE – Reservoir (BCL: n/a)

A man-made body of water created by impounding water behind a dam, berm, dyke, or wall. This instance an abandoned human-made bermed dugout from 1938.

PW - Py - Bluebunch wheatgrass - Idaho fescue (BCL: Blue)

For the subject property, most of this Habitat is associated with the ingrowth of trees into historical grasslands of deep, coarse soils. This ingrowth is due to fire suppression. All forested sites here are young, tending to

[11] Resource Inventory Committee. 1998. Standard for Terrestrial Ecosystem Mapping in British Columbia. Pg 110.

mature in nature. There are older veteran pine, fir and snags in some locations that are remanents of these open grasslands, as seen in figure 2.

WB - Bluebunch wheatgrass – Balsamroot (BCL: Blue)
This grassland habitat was significantly reduced since 1938, located along the west slopes of the subject property. Constrained to shallow southwest facing aspects where the tree ingrowth over the last century as struggled to gain a strong foothold. Current and historical grazing is evident in these habitats seen in the area where the level of invasive weeds varied. The north-central and north-western portion of the subject property would be considered disturbed seral associations of this grassland with the invasive species >10%.

RZ – Road Surface (BCL: n/a)
Spiller Road and the gravel driveway into 1050 Spiller

RW – Rural (BCL: n/a)
The home sites along Spiller Road to the east and the two home sites north of 1050 make up this component of classification.

SO – Saskatoon – Mock orange talus (BCL: n/a)
This talus, rock habitat is associated with the ravines and gully's found on Spiller and the proposed access to Naramata Road. Forested components are intermixed with this open blocky talus and rock, where tree cover is less than 10%. The sites where soils can accumulate are shrub-dominated with mock orange, snowberry, ocean spray and Douglas maples.

TZ – Landfill (BCL: n/a)
A small portion of the landfill disturbance – clearing does cross into 1050 Spiller Road.

GA – Gas Pipeline (BCL: n/a)
Associated with 880 Naramata Road property, outside of 1050 Spiller Road. This feature falls into utility infrastructure and is under the jurisdiction of the Oil and Gas commision to operate safely. This means the infrastructure will be maintained to low vegetation and subject to periodic clearing.

TT – Electrical Transmission (BCL: n/a)
Associated with 880 Naramata Road property, outside of 1050 Spiller Road. This feature falls into utility infrastructure. This means the infrastructure's righ-of-way will be maintained to low vegetation and subject to periodic clearing and access.

ES – Exposed Soils (BCL: n/a)
Any area of exposed soil that is not included in any of the other definitions. It includes areas of recent disturbance, such as mud slides, debris torrents, avalanches, and human-made disturbances.

*CDC was referenced August 19, 2020, for BC conservation status for BCL listing of Red, Blue, Yellow, or n/a.

Plants:

No rare plants were noted during the site visits, although no specific effort was focused here. Observations were through observations as the Ecosystem, ESA, ungulate and Lewis's fieldwork was completed for the entire subject area.

The access road from Spiller Road into the central portion of the subject property heading to the residence to the north was a gravel road. The typical weeds were noted along the disturbance, such a diffuse knapweed, Sulphur-cinqfoil, hound's tongue and baby's breath, to name a few.

Weeds were noted throughout the site associated with historical disturbed areas and in areas of heavier grazing where soil surfaces were broken. The north-central and north-west, where the older clearings (1938) were noted as several locations, Burdock and knapweed were the more likely weeds seen here.

Most of the Douglas-fir on the subject property was seen in various stages of infection with Dwarf-mistletoe. This is a common feature in the lower elevations of the Okanagan valley, where fire suppression has been the norm for over a century. This supression has allowed ingrowth of Douglas-fir to occur into grasslands and the open Ponderosa pine forests and grasslands would have normally dominated.

Aquatic:

No streams or lakes were seen on the subject property.

No natural wetlands were seen on the subject property. As noted above, a historical berm dugout was observed on the site and held briefly shallow water early in the spring of 2019 inventories. This feature is not linked to fish habitat, so Riparian Areas Protection Act is not applicable. However, this would fall under the Water Sustainability Act and is protected.

Critical Habitat:

Since the 2010 Cascadia environmental reporting, Species at Risk Critical Habitat was created for Lewis's Woodpecker on a portion of Spiller Road subject area, figure five. This area totalled 23.49ha, 46% of the subject property, figure 5.

Makonis undertook a field survey over several visits to establish presence, habitat and habitat attributes for the Lewis Woodpecker in August and October 2018. The initial timing was not well for determination of presence, so further field investigations were completed for the spring and summers of 2019 and 2020.

The procedure for the determination of Lewis's Woodpecker in 2018 was as follows:

> **First Step: Does the site contain known or potential nest trees?**
>
> *Known nest trees:*
> *• known to have been occupied by Lewis Woodpecker at any time in the past (includes some utility poles)*
> *OR*
> *Potential nest trees (defined as those that may already be used by the species for nesting (but where this has not been recorded/documented by Environment Canada) as well as those that are not yet being used but have the potential for use because they share common attributes with known nest trees. Both are critical for supporting the current nesting population, given that nest trees are a dynamic resource (falling/decaying beyond use and being replaced by new trees over time) and Lewis's Woodpeckers may use different trees within the same area from year to year.)*

• primarily ponderosa pine, black cottonwood, or douglas fir but can also include trembling aspen, paper birch, western larch or subalpine fir; and
• >30 cm dbh in ponderosa pine and cottonwood-dominated habitats or >24 cm dbh in areas that have been burned; and
• Either already containing cavities, or of a significantly advanced stage of decay to facilitate excavation by Lewis Woodpeckers (decay class 2 or higher); and
• Either alive or dead.

Second Step: (Relevant to attribute protection, only if the site contains known or potential nest trees). Does the site contain other components of Critical Habitat?

• Standing trees not exceeding 35% canopy closure, to provide perching, foraging and food caching substrate; and
• Understory vegetation (grass and shrub layers) to support insect food resources critical during the nesting period; and
• Fruit-bearing trees/bushes to provide food sources critical during the late breeding to post-breeding period.

Other considerations: Although not directly relevant to Critical Habitat, retaining standing trees (e.g. larger diameter Cottonwood, Ponderosa Pine) outside patches like parks or riparian

Section 58(c) of the Species at Risk Act stipulates critical Habitat shall not be destroyed if "the listed species is a species of migratory birds protected by the Migratory Birds Convention Act." On private lands, this means damage or destroy the residence, or nest in this case of the Lewis Woodpecker.

No Lewis's Woodpecker was seen during any of 2018, 2019, 2020, or 2021 visits. Pileated and Downy Woodpeckers were observed, and family of Northern Flickers as well. The Northern flickers were seen in one older snag on the western portion of the subject property identified as a potential nest tree. Potential trees were GPS'd for the subject property. It was noted that a higher proportion of potential trees occurred outside of the delineated CH. However, in reviewing 1938 ortho imagery, figure 3, most of the Spiller Road area was open forested grasslands.

Spring surveys in May of 2019 and 2020 did not encounter Lewis's Woodpecker throughout the subject property or in the local vicinity. These surveys found Raven's foraging on snag trees, searching the cavities where they could perch and reach. Snags with cavities identified in 2018 were inventoried for nesting activities. Only one snag on the southern property boundary was seen to be active with a Pygmy Nuthatch pair in 2019. It was noted many of the older- larger snags have already decayed and have fallen, laying prone to the ground. Still would provide foraging habitat, but not nesting.

Ungulate:

Elk, white-tailed deer and mule deer were all seen during the site visits to Spiller Road, 2018 to 2020. Mountain Goat and Bighorn Sheep are also known to occur in the Penticton – Naramata area. These were never encountered during visits. Elk and deer were encountered mainly to the south along the ridgeline and the central draw heading to the northeast of the main access road from Spiller Road, South-west to North-east. The scat signs were visible in all parts of the subject area; however, they concentrated on the draw and south ridgeline from visual observation.

Pellet count plots were conducted as part of the field investigations on the study site[12]. Plots were a transect, segmented by 30meter intervals, were of varying lengths and done to a 2meter width, figure 6. The mean was 37 pellet groups. Pellet-group counts were converted to estimate elk density for each transect per km^2 by an estimated number of pellet groups per day (13.5 pellet groups per day for elk using low elevation area; at 240 days for average usage on-site)[13]. The average for the overall project area for elk/km^2 for the subject property was 19.4 that translated to a high suitability value for elk, or Class 2 habitat.[14] Conversion to elk/ha per year translated for the subject area to 9.9. Surveys in Naramata, by Gyug,[15] reported slightly lower elk numbers in 2005 of 12.7 elk /km^2,still ranked as Class 2 elk habitat. In 2005, this report pointed to the local elk herd around 200 with the expectation the herd is to increase.

Large dogs were noted to the north, west and east in the residences. Most likely why the ungulate sign noted was further to the central and south, southwest portion of the subject property. Although, the elk are seen along the fenceline of 880 Naramata Road during the winter and early springs and did not appeared to be bothered by traffic.

Snakes

North American Racer – yellow bellied (*Coluber constrictor mormon*), Northern rubber boa (*Charina bottae*), Desert Nightsnake (*Hypsiglena chlorophaea*), Western Rattlesnake (*Crotalus oreganus*) and Great Basin Gophersnake (*Pituophis catenifer deserticola*) are all known to occur in the area, and CDC and SARA list all five. Canadian Wildlife Service have written a recovery strategy as the three main species of focus Nightsnake, rattlesnake and great basin gophersnake require dens, share similar active-season needs and similar threats. Yellow-bellied Racer (Coluber constrictor mormon; aka racer) was noted in 2020 and 2021.

Habitat attributes summarized[16] overall for the species are as follows:

- Permanent rock features (fractured rock, deep talus)
- Earthen borrows (ie pocket gopher holes)
- Grasslands, or open shrub-steppe
- Riparian – wetlands
- Cliffs (bluffs)
- Retreat structures such as large rock, rock outcrops, talus, bluffs, live or dead shrub, fallen trees, coarse woody debris, concrete structures, and rodent burrows.
- Availability of small mammals, birds, and other snakes
- Below expected elevational for species:
    - Rattlesnake: 1850m

[12] Turner, J. 1987. Habitat inventory of the Trepanier Creek Watershed. Prepared for B.C. Ministry of Environment.

[13] Armleder. H. 1984. Influence of defecation rates and defecation location in ungulate pellet group results. Pp. 45-54 IN Stordeur, L.A. Proceedings of a seminar on ungulate pellet group sampling and data analysis techniques. Research Branch, Ministry of Forests. Wildlife Habitat Report 7. Victoria, B.C.

[14] Demarchi, D.A., B. Fuhr, B.A. Pendergast and A.C. Stewart. 1983. Wildlife capability classification for British Columbia: an ecological approach for ungulates. BC Ministry of Environment, Manual 4, Victoria.

[15] Gyug, Les. 2005. Ecological Assessment of Proposed Housing Development of Naamata Benchlands.

[16] Environment and Climate Change Canada. 2017. Recovery Strategy for the Western Rattlesnake (*Crotalus oreganus*), the Great Basin Gophersnake (*Pituophis catenifer deserticola*) and the Desert Nightsnake (*Hypsiglena chlorophaea*) in Canada [Proposed]. *Species at Risk Act* Recovery Strategy Series. Environment and Climate Change Canada, Ottawa. Part 1, 28 pp., Part 2, A. 37 pp., B. 36 pp., C. 28 pp.

  - Gophersnake: 1700m
- Unsuitable habitat identified are:
  - existing permanent infrastructure (running surface of paved roads or artificial surfaces, buildings);
  - portions of water bodies that are > 1 km from an adjacent shoreline, and
  - elevational limits (listed above)

The subject area was searched several times for further occurrences of snakes and hibernaculum (i.e. dens).

Rattlesnakes have been reported in the vineyards along Naramata Road and Randolph Roads.

Mammals:

Bear scat was also noted to the north-west. Appeared to be fruit-based, most likely from the orchards-vineyards below along Naramata Road.

Mule deer were noted on the property during many occasions.

Coyote sign was noted in 2019 near Spiller Road and the entrance to the subject property.

Birds:

Birds noted during visits to 1050 Spiller were:

Bald eagle	Western bluebird
Raven	American robin
American crow	European starling
Ring-billed gull	American goldfinch
Black-billed magpie	Savannah sparrow
Red-tailed hawk	House sparrow
Mourning dove	Wilson's warbler
Rufous hummingbird	Downy Woodpecker
Turkey vulture	Steller's jay
Northern Flicker (family)	Violet-green swallow
Black-capped chickadee	Pygmy nuthatch
white-breasted nuthatch	Cooper's Hawk

Ravens were found to be on the subject property in numbers during each site visit. They were seen scavaging and foraging throughout as mentioned above. No raven nest were found on the subject property.

ESA:

Environmentally Sensitive Areas (ESA) were delineated for the Spiller Road rezoning at 1:5,000, on the ecosystem base. Following the City of Penticton's ToR and criterion for ESA, Makonis employed provincial standards as a foundation for ESA rankings. (*Note: this designation and mapping-scale of ESA does differ from the earlier ESA used by Cascadia*)

Makonis sought clarification for the distinction to ESA1 and ESA2, where the degree of difference between what is "significant" and what is "important," given this is the only differentiation in definition between the City of Penticton's two ESA categories. The following clarification was provided by the City of Penticton's Environmental planner:

- ESA1 - occurrence-based critical Habitat is of critical importance to rare wildlife species or,…[like] wetlands are extremely rare in the Okanagan so both would be classified as ESA-1
- ESA2 - Whereas something like a blue-listed ecosystem or attribute-based critical habitat for Species at Risk without any known occurrences and where the Habitat is not also a significant/rare ecosystem might be classified as ESA-2.

Following the City of Penticton's outline for ESA rankings, the following parameters were used, listed below. Using established provincial listings and provincial standards, values to each component were used in the ESA model. Values are shown in brackets for each component, with the higher sensitivities receiving the higher values.

- **Rarity** in the region, province or country the CDC BC Listings was referenced for each ecosystem:
    - Red-listed (3)
    - Blue-Listed (2)
    - Yellow-Listed (1)
    - not listed (0)
- **Landscape Context** used followed provincial standards for this as found in Mapping Ecosystems at Risk:
    - Excellent (4)
    - Good (3)
    - Fair (2)
    - Poor (1)
- **Condition**. Also, from provincial standards within Mapping Ecosystems at Risk, this assessment is to report on "the composition, structure, and ecological function of the ecological community."
    - Excellent (4)
    - Good (3)
    - Fair (2)
    - Poor (1)

"The condition of the landscape is assessed by the integrity of ecological processes, species composition, and structure of the vegetation, including its maturity and stability, and the stability of the abiotic features of the landscape (NatureServe 2002)."

- **Presence**. City of Penticton's ToR defines presence as "important environmentally valuable resources (e.g. breeding/spawning areas, hibernacula, migration stop over, connectivity corridors, reported

sightings of uncommon species, ungulate winter range)." No provincial standards are available here, and the context of this definition was not found. A simple binary approach was employed to meet this ESA criterion for the presence of a valuable resource.

- Yes (1)
  - Hibernacula (automatic ESA1)
  - Wetland (automatic ESA1)
  - Critical Habitat attributes
  - Critical Habitat attributes with species presence (automatic ESA1)
  - Wildlife corridor
  - Old Growth Forest (automatic ESA1)
  - Riparian (automatic ESA1)
- No (0)

- **Ecosystems at Risk**. Using the results from the categorization of Mapping Ecosystems at Risk units, also known as SEI locally, provides the context of the Habitat inventoried in terms of fragility and sensitivity. ESA values for SEI units are:
  - **Non-Sensitive** (0)
  - **Grasslands** (3)
  - **Grasslands – disturbed** (2)
  - **Old Forest** (3) (Old-growth seral class; 7)
  - **Mature Forest** (2) (Mature seral stage; 6)
  - **Woodland** (1) (Forested communities from early seral to Young; 3 to 5)
  - **Sagebrush steppe** (3)
  - **Sparsely Vegetated** (3)
  - **Wetland** (4) (Linked to Water Sustainability Act and Riparian Areas Act; automatic ESA1)
  - **Riparian** (4) (Linked to Water Sustainability Act and Riparian Areas Act; automatic ESA1)

  Subsets of each SEI unit exist to define the Habitat's state further and have been group.

The 2021 updated Environmentally Sensitive Areas delineated for the 1050 Spiller Road subject property, figure 7 and Appendix A:

ESA 1: 0.6ha
ESA2: 11.9ha
ESA3: 38.6ha
ESA4 : <0.01ha

Working with Big Picture Biology in 2021, several rankings were adjusted to accommodate for further wildlife protection and corridors. This adjustment created an additional ESA 1 based on the above ranking scheme.

3. Rezoning & Future Development

Proposed rezoning plans for 1050 Spiller Road is to rezone the current Mobile Home Park Housing (RSM) portion of the property to Country Residential Housing (RC). Zoning on the Spiller property is currently both RSM and RC; 5.9ha and 47.6ha respectively. In terms of units allowed for the area under the current zoning is 119 for RC and 147 for RSM, totalling 266 units allowed under current zoning. Under the proposed rezoning being considered, the total units allowed would be 134; a 50% reduction in units. This number would realistically be further reduce as calculations do not account for road network, topograpghy and OCP constraints and provincial building buffer to landfill.

Further to this rezoning natural habitats and species are considered here under this proposal. Details have emerge dring this process over the years from the NE Sector planning through to the Neighbourhood Concept Planning, both here at 1:20,000 scales, to this reporting and inventory done to 1:5,000 scale and newer concepts and regultations.

ESA

Proposed rezoning for Spiller Road has met the points laid out in 2010 Cascadia reporting; adopted in the 2014 Neighbourhood Concept Plan, and the newer City of Penticton's Terms of Reference. Noting the differences between Cascadia's ESA and current City of Penticton's ESA definitions, applied here.

ESA1 valued habitat will not be impacted in proposed rezoning or future development and is to be part of more extensive contiguous natural features to remain. Any future lots crossing the ESA1 are to be placed into a No Disturb Covenant with restrictions on use and fencing. ESA1 will also have a 15-meter buffer placed on it, at a minimum.

ESA2 for the Spiller Road area will remain nearly intact. There are some proposed impacts for the ESA2 areas that are associated with off setting for the third wildlife central corridor. In discussion with Big Picture Biology the habitat corridor through the central portion of the subject area was created as a critical piece for wildlife protection. Any future lots crossing the ESA2 are to be placed into a No Disturb Covenant with restrictions on use and fencing.

ESA3 is where the proposed rezoning and future development of 1050 Spiller Road have been focused. Portions of the ESA3 will be left as natural features contributing to the larger contiguous natural area of 1050 Spiller Road, wildlife corridors and habitat.

ESA4 is found on the Spiller Road property is associated with disturbances from the Landfill that have encroached onto the property on the south.

Environmental Sensitive Areas for the subject property highlight

Specifics of future development with current rezoning for 1050 Spiller Road ESA impacts were as follows:

ESA 1: 0.3ha - proposed impacted 0%

ESA2: 24.0ha - proposed impacted 0.32ha, or 1.3% of ESA2

ESA3: 39.0ha - proposed impacted 73% or 28.5ha of ESA3

Critical Habitat

The higher Lewis's woodpecker value areas were to the south and east on the subject property where critical habitat was not selected. The Spiller Landfill was selected in entirety for Lewis Woodpecker Critical Habitat, which leads to the mapping process for habitat was never assessed for quality or accuracy. Conversation with Canadian Wildlife Service in regards to Lewis's Woodpecker Habitat did suggest quality or accuracy of mapping defining Federal Critical Habitat was not done[17]. Makonis has been working in the central Okanagan on developments where we have noted in 2018 and 2019 the reappearance of Lewis's Woodpeckers after being on-site for over 15 years. Reappearance has not been the case for Spiller Road, as we suspect the increased concentration of larger foraging birds (ravens, eagle and hawks) noted.

Literature for Lewis's woodpecker with SARA has home range at 400m from a nest site for a nesting pair or 50.26ha. The area for the Lewis's mapped on Spiller Road subject area is 20ha or 40% of an entire home range for a single nest pair.

The proposed RSM rezoning of 1050 Spiller Road overlaps the Critical Habitat delineated for Lewis's Woodpecker on the Spiller Road property. Under the current zoning the entire 5.9ha would most likely be impacted for development of the mobile home park. Rezoning to RC would only allow for 15% of the area to be developed, or 0.88ha. The remainder would be left in a natural state, according to OCP zoning guidelines.

Mitigation of this critical habitat from potential development of Country Residential is to shift the poorly mapped designation from the north of the subject property to the current ESA1, ESA2, wildlife corridors and areas within the provincial Landfill buffer. This would increase the current 20ha to 24.26ha of habitat. We suspect this habitat area would be increased at the time of development with further targeting of OCP guidelines on the remainder of lots proposed as No-Build; No-Disturb Covenants.

Elk

The proposed impact on elk with proposed rezoning and future development would decrease the overall supporting capacity of the area. Elk was seen several times during visitations, extending from Naramata Road to the south-west corner of 1050 Spiller Road, across to the north-east corner and beyond. The site currently supports 9.9 elk/ha.

Proposed rezoning of the RSM to RC would keep a substaintail portion of the 5.9ha as natural following OCP guidelines. Elk potential would only be by 15% to supporting 8.4 elk/ha.

Overall, elk might not be expected to use the site in the future, given the proposed plans. However, elk were noted during these inventories along the back of the residences of Spiller Road, against the fence and along Naramata Road, so it is difficult to note how the individuals will adapt.

Bighorn

Bighorn Sheep in 2004 were Blue-listed in the province of British Columbia, and this designation has not changed (Data search November 7, 2021). A stable population of bighorn sheep are known in the Penticton Creek area east of Campbell Mountain. Historically there have been observations on the east and south flanks

[17] Pers Comm Darcy Henderson, Canadian Wildlife Service, Pacific Region, 2018

of Campbell Mountain. Discussion with Andrew Walker, Wildlife Biologist, Ministry of Forests, Lands, Natural Resource Operations and Rural Development indicated only one recent bighorn sheep had been in the Campbell Mountain area and it was euthanized due to extremely poor health conditions[18]. Mr. Walker's opinion that sheep were not likely to be currently congregating in the Campbell Mountain area due to the increase in recreational use, mountain biking in the early and late spring on Campbell Mountain and industrial activities from landfill.

The NE Sector Plan undertaken in 2005 for the City of Penticton was intended to provide an overview for conservation and development planning. The plan indicated a potential bighorn sheep corridor is likely spanning from Penticton Creek north-east of Campbell Mountain across the upper elevations of the Naramata Bench. Passing above the current landfill.

No bighorn were observed on or near the subject property during the inventories. Having observed the parking lot at Reservoir Road and Spiller Road full at times during the spring, summer and fall recreational hiking and mountain biking in the Campbell Mountain area could be a significant factor in bighorn sheep avoiding the area. We suspect this also holds true for the Three Blind Mice Recreational area to the North as well.

All the studies in the Penticiton and Okanagan all point to avoidance of human conflict by the bighorn sheep. Given the agricultural areas to the west, recreational, industrial landfill site to the south, and residential to the east, is a possible reason why bighorns have not been seen on the subject property.

WILDLIFE

Wildlife corridors also mentioned and in the proposed areas by Cascadia and NE Sector Plan are also meeting the minimum widths of 50meters throughout the plans. Development with Care Best Management Practices guide indicates that a primary corridor is to have a minimum of 50 meters width. Any road crossing of these corridors is to be designed in an acceptable means for wildlife.

Proposed plans have incorporated three corridors running north – south; and the southern portion of the subject area as the east-west connections. Within these wildlife corridors the ESA 1 and ESA 2 habitats have been incorporated. Wildlife corridors are to be fenced to prevent wildlife interactions and possible road mortalities. Fencing will be reviewed and implemented during the development phases.

SUMMARY

Proposed rezoning from RSM to RC will be the least impactful development allowable under the current OCP. Along with the ESA1 and ESA2, three major wildlife corridors running north-south on the subject property and the 300m – Landfill buffer only 27.0ha is to be allowable for development, or 53% of subject area. The actual development area is expected to decrease at the time of buildout given topography and OCP constraints will be realized. Further habitat protection will be part of this development buildout in the form of No-Build: No-Disturb Covenants attached to lots outside of the 15% building envelop.

[18] Andrew Walker, Ministry of Forests, Lands, Natural Resource Operations and Rural Development ,pers comm September 22, 2020.

4. Recommendations

The proposed plan recommendations are focused on best management practices and development objectives, as found in the City of Penticton Official Community Plan and provincial industry practices.

The contractors, in cooperation with the landowner(s) and the City of Penticton, will ensure that all measures outlined in this rezoning report and subsequent development environmental plans and applicable development permits will be met. All construction activities will be carried out to minimize potential impacts to the environment. In the event any changes are deemed necessary, the contractor will consult with the landowner(s), the City of Penticton and project QEP to provide appropriate recommendations.

NCP Guidelines with Additive Measures

1. Wildlife Corridors need to maintain a minimum width of 50meters as outlined in Develop with Care – Best Management Practises[19] as "Primary Corridors":
    a. Final corridors should be protected with a Section 219 (No-Build:No-Disturb) Covenant;
    b. Fencing shall not be established in a manner to impede the wildlife corridor;
    c. Civil design of road and trail networks can cross a wildlife corridor and must be designed in a manner not to impede. This will include but not limited to
        i. no retaining walls,
        ii. slopes are to remain natural and passable, or
        iii. no steeper than 3:1 in cuts or fills
2. ESA1 are not to be impacted as outlined in the City of Penticton's Terms of Reference.
3. ESA 2 will not be disturbed to greater than 20% of the total ESA area fo the subject property. These impacts will be reviewed by a QEP during detailed design and potentially include reclamation or restoration.
4. Wildlife trees will maintain a minimum buffer of 10meters.
5. In the occurrence of sensitive species found to be breeding in the future on the subject property, a buffer 100meters is to be established.
6. Sensitivities will be flagged and temporarily fenced during construction.
7. Erosion and sediment control plans will be included as part of the construction design. Plans will include the prevention of sediment - runoff into sensitive terrestrial features – ecosystems (ie grasslands).
8. An environmental monitor should be retained as deemed necessary by the City of Penticton to ensure compliance with measures outlined in this report, the Concept Plans and current environmental regulations and policies.
9. Minimize vegetation and soil disturbance during construction.
10. Limit clearing and coordinate fire hazard mitigation to ensure habitat \ features are not degraded.

[19] Ministry of Environment. 2006. Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia.

11. Control noxious and invasive weeds during construction. The contractor will clean the equipment before arrival on site.
12. Prevent wildlife disturbance. This is to include clearing with respect to bird nesting windows.
13. Crossing of sensitive features will be done so to reduce impacts and allow for wildlife passage.
14. Recreational trail systems are also to consider sensitivities and location.

2021 Guidelines

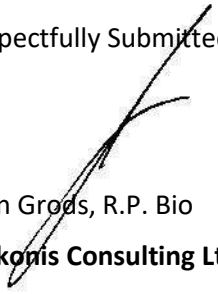
15. Wildlife corridors are to be fenced for the protection of species and habitat. In particular, snakes are known in the area and fencing is to prevent potential road mortality.
16. ESA 1 and ESA 2 that have proposed lot lines crossing will be placed into a No Build – No Disturbed Covenant and fenced.
17. Phase specific development plans will be designed with a QEP to ensure the sensitivities of the site are done in accordance with this report and current regulations - guidelines.
18. An on-site meeting between contractors and the environmental monitor should occur prior to any and all site activity to outline the recommendations and to ensure clear lines of understanding and communication. This would include fire mitigation.
19. All work conducted should be completed during dry weather, to prevent erosion and sedimentation. Construction, landscaping and regarding works will not occur during heavy rain deposition events, as means to prevent potential overland flow erosion into the creek.
20. The Environmental Monitor will have the authority to stop work if they feel there is, or will be, an environmental impact that would contravene any environmental municipal bylaw, and provincial or federal regulations.
21. Tree or shrub removal and ground disturbance will adhere to the bird nesting – breeding windows. March 1 to August 31 no trees or shrubs are to be removed. Removal of trees or shrubs, or ground disturbance within this window will need to be assessed for potential nesting by a QEP a maximum of three-days prior to work commencing.
22. Dust mitigation should occur as needed throughout the life of construction. Use of a water for dust control will be required during dry periods for dust control.
23. Any soils exposed for longer than two weeks shall be covered (ie. hydromulch, tarping). If weeds establish upon exposed soils, weed management will be necessary. Exposed soils include cleared and graded lands, as well as spoil storage piles.

5. Closure

We have reviewed the plans and provided recommendations that should help guide an environmentally responsible development and ensure that potential impacts to the natural environment will be avoided and/or mitigated.

This report incorporates and is subject to best management practices. If you have any questions or comments, please contact the undersigned at your convenience.

Respectfully Submitted,



John Groos, R.P. Bio

Makonis Consulting Ltd.

6. Figures



FIGURE 1: 1050 SPILLER ROAD SUBJECT PROPERTY IN THE NORTH-EAST AREA IN CITY OF PENTICTON.

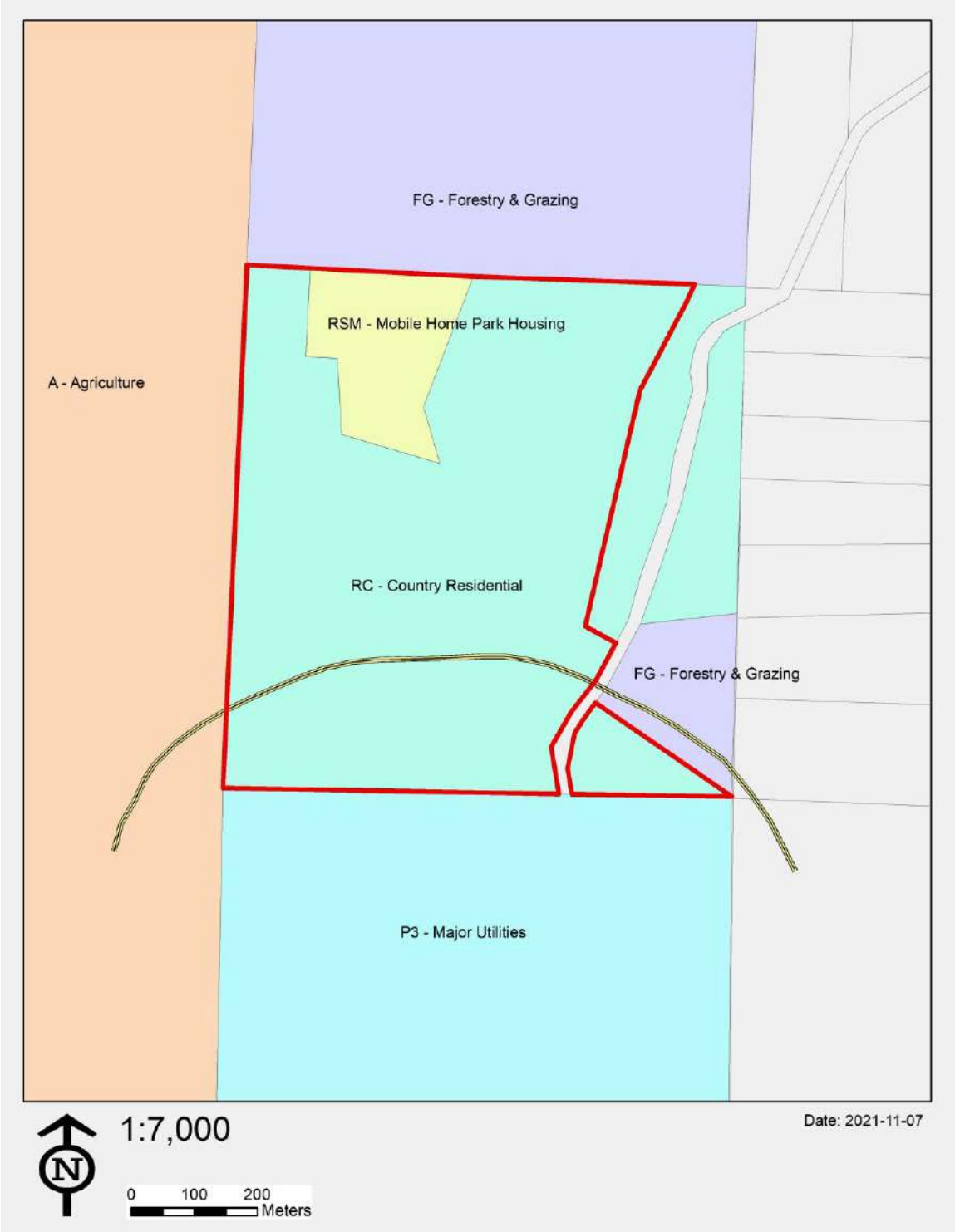


FIGURE 2: CURRENT ONING FOR 1050 SPILLER, WITH LANDFILL BUFFERS AND SURROUNDING ZONING DESIGNATIONS. RSM IS PROPOSED TO BE REZONED TO RC.

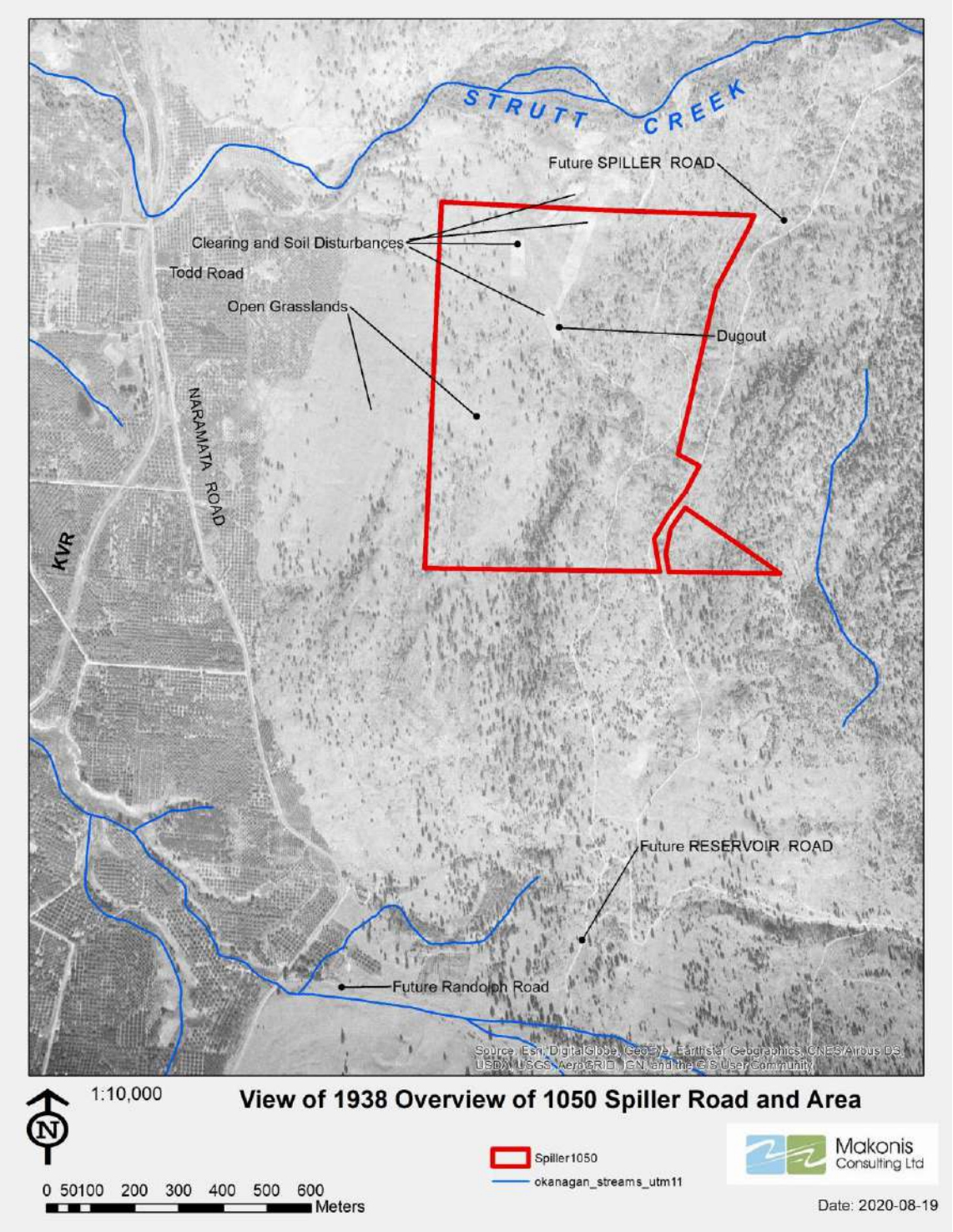


FIGURE 3: 1938 ORTHO-IMAGERY OF 1050 SPILLER ROAD SUBJECT PROPERTY IN THE NORTH-EAST AREA IN CITY OF PENTICTON.

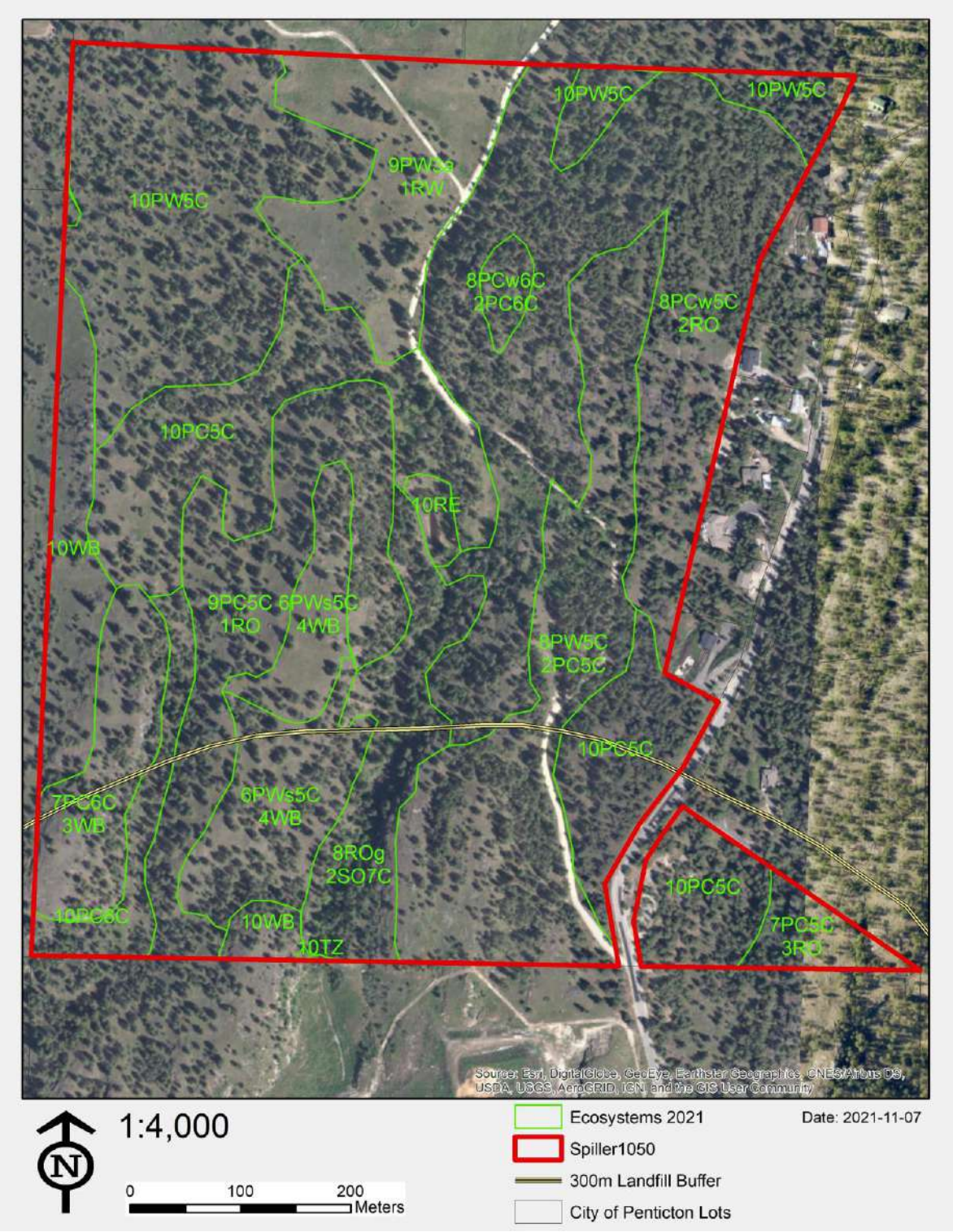


FIGURE 4: ECOSYSTEMS DELINEATED FOR 1050 SPILLER ROAD AT 1:5,000. MAP CODES ARE REFERENCED IN REPORT SECTION TWO.

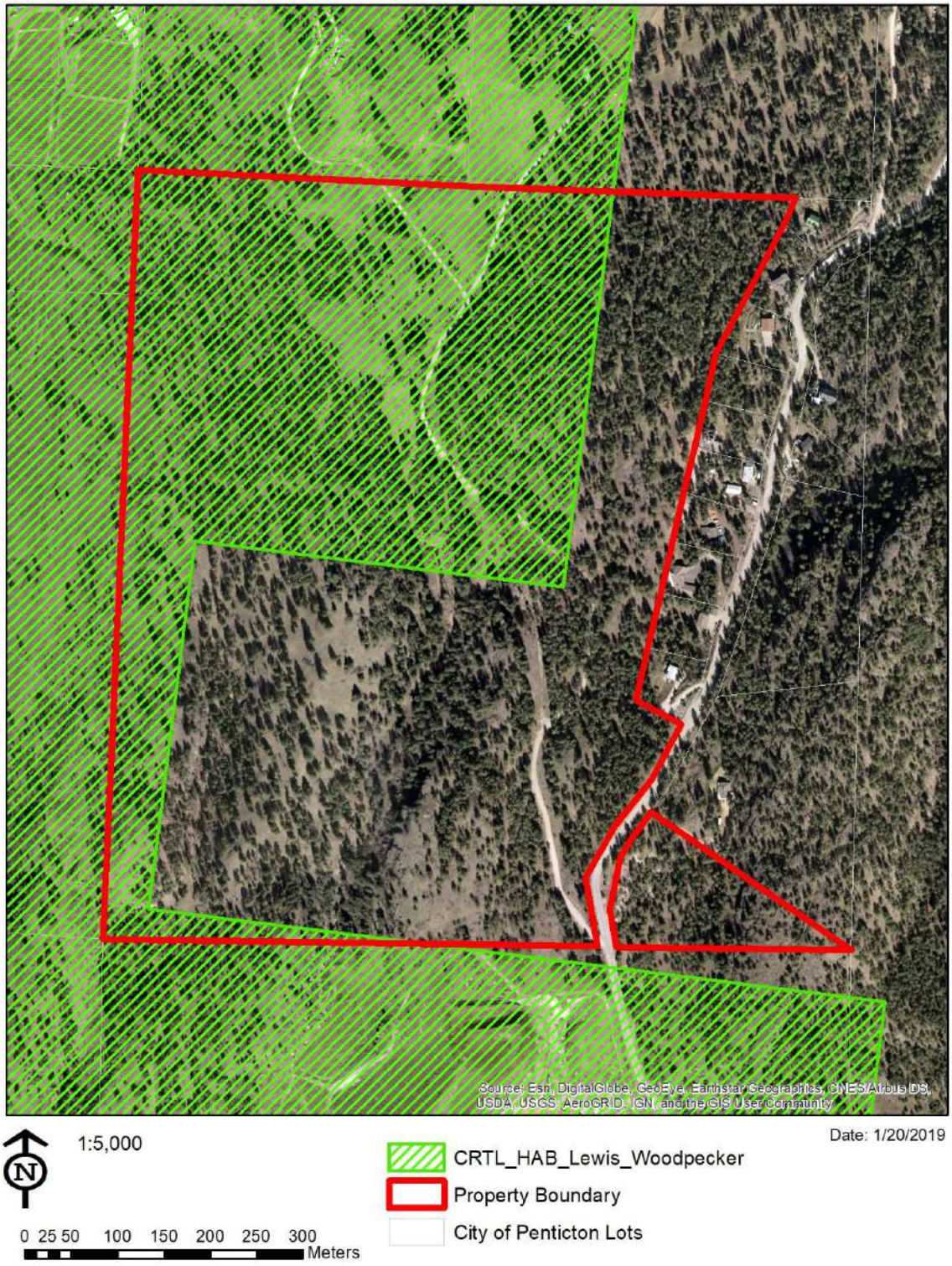


FIGURE 5: FEDERAL CRITICAL HABITAT FOR LEWIS'S WOODPECKER FOR SPILLER ROAD AND AREA.

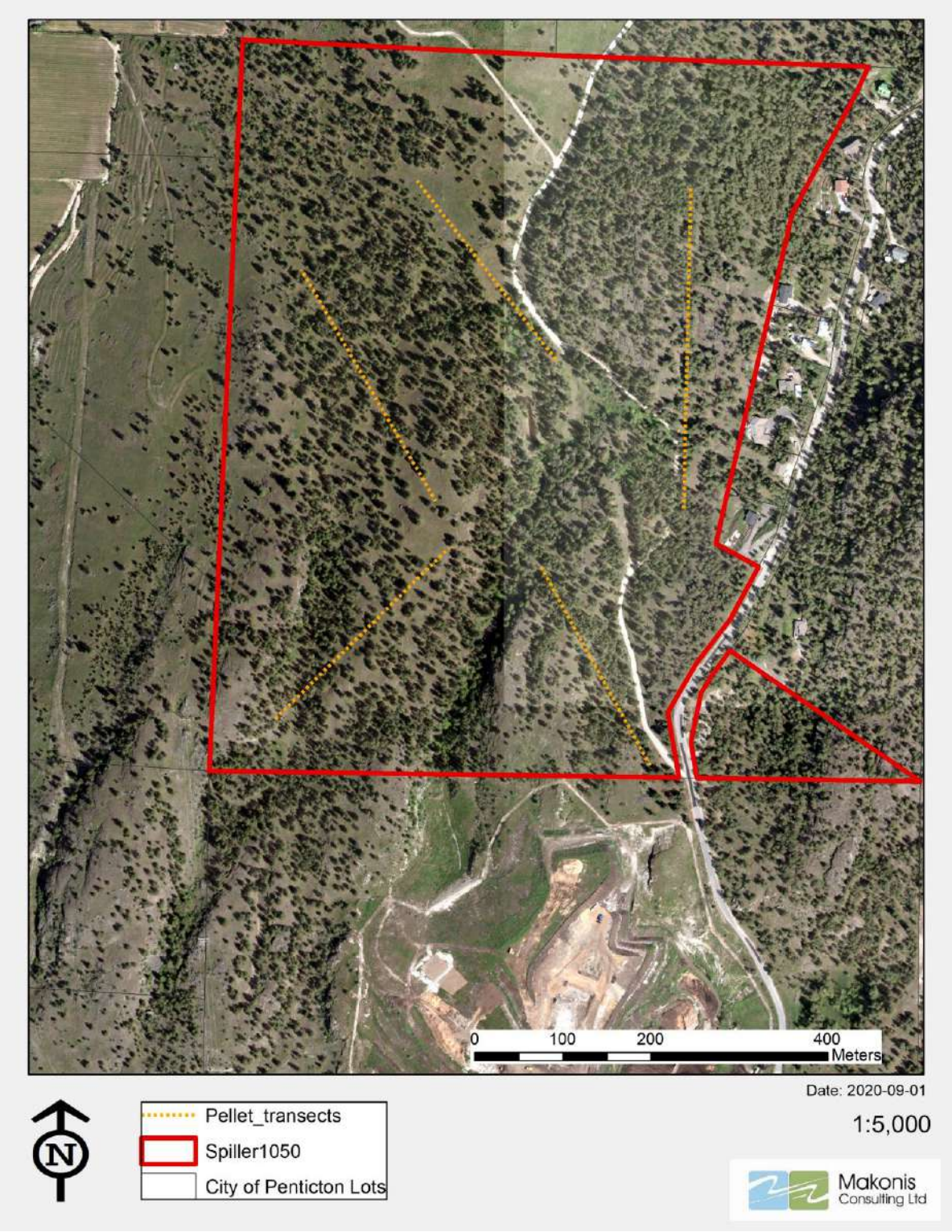


FIGURE 6: PELLET COUNT PLOTS FOR 1050 SPILLER ROAD.

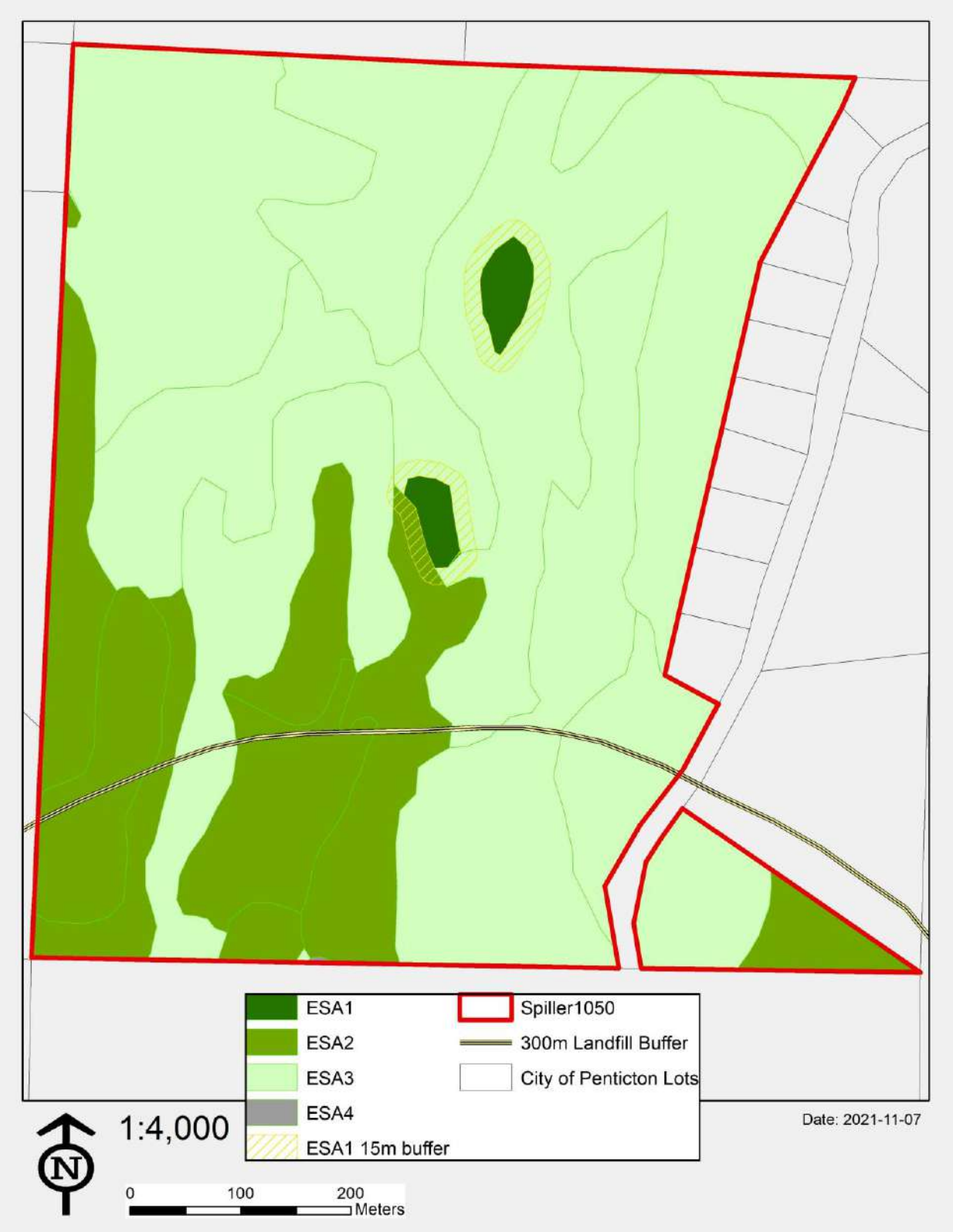


FIGURE 7: ENVIRONMENTALLY SENISITVE AREAS (ESA) RANKING FOR 1050 SPILLER.

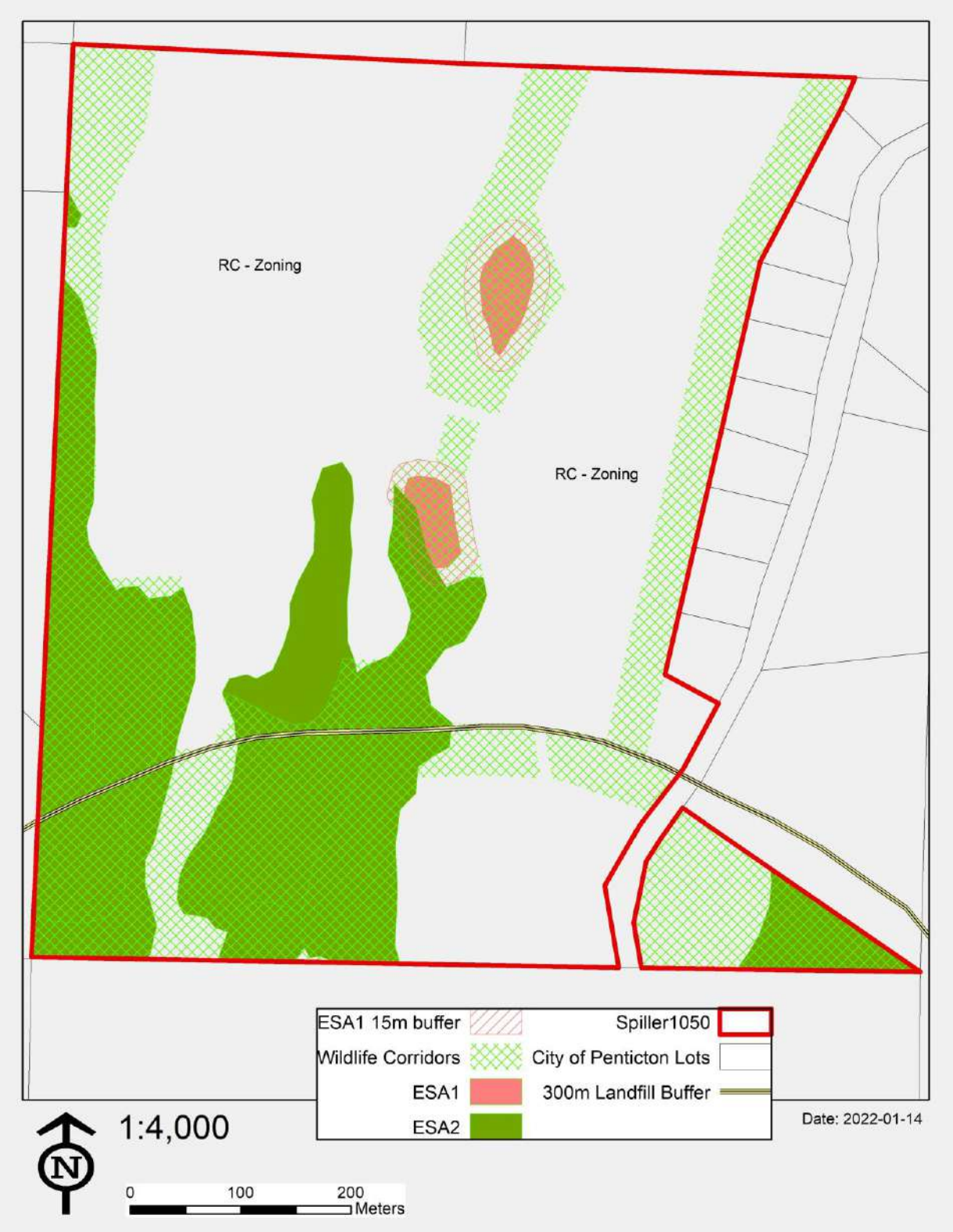


FIGURE 8: ENVIRONMENTALLY SENISITVE AREAS (ESA), WILDLIFE CORRIDORS AND PROPOSED ZONING FOR 1050 SPILLER ROAD.

7. Photos



Photo One. Standing snag identified as potential Lewis's woodpecker feature.



Photo Two. Cavity tree on western boundary of subject property. Family of Northern Flicker were seen on this feature in September 2018.



Photo Three. Central draw through the subject property. Ranked as ESA2, this will not be impacted in development proposal.



Photo Four: North-east property looking south. This feature was designated as ESA3.



Photo Five: North-west property looking south. This feature was designated as ESA3. This area has experienced significant ingrowth as seen in 1938 figure 3 showing open grasslands.



Photo Six: Evidence of historical use was noted throughout 1050 Spiller Road.



Photo Seven. Looking south on eastside of 1050 Spiller Road along older access track.



Photo Eight. Looking west on westside of 1050 Spiller Road. Foreground habitat is ESA2 and as seen experiencing ingrowth of trees in grasslands.



Photo Nine. Looking east on the eastside of Spiller Road at rock bluff. Designated as ESA1.

Appendix A. ESA ranking schema by polygon and ecosystem.

OBJECTID_1	ECO1_DEC	ECO1_ID	ECO2_DEC	ECO2_ID	ECO1_CDC	ECO2_CDC	ECO1_CH	ECO2_CH	ECO1_SEI	ECO2_SEI	ESA	Context	Condition	Presence	POLY_T	SEI_1	SEI_2	Shape Area (sq meters)
1	9	PW3a	1	RW	2	0	1	0	WD	NS	3	1	1	0	6	1	0	35185.780
2	10	PW5C	0		2	0	1	0	WD		3	2	2	1	9	1	0	9689.767
3	10	PC5C	0		2	0	1	0	WD		3	2	2	0	8	1	0	13360.461
4	7	PC5C	3	RO	2	0	1	0	WD	SV	2	3	3	0	10	1	3	7047.119
5	10	PC5C	0		2	0	1	0	WD		3	2	2	0	8	1	0	18498.729
6	8	PW5C	2	PC5C	2	2	1	0	WD		3	2	2	1	9	1	0	62508.737
7	8	PCw5C	2	RO	2	0	1	0	WD	SV	3	2	2	1	9	1	3	100349.459
8	8	ROg	2	SO7C	0	0	0	1	SV	SV	2	3	3	1	10	3	3	26061.949
9	10	RE	0		3	0	1	0	WN		1	3	3	1	15	4	0	2605.174
11	6	PWs5C	4	WB	2	2	1	1	WD	GR	2	3	3	1	11	1	2	21674.921
12	10	PW5C	0		2	0	1	0	WD		3	2	2	1	9	1	0	63033.362
13	7	PC6C	3	WB	2	2	1	0	MF	GR	2	3	3	1	12	2	2	20129.894
14	10	WB	0		2	0	1	0	GR		2	2	2	1	10	2	0	18482.182
15	10	PC6C	0		2	0	1	0	MF		2	2	2	1	10	2	0	10867.202
16	10	WB	0		2	0	1	0	GR		2	3	3	1	12	2	0	3436.389
17	10	PC5C	0		2	0	1	0	WD		3	2	2	1	9	1	0	40427.720
18	9	PC5C	1	RO	2	0	1	0	WD	SV	3	2	2	1	9	1	3	42696.991
28	10	TZ	0		0	0	1	0	NS		4	1	1	0	3	0	0	120.356
29	6	PWs5C	4	WB	2	2	1	1	WD	GR	2	3	3	1	11	1	2	11546.168
30	7	PWk5c	3	WBs	2	2	1	0	WD	GR	3	1	2	0	7	1	2	105.615
35	8	PCw6C	2	PC6C	3	3	1	0	MF	MF	1	3	3	1	15	2	2	3473.889

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1 ENGINEERING

1.1 SANITARY SERVICING

There are no municipal sanitary sewer mains in close proximity to the subject development site, so the existing Penticton sanitary sewer network will need to be extended. The nearest municipal connection is located in Middle Bench Road, which terminates 275m north of Tupper Avenue. Along with the proposed sanitary main extension, the last approximately 740m of the existing sanitary main on Middle Bench Road N, Tupper Avenue, and Lower Bench Road is 150mm in size, which we anticipate will need to be upsized to 200mm to service the proposed development.

The 4.1 kilometer sanitary main extension is proposed to extend from the development site down the emergency access road to Naramata Road, South to Mcmillan Avenue, where it will head west down to Upper Bench Road N and Munson Avenue before heading south down Middle Bench Road N to connect to the existing system. An alternative connection point is for the proposed extension to head south down Middle Bench Road N where it can connect to the existing 200mm sanitary main that terminates in front of Uplands Elementary.

An onsite lift station may also be required to bring sanitary flows form the low end of the site out to the emergency access road. Further investigation will be provided during the detailed engineering design phase.

1.2 WATER SERVICING

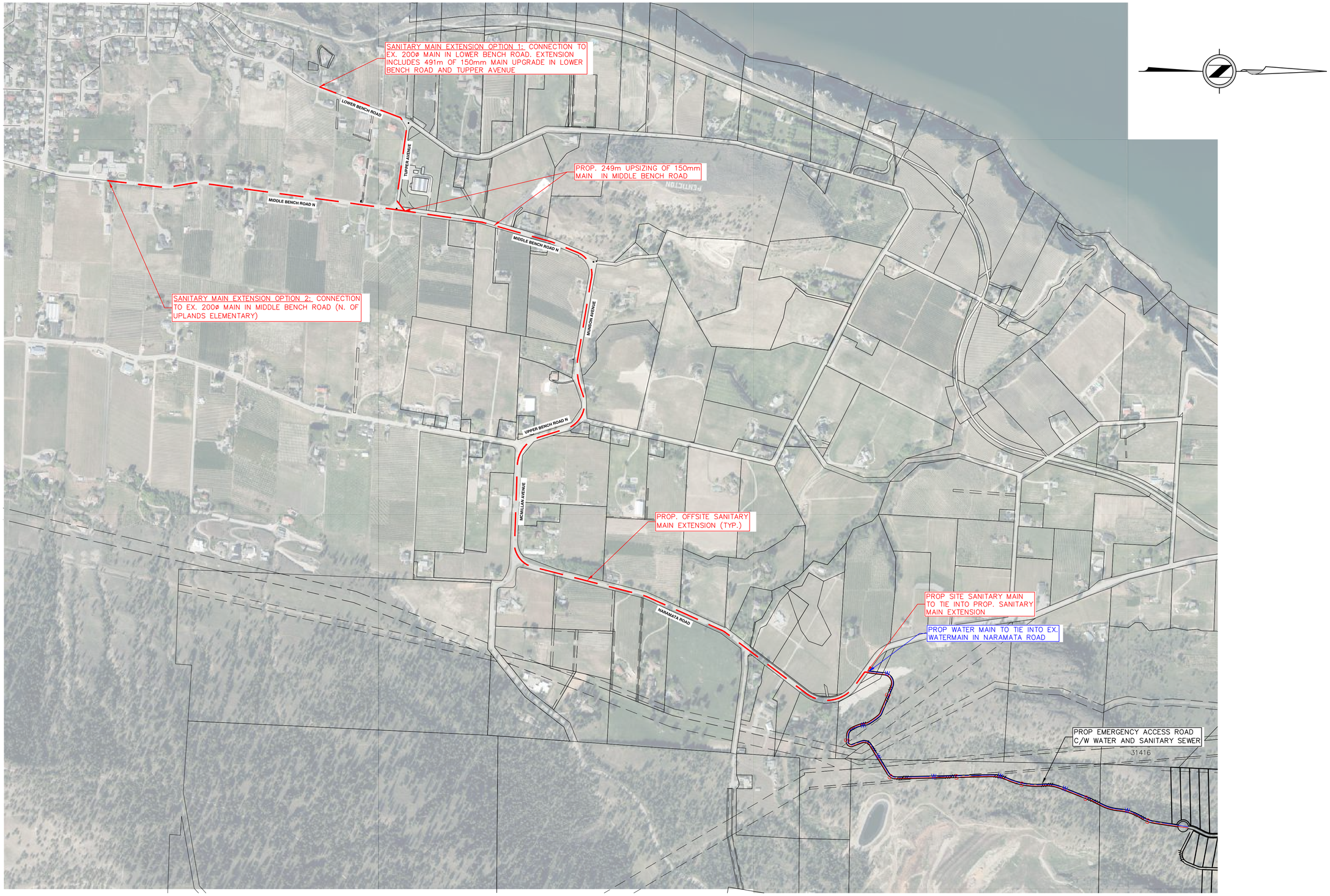
The site is proposed to be serviced via a watermain connection to the existing 350mm main in Naramata Road which will extend up the emergency access road to service the proposed lots.

A pump station will be required to provide adequate pressure to service the site; an onsite reservoir may also be required to provide adequate pressures and water storage requirements. Further investigation will be provided during the detailed engineering design phase.

1.3 DRAINAGE

The proposed onsite stormwater system will consist of a piped system to collect road drainage and stormwater from the proposed lots. As there are no proximal municipal storm drainage systems, the proposed stormwater system will then discharge to an open ditch system before ultimately discharging into Strutt Creek at pre-development levels. This method maintains existing catchment boundaries as highlighted in the McElhanney stormwater technical memo submitted to the City in December of 2020.Existing overland flows from the site can also be intercepted by a ditch system along the emergency access road before discharging flows into the existing ditch system on Naramata Road.

The proposed onsite storm system will also utilize infiltration drains where required to intercept uphill drainage and direct it to downhill drainage areas, as well as utilize reduced infiltration facilities in accordance with Geotechnical recommendations. The final drainage design will be finalized once layout and detailed grading designs have been completed.



LEGAL DESCRIPTION: .
.

B.M. MONUMENT NO. . ELEVATION: .
LOCATED AT . STREET & . AVENUE

REV. NO.	DESCRIPTION	DR	CH	DATE	APP
0	ISSUED FOR INFORMATION	SHJ	JRG	11/26/21	DAS

APLIN MARTIN
ENGINEERING ARCHITECTURE PLANNING SURVEYING

Aplin & Martin Consultants Ltd.
1258 Ellis Street, Kelowna, B.C. Canada V1Y 1Z4
Tel: (250) 448-0157, Fax: (778) 436-2312, Email: general@aplinmartin.com

CLIENT: **CANADIAN HORIZONS**

PROJECT: **SINGLE-FAMILY SUBDIVISION**
DISTRICT LOT 203S S.D.Y.D, PENTICTON BC

The location of existing underground utilities are shown in an approximate way only & have not been independently verified by the owner or its representative. The contractor shall determine the exact location of all existing utilities before commencing work, and agrees to be fully responsible for any and all damages which might be occasioned by the contractor's failure to exactly locate and preserve any and all underground utilities.

TITLE: **OFFSITE SANITARY AND WATER SERVICING PLAN**

DESIGN: JRG CHECK: JRG
DRAWN: SHJ APPR: DAS

A & M FILE: **20-3064**

PROJECT NO. .

SCALE : HORZ. 1:5000 VERT. N/A

DRAWING DATE: **NOVEMBER, 2021**

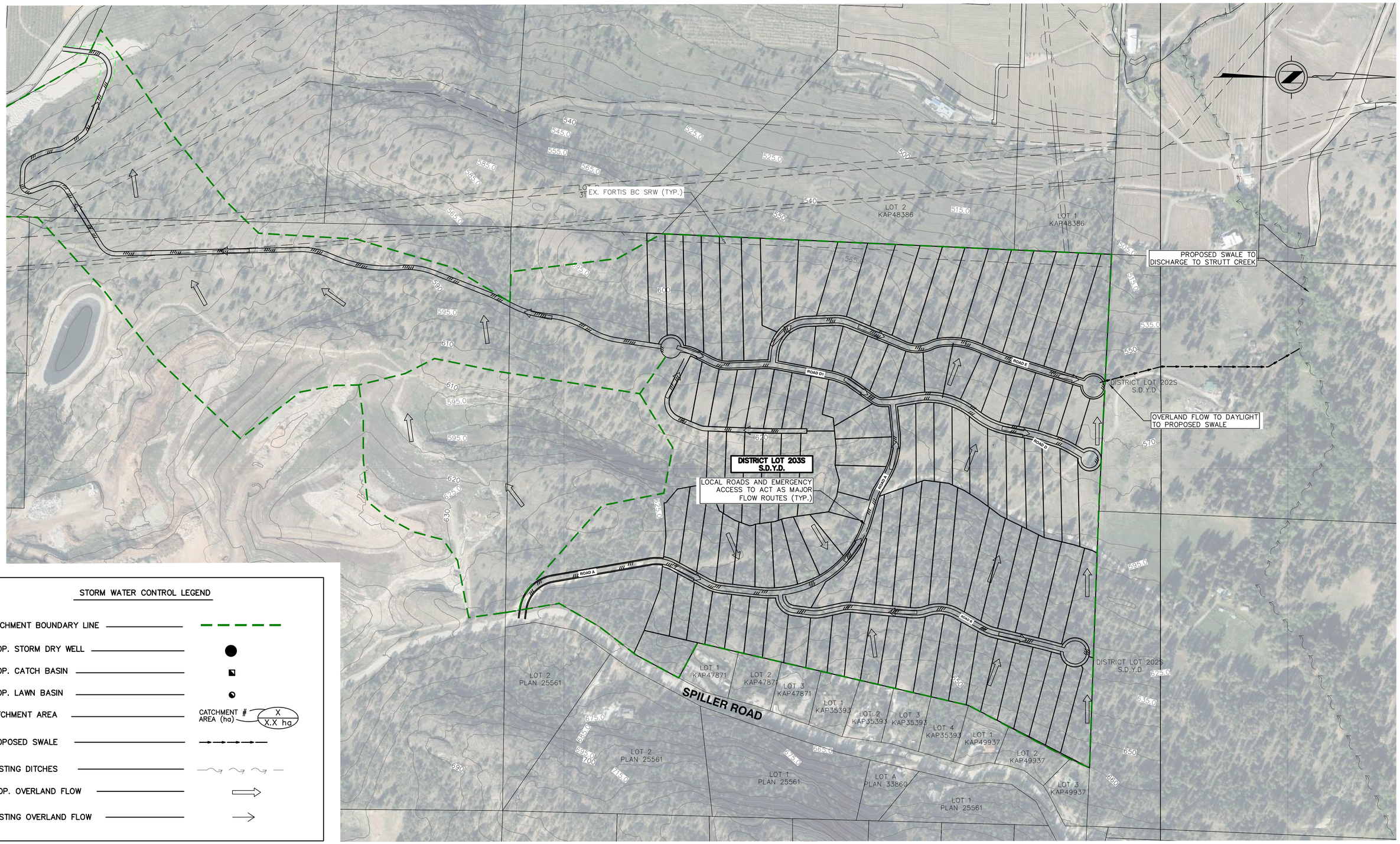
DRAWING NO. .

A & M DRAWING NO. **20-3064-C31**

SHEET NO. **3 OF 5**

REV. **0**

Nov 25 2021 - 4:53pm W:\KEL\2020\20-3064\DWG\ONSITE PRODUCTION\20-3064-C31 - OFFSITE SANITARY AND WATER SERVICING PLAN.dwg/C31 Jarritt



STORM WATER CONTROL LEGEND

- CATCHMENT BOUNDARY LINE
- PROP. STORM DRY WELL
- PROP. CATCH BASIN
- PROP. LAWN BASIN
- CATCHMENT AREA — CATCHMENT # X, AREA (ha) X.X ha
- PROPOSED SWALE
- EXISTING DITCHES
- PROP. OVERLAND FLOW
- EXISTING OVERLAND FLOW

LEGAL DESCRIPTION: .
.

B.M. . MONUMENT NO. . ELEVATION: .
LOCATED AT . STREET & . AVENUE

REV. NO.	DESCRIPTION	DR	CH	DATE	APP
0	ISSUED FOR INFORMATION	SHJ	JRG	11/26/21	DAS

APLIN MARTIN
ENGINEERING ARCHITECTURE PLANNING SURVEYING
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Tel: (250) 448-0157, Fax: (778) 436-2312, Email: general@aplinmartin.com

CLIENT: CANADIAN HORIZONS

PROJECT: SINGLE-FAMILY SUBDIVISION
DISTRICT LOT 203S S.D.Y.D, PENTICTON BC

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TITLE: STORMWATER MANAGEMENT PLAN

DESIGN: JRG CHECK: JRG
DRAWN: SHJ APPR: DAS
A & M FILE: 20-3064
PROJECT NO. .
SCALE : HORZ. 1:2500 VERT. N/A
DRAWING DATE: NOVEMBER, 2021
DRAWING NO. .
A & M DRAWING NO. 20-3064-C50
SHEET NO. 5 OF 5
REV. 0

Nov 25 2021 - 4:26pm M:\REVIT\2020\20-3064 DWG\ONSITE PRODUCTION\20-3064-C50 - STORMWATER MANAGEMENT PLAN.dwg/C50 - Jordi

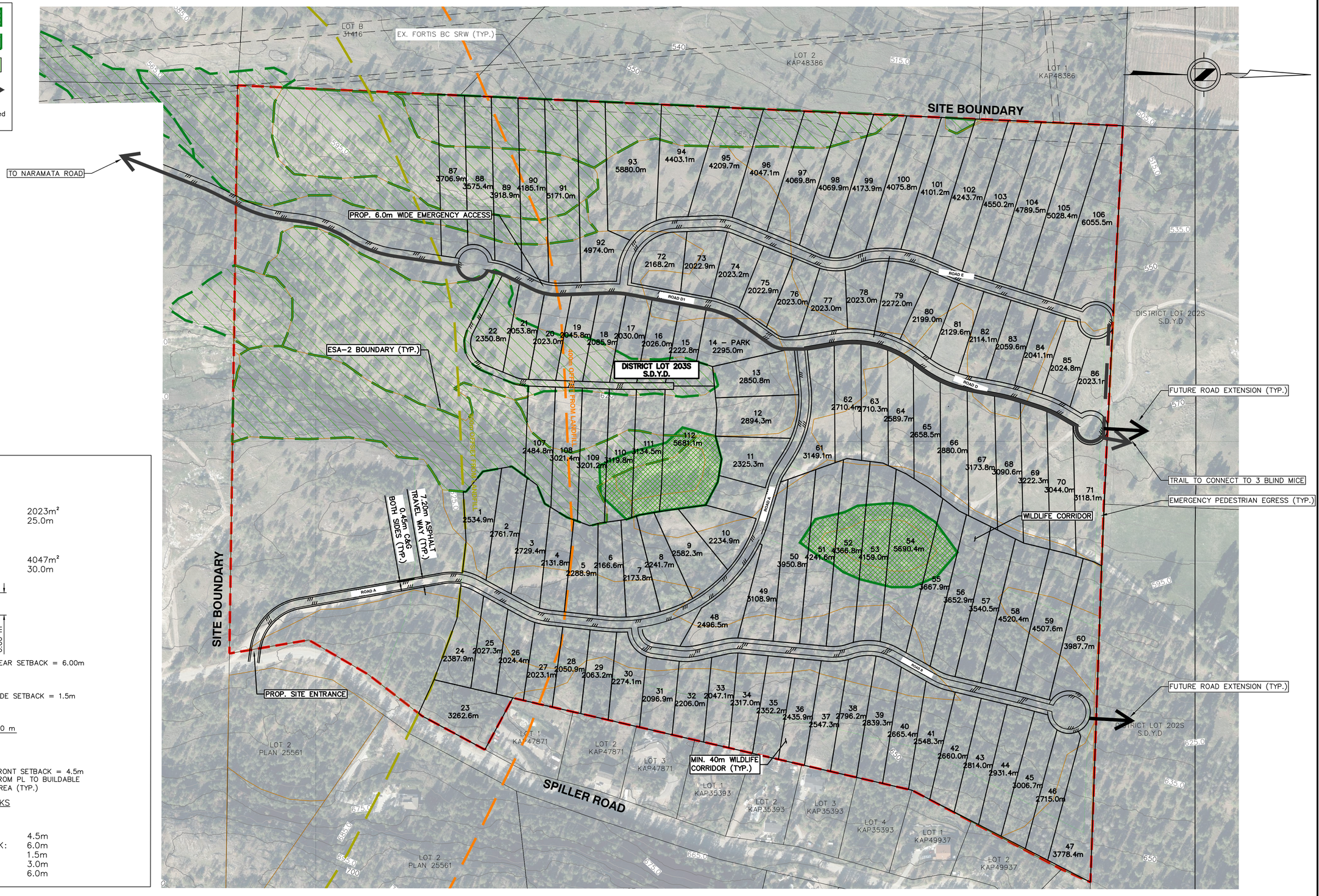
ESA-1 AREA (INCL. 15m BUFFER)*:

ESA-2 AREA*:

NO BUILD/NO DISTURB AREA*:

MULTI-USE PATH/TRAIL:

*No Build/No Disturb Covenant to be registered in dedicated greenspace/ESA areas.



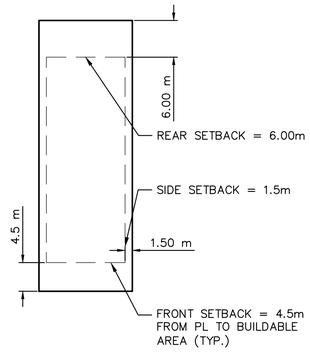
NOTES:

0.5 ACRE LOTS

MIN LOT AREA:	2023m²
MIN LOT WIDTH:	25.0m

1.0 ACRE LOTS

MIN LOT AREA:	4047m²
MIN LOT WIDTH:	30.0m



TYPICAL LOT SETBACKS
NTS

SETBACKS

FRONT SETBACK:	4.5m
GARAGE OR CARPORT SETBACK:	6.0m
INTERIOR SIDE SETBACK:	1.5m
EXTERIOR SIDE SETBACK:	3.0m
REAR SETBACK:	6.0m

LEGAL DESCRIPTION: .
.
B.M. MONUMENT NO. . ELEVATION: .
LOCATED AT . STREET & . AVENUE

REV. NO.	DESCRIPTION	DR	CH	DATE	APP
0	ISSUED FOR INFORMATION	SHJ	JRG	12/01/22	DAS

APLIN MARTIN
ENGINEERING ARCHITECTURE PLANNING SURVEYING
Aplin & Martin Consultants Ltd.
1258 Ellis Street, Kelowna, B.C. Canada V1Y 1Z4
Tel: (250) 448-0157, Fax: (778) 436-2312, Email: general@aplinmartin.com

CLIENT: **CANADIAN HORIZONS**

PROJECT: **SINGLE-FAMILY SUBDIVISION**
DISTRICT LOT 203S S.D.Y.D, PENTICTON BC

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TITLE: **SITE PLAN**
0.5 ACRE LOT LAYOUT

DESIGN: JRG CHECK: JRG
DRAWN: SHJ APPR: DAS

A & M FILE: **20-3064**

PROJECT NO. .

SCALE : HORZ. 1:1750 VERT. N/A

DRAWING DATE: **JANUARY, 2022**

DRAWING NO. .

A & M DRAWING NO. **20-3064-C30**

SHEET NO. **2 OF 5**

REV. **0**

Jan 12 2022 – 4:19pm M:\YEL\2020\20-3064\DWG\ONSITE PRODUCTION\20-3064-C31 – SITE PLAN.dwg/C30 Jorah

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ENGINEERING ARCHITECTURE PLANNING SURVEYING

March 22, 2022 AM File: 20-3064

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

Attn: Ms. Audrey Tanguay, Planning and Licensing Manager

Re: Supplemental Rationale for 0.5-acre Parcel Development

As per a previous discussion we had, please accept this memo as the supplemental Official Community Plan (OCP) and Zoning amendment application discussion rationale to reduce development regulations within Canadian Horizon's submitted development application.

Presently, Penticton's Country Residential 'RC' zone only permits 1.0-acre parcels with a frontage of 45m; the zoning bylaw does not offer a parcel option for suburban lots between an 'urban lot' and the minimum 1.0-acre parcel. As you're aware, Canadian Horizons is seeking to amend this regulation to 0.5-acres and 25m, respectively. The basis and rationale for this amendment is outlined as follows:

1. Enables a Successful Development
   Simply put, 0.5-acre parcels enable Canadian Horizons to achieve a quality single-detached country residential development within challenging hillside conditions. The proposed development would offer a country residential atmosphere, complement the surrounding area, preserves *and enhances* the natural beauty and characteristics of the area (i.e. design covenants, limited removal of vegetation, trail connections, etc.). Lastly, a 0.5-acre parcel development mitigates alternative options.

2. Assists with OCP 2045 Growth Objectives
   Enabling a range of 0.5-acre to 1.0-acre parcels offers increased efficiency in achieving the City's needed 929 single detached homes. With a reduced country residential parcel size of 0.5-acres, versus 1.0-acre minimum, the realized yield is approximately two-fold by comparison (approximately ~100 parcels vs. ~50).

   Further, the proposed development application falls well below the stipulated density identified within OCP 2045. In fact, based on existing zoning of a parcel at 1050 Spiller Road, development could potentially yield ~63 units, versus the 18 parcels currently proposed that are less than 1.0-acre.

3. Shifting Country Residential Desires & Land Development Efficiency
   0.5-acre parcels meet reasonable and renewed country residential lifestyle that are more aligned with shifting desires, without exacerbating Penticton's growing land shortage challenge. For example, many people dream of owning an 'acreage' with the vision of embracing the 'solitude of space'. However, the vision is often more enticing than the reality when the space becomes a burdening albatross – country residential living on +1.0-acre parcels is often laborious involving unwanted

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maintenance and upkeep. Regrettably, the superfluous 'solitude of space', for all intents and purposes, is rendered useless. Retrospectively, that superfluous space could have been better utilized as an additional 0.5-acre lot, which would have assisted in the need to meet needed community housing targets.

4. Flexible Price Point
A 0.5-acre parcel offers a more reasonable purchase price-point in a market of soaring land and housing costs. It widens the diversity of buyers, creates inclusivity, and fosters neighbourhood values. The foregoing is directly aligned with Section 4.0 of OCP 2045 policy that highlights the need for housing affordability, diversity, and quality.

5. Long-Term Community Servicing Costs
1050 Spiller Road is proposed country residential living, with deep services (community water and sanitary). Long-term maintenance, including repair and replacement a 1.0-acre subdivision with wide frontages becomes cost-burdening and uneconomical for the City.

6. Mutually Beneficial Solution
The proposed reduced development regulation, in the absence of developing at an urban standard, is a mutually beneficial solution for all parties:
- for area residents, 0.5-acre parcels fundamentally reflect the country residential setting;
- for Canadian Horizons, it effectively enables achievement of a challenging hillside development through the design and application of 0.5 – 1.0 acre lots; and
- for the City, the development offers a balanced approach that satisfies Canadian Horizons and the residents of Naramata.

It should also be noted that a 0.5-acre parcel form is not a new, or even an outlandish, form of development within Naramata; multiple parcels less than 1.0-acre currently exist within the area.

7. Unforeseen Growth Challenge Solution
OCP 2045 indicates the community's expected growth population is approximately 46,000 within 25 years. To accommodate for such growth, planning professionals identified a need for an additional 4,450 homes (929 single detached). Consequently, the Canadian Horizons parcel was acknowledged as a formal growth area within the OCP 2045 by Council. This growth area was intended to be developed predominantly as single detached homes, and achieved through R1, R2, and R3 Zoning Bylaw residential district regulations, as supported through the OCP 2045 'Detached Residential' and 'Ground Oriented Residential' residential land uses.

However, for many communities within the Okanagan, it is ultimately the COVID-19 pandemic that provides the strongest rationale and reason for support of 0.5-acre parcels, versus minimum 1.0-acre parcels. Prior to COVID-19 (early 2019), data and demographic professionals specifically advised the Okanagan development industry that housing starts were slightly outpacing demand and noted that caution should be applied. However, the COVID-19 pandemic created a fundamental shift in how individuals – singles, couples, and families - chose to live,

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work, and play. Simply put, the Okanagan has become a hotbed for individuals to relocate in search of family homes.

As of February 2022, Penticton recorded a population of 36,885. According to OCP 2045, that population was not expected until 2026, thus placing the City two years 'ahead of schedule'. Further, data and demographic professionals indicate the Okanagan will continue to receive significant growth and housing pressures over the next 20 years. Okanagan's real estate pendulum swung, and professionals critically noted that housing starts are far behind and needed to rapidly increase to avoid a worsened housing crisis.

With this in mind, compounded with an unexpected population jump, Penticton's housing supply is effectively two years behind, placing them behind the proverbial 8-ball. If Penticton is to maintain their goal of offering a healthy housing inventory at attainable prices, the City must take measures to bridge the gap and provide opportunities to increase single detached housing within the community.

Canadian Horizons is prepared and well positioned to initiate development of 1050 Spiller Road immediately. While it does not provide an all-encompassing solution to the needed 929 homes, Staff and Council's support of Canadian Horizon's 0.5-acre development proposal will, without question, result in a positive community impact that meets OCP 2045 policy and satisfies the criteria highlighted by Council within February 16, 2021 meeting.

Should you have any questions or require clarification regarding any part of this statement, please do not hesitate to contact me. Thank you for your consideration and I'm hoping we can schedule a meeting to discuss soon.

Sincerely,

APLIN & MARTIN CONSULTANTS LTD.



Davin A. Shillong, MCIP, RPP
Manager, Planning + Urban Design

9.4 RCC – Country Residential Cluster

9.4.1 PURPOSE

The purpose is to provide a ***zone*** for low-density, ***single detached dwellings***, on smaller ***lots***, in areas of high natural amenity and limited urban services.

9.4.2 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***carriage house*** (subject to accessory suites regulation 8.2)
.3 ***major home occupation*** (subject to specific use regulation 7.4)
.4 ***minor home occupation*** (subject to specific use regulation 7.3)
.5 ***one single detached dwelling***
.6 ***rural home occupation*** (subject to specific use regulation 7.5)
.7 ***secondary suite*** (subject to accessory suites regulation 8.1)
.8 ***vacation rental*** (subject to specific use regulation 7.6)

9.4.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

.1	Minimum ***lot width***:	25.0 m
.2	Minimum ***lot area***:	0.4 ha
	.a If a connection to the community sanitary sewer system, in accordance with the City of Penticton Subdivision and Development Bylaw has been installed.	2,000 m^2
.3	Maximum ***lot coverage***:	25%
.4	Maximum ***height***:	
	.a ***principal building***	10.5 m
	.b ***accessory building*** or ***structure***	5.0 m
.5	Minimum ***front yard***:	6.0 m
.6	Minimum ***side yard***:	
	.b ***interior side yard***	4.0 m
	.c ***exterior side yard***	4.0 m
.7	Minimum ***rear yard***:	6.0 m
.8	Maximum combined ***building footprint*** of all residential ***accessory buildings***:	75 m^2

DRAFT

Traffic Engineering Specialists

13233 Henry Avenue
PO Box 1650
Summerland, British Columbia
Canada V0H 1Z0
250.404.9094
604.936.6175
www.cts-bc.com

TECHNICAL MEMORANDUM

TO: **Nathan Hildebrand, Vice-President, Development, Canadian Horizons**
FROM: **Gary Vlieg, P.Eng.**, Creative Transportation Solutions Ltd. (CTS)
DATE: 8 March 2022
RE: Intersection Improvement Review
FILE NO: 7240-01

1.0 BACKGROUND

CTS has been retained by Canadian Horizons to undertake the transportation assessment of the proposed Spiller Road residential development. As part of the overall plan, the City of Penticton has requested additional information regarding the design and operation of the intersection of the Reservoir Road at Naramata Road and the hairpin curve on Reservoir Road. This memo documents the concept design prepared by CTS. In addition, the City of Penticton has also requested additional information regarding the impact of not having a second point of access to the development.

2.0 ANALYSIS

2.1 Campbell Mountain Landfill

CTS reached out to the Regional District of Okanagan Similkameen (RDOS) to ascertain the future access plans for the Campbell Mountain Landfill (CML). In discussion with the RDOS, they advised that the RDOS is awaiting a decision from the Agricultural Land Commission regarding the use of piece of property east of Spiller Road for a composting facility before committing to a timeline or design of future access configurations for CML. In addition, the RDOS indicated that earlier landfill closure plans and access plans were all being reconsidered.

Based on this information, CTS proceeded with conceptual design options for the intersection of Reservoir Road at Naramata Road and for the hairpin curve on Reservoir Road as discussed in the following sections.

2.2 Reservoir Road at Naramata Road Intersection

The intersection of Reservoir Road at Naramata Road currently lacks channelisation to direct vehicles to optimise sight lines from Reservoir Road looking north. Figure 1, below, illustrates the conceptual design proposed for the intersection

FIGURE 1
RESERVOIR ROAD AT NARAMATA ROAD



The concept design provides greater clarity for motorists in positioning vehicles and determining the right-of-way. The design also has Reservoir Road intersecting Naramata Road at right angles allowing for improved sightlines. Overall, the safety and functionality of the intersection is improved to facilitate increased traffic on Reservoir Road.

2.3 Reservoir Road

Reservoir Road currently has a hairpin corner just west of the access to the CML. There has been some discussion of relocating the CML access to this point but as noted above, there is no timeline for this possible reconfiguration. To that end, CTS prepared the following concept (**FIGURE 2**) to improve safety and operations on Reservoir Road

Figure 2
Reservoir Road Hairpin Corner



There are three components to the conceptual design – illumination, pavement markings, signage. There is a hydro pole available for the installation of a lease light 100W maximum that will illuminate the hairpin corner and draw the attention of drivers. The pavement markings are recommended to be reflective pavement markers (RPMs) that are cut into the pavement such that snow clearing activities do not remove the RPMs. Finally, the signage consists of three components – the curve warning signs, the 30 km/h advisory speed limit and chevrons on the outside of the curve.

2.4 Access Considerations

The City of Penticton has questioned the access to the proposed development based on NFPA 1141 that states that for more than 100 homes, two points of access are required. The proposed development will have a road access via Spiller Road and Reservoir Road with a Multi-Use Path connection to Naramata Road (See **APPENDIX A**). The MUP will be designed and constructed such that in case of emergency, vehicles will be able to use the MUP for exit only purposes, the grade being too severe to allow inbound access. All of the homes in the proposed development will be sprinklered for additional fire protection. It should also be pointed out that there are hundreds of homes located north of the intersection of Reservoir Road at Naramata Road with only a single road access – Naramata Road.

3.0 RECOMMENDATIONS

CTS recommends that Canadian Horizons working with the City of Penticton design and construct the above captioned improvements prior to occupancy of the Spiller Road residential development.,

Should you have any questions regarding this memo, please do not hesitate to contact me.

Regards,

Gary Vlieg, M.Sc., P.Eng.
Okanagan Branch Manager

gvlieg@cts-bc.com
250-404-9094

Appendix A

Site Plan

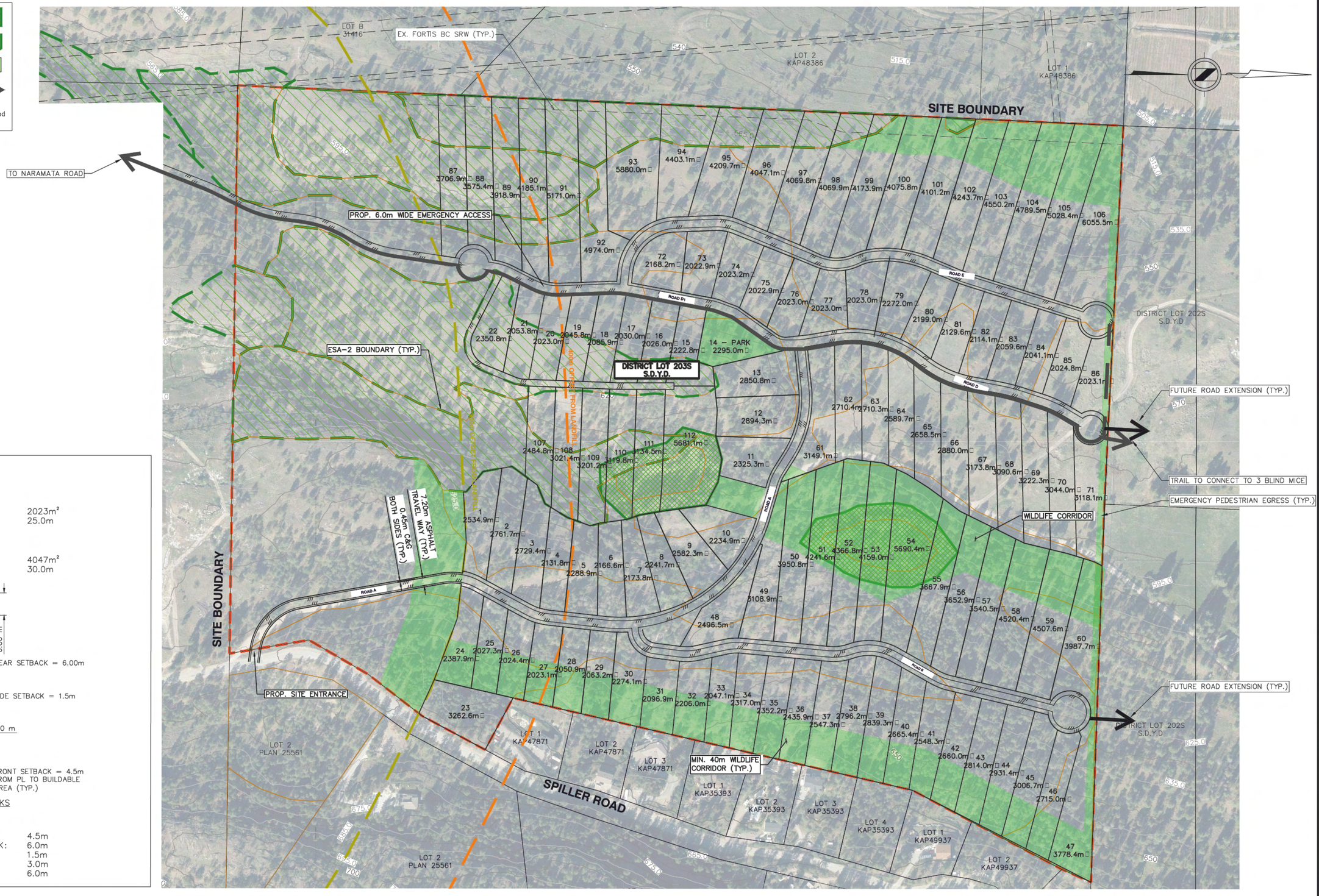
ESA-1 AREA (INCL. 15m BUFFER)*:

ESA-2 AREA*:

NO BUILD/NO DISTURB AREA*:

MULTI-USE PATH/TRAIL:

*No Build/No Disturb Covenant to be registered in dedicated greenspace/ESA areas.



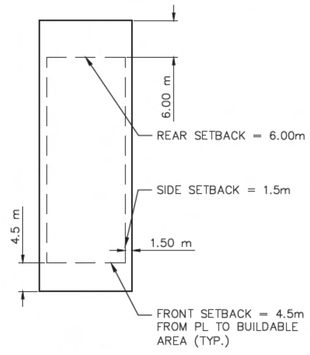
NOTES:

0.5 ACRE LOTS

MIN LOT AREA:	2023m²
MIN LOT WIDTH:	25.0m

1.0 ACRE LOTS

MIN LOT AREA:	4047m²
MIN LOT WIDTH:	30.0m



TYPICAL LOT SETBACKS
NTS

SETBACKS

FRONT SETBACK:	4.5m
GARAGE OR CARPORT SETBACK:	6.0m
INTERIOR SIDE SETBACK:	1.5m
EXTERIOR SIDE SETBACK:	3.0m
REAR SETBACK:	6.0m

LEGAL DESCRIPTION: .
.
B.M. MONUMENT NO. . ELEVATION: .
LOCATED AT . STREET & . AVENUE

REV. NO.	DESCRIPTION	DR	CH	DATE	APP
0	ISSUED FOR INFORMATION	SHJ	JRG	12/01/22	DAS

APLIN MARTIN
ENGINEERING ARCHITECTURE PLANNING SURVEYING
Aplin & Martin Consultants Ltd.
1258 Ellis Street, Kelowna, B.C. Canada V1Y 1Z4
Tel: (250) 448-0157, Fax: (778) 436-2312, Email: general@aplinmartin.com

CLIENT: CANADIAN HORIZONS

PROJECT: SINGLE-FAMILY SUBDIVISION
DISTRICT LOT 203S S.D.Y.D, PENTICTON BC

The location of existing underground utilities are shown in an approximate way only & have not been independently verified by the owner or its representative. The contractor shall determine the exact location of all existing utilities before commencing work, and agrees to be fully responsible for any and all damages which might be occasioned by the contractor's failure to exactly locate and preserve any and all underground utilities.

TITLE: SITE PLAN
0.5 ACRE LOT LAYOUT

DESIGN: JRG CHECK: JRG
DRAWN: SHJ APPR: DAS

A & M FILE: 20-3064

PROJECT NO. .

SCALE : HORZ. 1:1750 VERT. N/A

DRAWING DATE: JANUARY, 2022

DRAWING NO. .

A & M DRAWING NO. 20-3064-C30

SHEET NO. 2 OF 5

REV. 0

Jan 12 2022 – 4:19pm M:\VEL\2020\20-3064\Work\ONSITE PRODUCTION\20-3064-C31 – SITE PLAN.dwg/C30 Jorant

Council Report

penticton.ca

Date: May 17, 2022 File No: RMS/783 Winnipeg St
To: Donny van Dyk, Chief Administrative Officer
From: Steven Collyer, Planner II
Address: 783 Winnipeg Street

Subject: **Development Variance Permit PL2022-9295**
Development Permit PL2021-9243

Staff Recommendation

THAT Council approve "Development Variance Permit PL2022-9295" for Lot 2 District Lot 202 Similkameen Division Yale District and of District Lot 4 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 23635 Except Plan EPP50547, located at 783 Winnipeg Street, a permit to vary the following sections of Zoning Bylaw 2021-01, to facilitate a 7-unit townhouse development:

1. Section 10.10.2.7: to reduce the minimum interior side yard setback from 4.5m to 3.0m.
2. Section 10.10.2.9: to reduce the minimum rear yard setback from 6.0m to 5.5m.

AND THAT Council direct staff to issue "Development Variance Permit PL2022-9295";

AND THAT Council, subject to approval of "Development Variance Permit PL2022-9295", approve "Development Permit 2021-9243", a permit to approve the form and character of a 7-unit townhouse development on the subject property.

Strategic Priority Objective

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.

Proposal

The applicant is proposing to build a three-storey, 7-unit townhouse development on the subject property consisting of one triplex and two duplexes (Figure 1). In order to proceed with the development, the applicant is requesting two variances to the applicable Zoning Bylaw No. 2021-01 regulations. The applicant is requesting to:

1. Reduce the minimum interior side yard setback from 4.5m to 3.0m
2. Reduce the minimum rear yard setback from 6.0m to 5.5m

The proposed townhouse use is included in the Multifamily Residential Development Permit Area by the Official Community Plan (OCP). As such, the applicant has also submitted a development permit application, included for Council's consideration along with the development variance permit request.



Figure 1 - Rendering of proposed development

Background

The subject property is located on the west side of Winnipeg Street, south of Eckhardt Avenue West (Figure 2). The property is currently vacant, partially fenced, and partially paved. A four-storey apartment is located immediately to the north, and a three-storey apartment immediately to the south (Attachment 'C'). Other surrounding land uses are multifamily in nature, consisting primarily of apartment buildings with townhouses and small cluster housing developments located further south along Winnipeg Street. The property is within walking distance to the Penticton Public Library, Penticton Museum and Archives, Penticton Secondary School, KVR Middle School, and numerous shops and services in the downtown.



Figure 2 - Property location map

The subject property is designated 'Urban Residential' by the Official Community Plan (OCP) and is zoned 'RM3 (Medium Density Residential)' in the Zoning Bylaw.

In 2015, Council adopted a Zoning Amendment Bylaw to rezone the subject property from RD1 (Duplex Housing) to RM3 (Medium Density Multiple Housing) and issued a

development variance permit to reduce the required front yard setback from 3m to 2m in order to allow an apartment proposal at that time. A 0.9m road dedication (along Winnipeg Street) was taken at the time of rezoning, which resulted in the need for the front yard setback variance request. However, the permits issued in 2015 have expired. Several attempts have been made for development on the property, however none have proceeded as far as Council consideration until the current townhouse proposal.

The current applicant is proposing a 7-unit townhouse development and has applied for a new development variance permit application requesting reduced side and rear setbacks, and a development permit for approval of the form and character for Council's consideration.

Technical Review

This application was reviewed by the Technical Planning Committee, a group of internal staff who review planning applications. Staff noted that the 0.9m road dedication was previously completed in 2015 when the property was rezoned. Additional information and details were requested on the plans, including information related to landscaping and site features (e.g., fire lane signage and decorative wrap on utility cabinets). Future requirements at the building permit application stage have been provided to the applicant, in the effort of expediting that future approvals process should Council ultimately approve these two permits.

Development Statistics

The following table outlines how the proposed development meets the applicable Zoning Bylaw regulations:

	RM3 Zone Requirement	Provided on Plans
Minimum Lot Width*:	25 m	27 m
Minimum Lot Area*:	1,400 m^2	1,123 m^2
Maximum Lot Coverage:	50%	31.3%
Maximum Hard Surfacing:	60%	56%
Maximum Density:	1.6 Floor Area Ratio (FAR)	0.68 FAR
Vehicle Parking:	1 parking space per unit 0.25 visitor parking spaces per unit **Total: 8 parking spaces required**	7 parking spaces 3 visitor parking spaces **Total: 10 parking spaces provided**
Bicycle Parking:	0.5 Class I spaces per unit ** 0.1 Class II spaces per unit	0 spaces required (garages) 1 bicycle rack
Required Setbacks Front Yard (Winnipeg St): Side Yard (north): Side Yard (south): Rear Yard (west):	 3.0 m 4.5 m 4.5 m 6.0 m	 3.0 m 3.0 m – Variance Request #1 3.0 m – Variance Request #1 5.5 m – Variance Request #2
Maximum Building Height	24 m	9.1 m
Minimum Amenity Space:	20 m^2 per unit Total Required: 140m^2	24.5 m^2 per unit Total Provided: 171.5m^2 - plus common amenity areas

Landscape Buffers	3.0 m width along all property lines	3.0m width
Other Information:	*Lot width and lot area are only applicable at the time of subdivision. ** Class I bicycle parking is not required when each unit has its own garage	

Analysis

Development Variance Permit

When considering a variance to a City bylaw, staff encourages Council to consider whether there is a hardship on the property that makes meeting the bylaw difficult or impossible, whether approval of the variance would cause a negative impact on neighbouring properties, and if the variance request is reasonable. Staff have reviewed each of the requested variances and are recommending support for the following reasons:

1. Section 10.10.2.7: To reduce the minimum interior side yard setback from 4.5m to 3.0m.
    a. The RM3 (Medium Density Multiple Housing) zone has minimum 4.5m interior side yard setbacks because this zone allows developments up to six-storeys in height.
    b. The impacts of reduced side yard setbacks (3.0m) will be mitigated because the proposed townhouse buildings are only 3 storeys in height.
    c. The proposed interior side yard setback is the same as the setback requirement in the RM2 (Low Density Multiple Housing) zone, which also typically permits townhouse-style developments, albeit with a lower maximum building height than the RM3 zone. The proposed buildings are less than the maximum height allowed under both the RM2 and RM3 zones.

2. Section 10.10.2.9: To reduce the minimum rear yard setback from 6.0m to 5.5m.
    a. The RM3 zone has a minimum 6.0m rear yard setback, which is standard across many residential zones.
    b. The intent of this setback is to provide sufficient room between buildings and property lines for both amenity space and to maintain privacy of adjacent neighbours to the rear. Parking is often also accommodated within the rear yard setback, so as to be out of view from the public street.
    c. With this development, amenity space is provided behind each unit along the side property lines, in addition to common amenity areas elsewhere on the property. Parking has been provided within garages and through visitor parking in between buildings.
    d. Immediately behind the subject property is a parking lot, helping to mitigate potential negative impacts on rear neighbours resulting from the building being 0.5m closer than normally allowed.
    e. Further, staff note that only one corner of the closest building will be at 5.5m to the rear lot line, due to the configuration of the site and angles of the property line.
    f. The reduced rear yard setback allows for one additional visitor parking space between two of the buildings. This additional parking space is valuable because on-street parking is in high demand on this section of Winnipeg Street.

Given the reasons above, staff support the development variance permit application. Staff recommend that Council approve "Development Variance Permit PL2022-9295" and direct staff to issue the permit.

Development Permit

The proposed 7-unit townhouse development is included in the Multifamily Residential Development Permit Area in the OCP. This development permit area applies to all multifamily development in the City, including multiplexes, cluster housing, rowhouses, townhouses and apartments. The intent of this development permit area is to enhance neighbourhoods and create sensitive transitions in scale and density by addressing issues such as privacy, landscape retention and neighbourliness.

Staff have reviewed the applicable design guidelines in the OCP in relation to this proposed development (Attachment 'D'). The applicant has also submitted a development permit analysis (Attachment 'E'). The proposed townhouse development is considered to be in keeping with the OCP design guidelines and an appropriate development form in this location at the periphery of the downtown.

Staff recommend that Council, subject to approval of the development variance permit, consider approval of "Development Permit PL2022-9295".

Alternate Recommendations

Council may consider the requested variances are unnecessary and that the applicants should build within the Zoning Bylaw regulations. If this is the case, Council should deny "Development Variance Permit PL2022-9295". If this decision is made, the applicants would need to substantially redesign their proposal. If the applicant revises their plans to meet the Zoning Bylaw regulations, staff have delegated approval authority to process the Development Permit on its own.

1. THAT Council deny "Development Variance Permit PL2022-9295".

Attachments

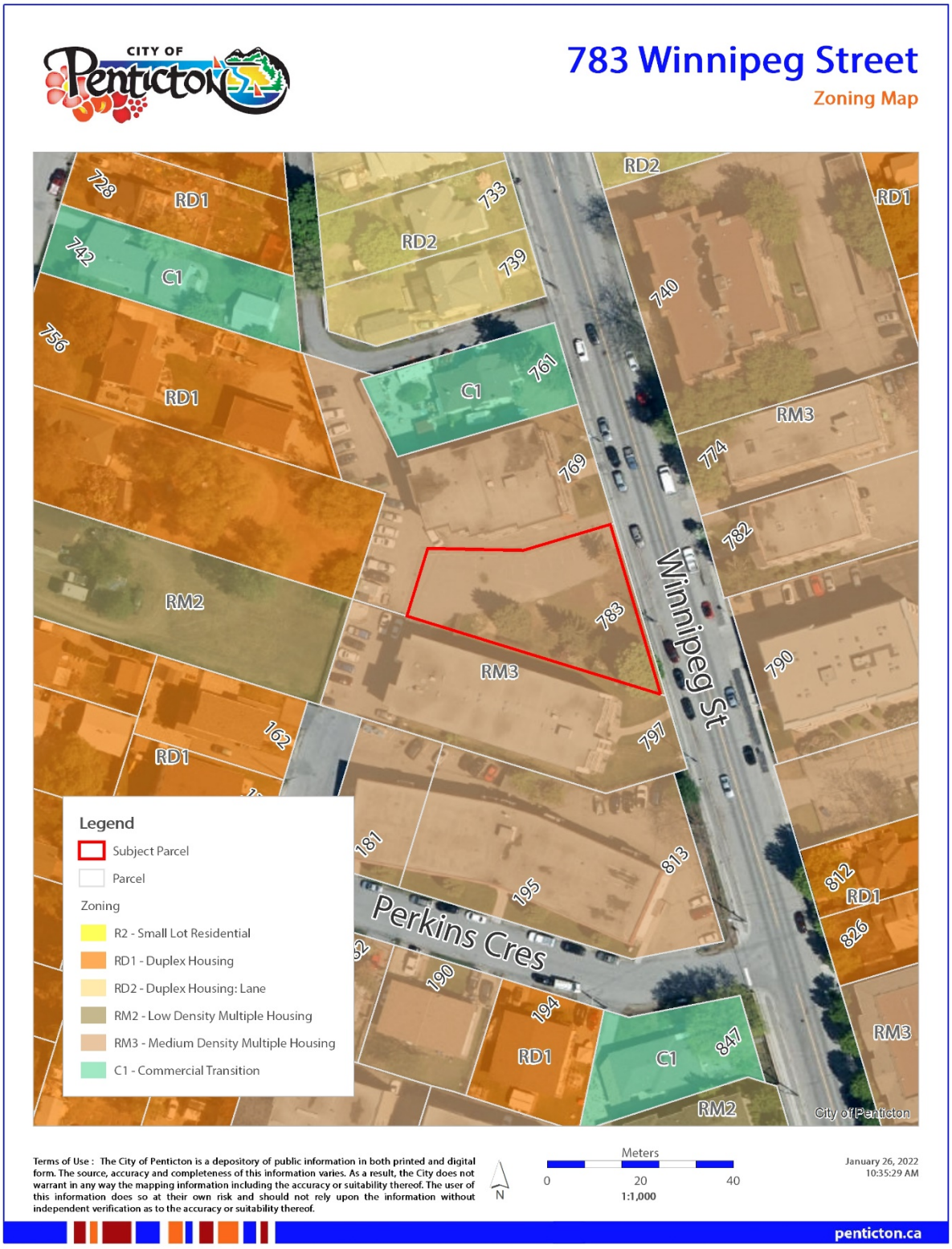
Attachment A – Zoning Map
Attachment B – Official Community Plan Map
Attachment C – Images of Subject Property
Attachment D – Development Permit Analysis (staff)
Attachment E – Letter of Intent and Development Permit Analysis (applicant)
Attachment F – Draft Development Variance Permit PL2022-9295
Attachment G – Draft Development Permit PL2021-9243

Respectfully submitted,

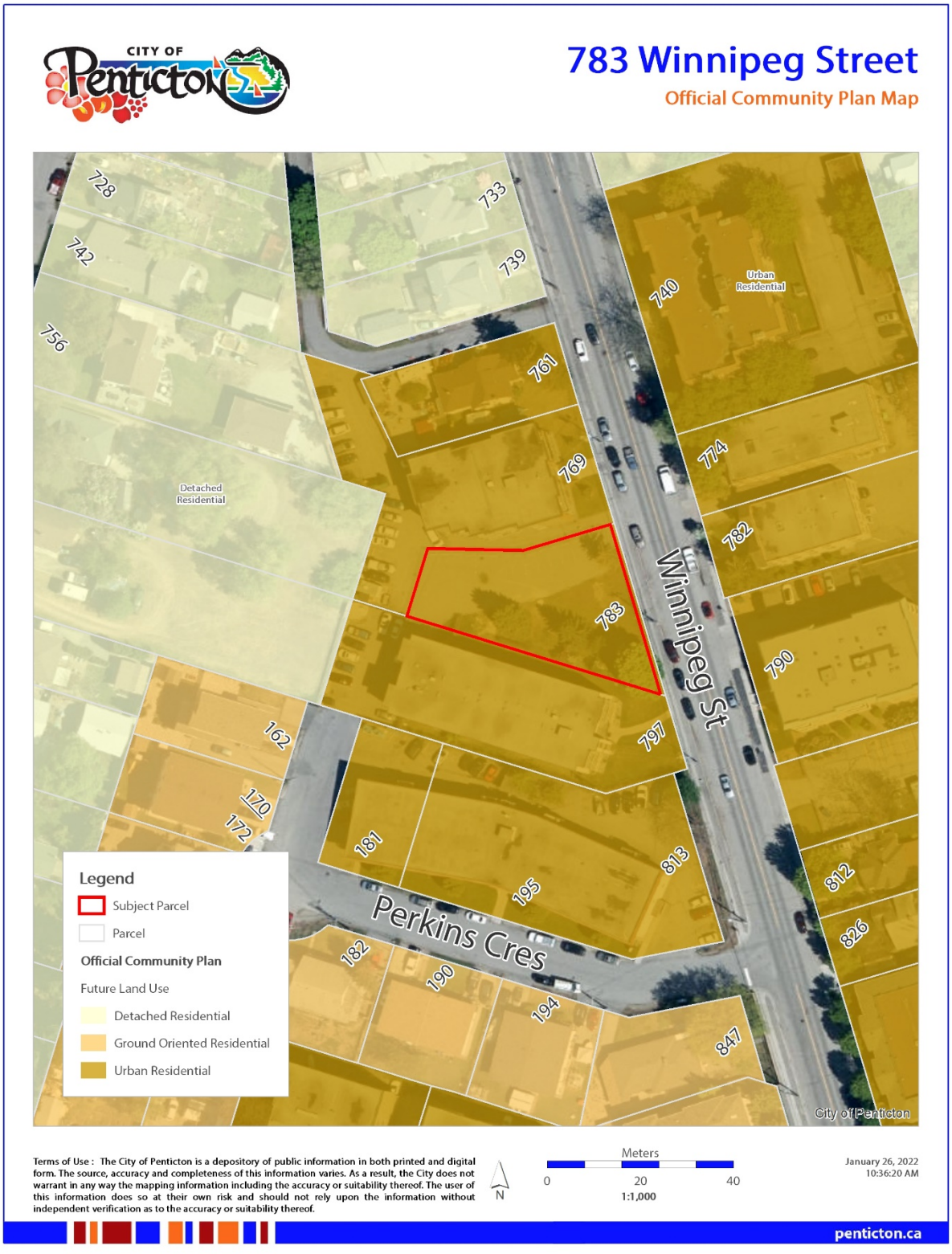
Steven Collyer, RPP, MCIP
Planner II

Director of Development Services	Chief Administrative Officer
BL	DvD

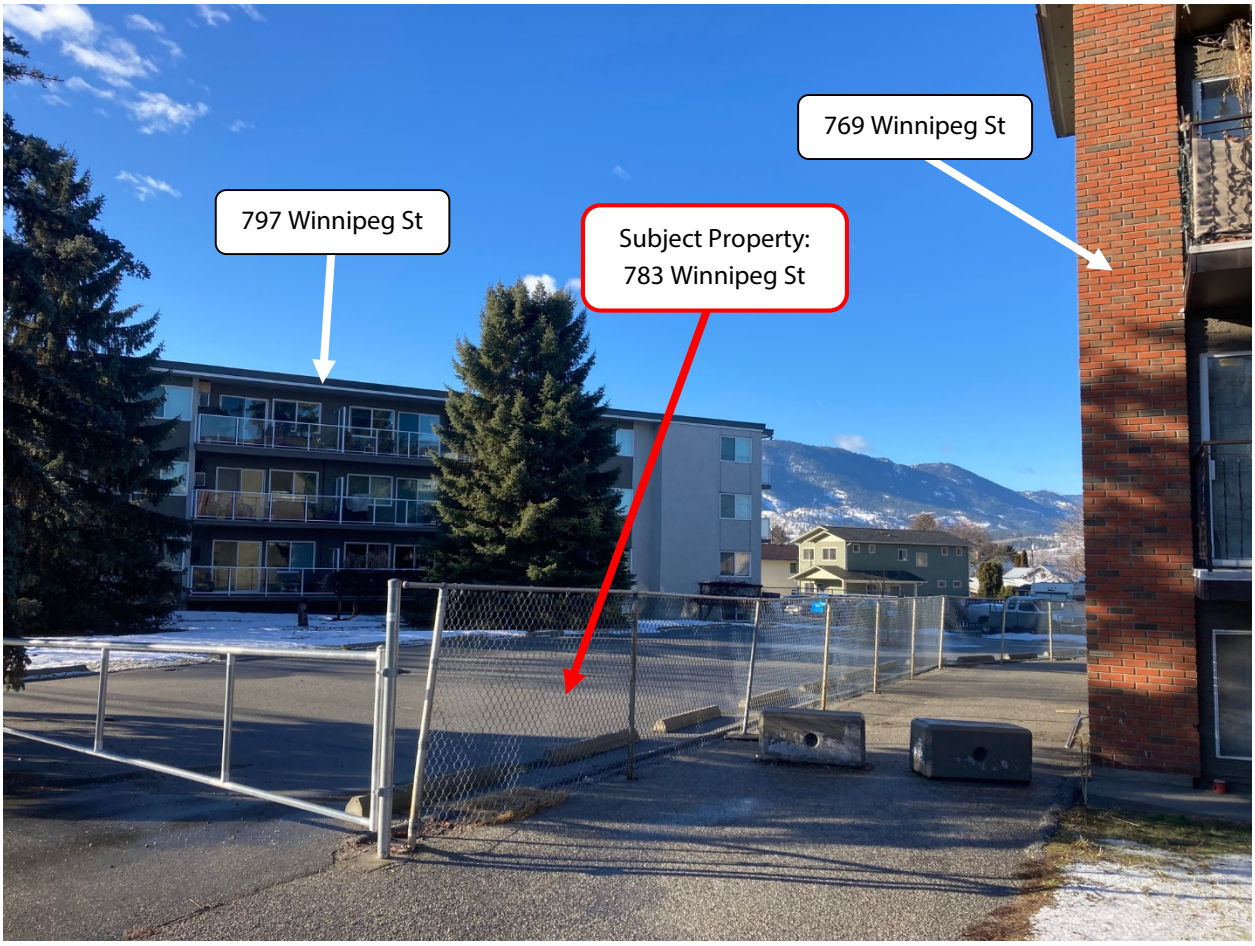
Attachment A – Zoning Map

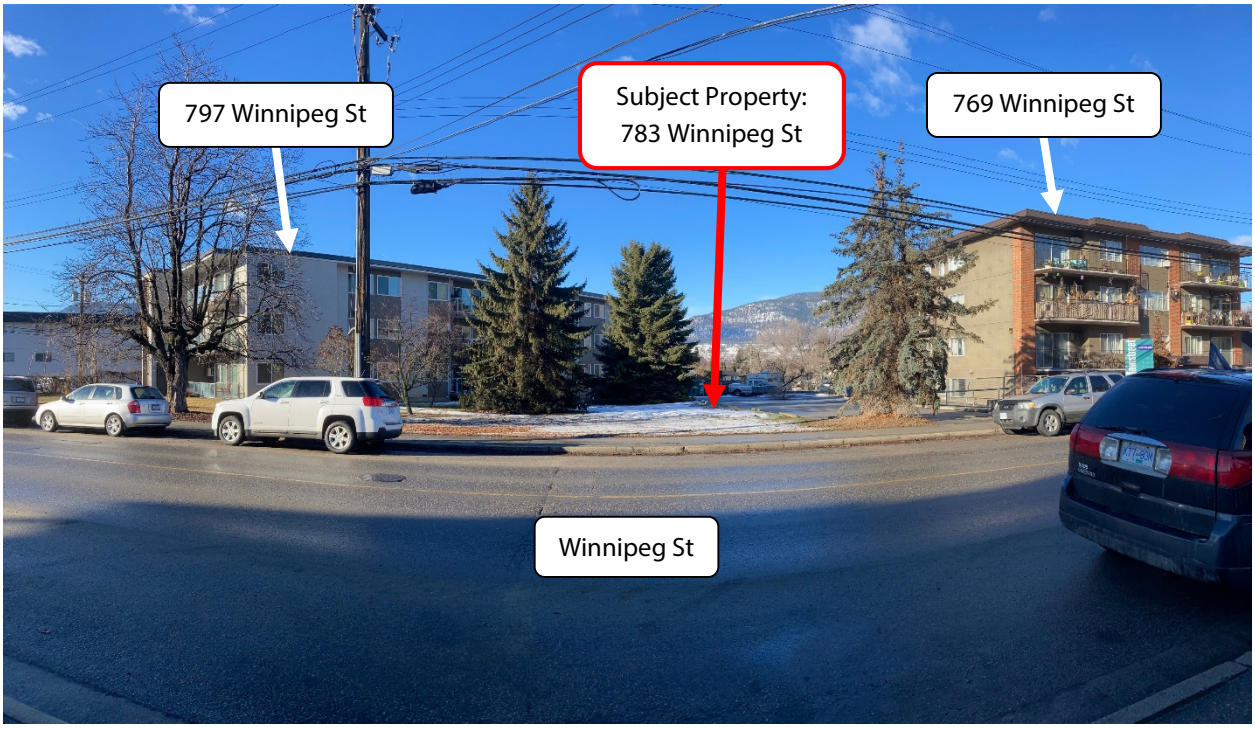


Attachment B – Official Community Plan Map



Attachment C – Images of Subject Property





Development Permit Analysis

The proposed development is located within the Multifamily Residential Development Permit Area. The following analysis demonstrates how the proposal is aligned with the applicable design guidelines.

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

- The property configuration informed the development layout. To provide sufficient building sizes and room for a drive aisle, side yard setback variances have been requested. The rear yard setback variance is primarily due to the angle of the property lines and providing an additional visitor parking space between two of the buildings. The road widening taken in 2015 was taken into account and the proposed front yard setback meets the current RM3 requirement.

Guideline G3 Private and semi-private open spaces should be designed to optimize solar access.

- Each building has a private yard space on one side, with a second floor balcony on the other side. This provides outdoor amenity space on both the north and south facades of all buildings to provide solar access onto amenity areas and into the buildings. The smaller windows are located on the east and west building facades.

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

- The proposed front yard setback is minimal at 3.0m which improves connectivity between the building and the street, and connects with the pedestrian realm.
- Landscaping and trees are proposed in the front yard to create interest from the public realm.

Guideline G13 *Entry to ground-level residential units should be no more than 1.8m above the grade of adjacent public sidewalks and walkways.*

- The entries to each unit are approximately 0.2m above the grade of the shared driveway onto which they face. The street-facing unit entries are located approximately 0.4m above grade.

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

- The 7m wide drive aisle is sufficient in size for two-way traffic and provides a solid surface access to each unit entry. The street-facing units have direct sidewalk connections to the public sidewalk on Winnipeg Street.

Guideline G17 *On-site parking location and design should minimize visual impact and provide safe connections for pedestrians…*

- Seven of ten parking spaces on-site are provided in garages. By orienting the buildings lengthwise on the property, there is no parking between the building and the street, and parked cars will not be easily visible from the public realm.

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

- Each townhouse unit has its own entrance at the ground level. The design of the end units closest to Winnipeg St face towards the street in a positive way with main entrances, windows, and landscaping on that side.

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

- The buildings include projections, cantilevers, and various finish materials to create visual interest. These features exist on all facades and not only the street-facing façade, which improves the visual interest on all sides.

Guideline G28 *Development should activate the public realm (e.g., sidewalks) and shared open spaces by placing active uses at street level.*

- The entrance to each townhouse unit is at ground level, with the two units closest to Winnipeg St designed to engage the street in a positive way. These direct connections to the public sidewalk help activate the public realm.

Guideline G29 *Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas.*

- Large windows on all levels of the street-facing facades provide for visual overlook onto the public realm. All units have windows looking over the driveway and over the unit yards on the north and south sides of the property to allow for casual overlook.

Guideline G35 *Tree planting…*

- The landscape plan shows a number of new trees in the front yard and along the sides of the buildings to provide buffering between the public realm and adjacent properties. These trees are in additional to other plantings along all sides of the property.

Guidelines G54/G55 *Mechanical/utility cabinets and transformer pads (units) shall 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 and must be incorporated into landscaped areas and screened from the street.*

- The transformer pad is located at the edge of the front yard in a landscaped area. This location allows easy access by City electrical staff to service, as needed. The transformer box must be covered in decorative wrap, as noted on the landscape plan. Additional utility meters shall be located at the sides of the building, or incorporated into the front façade within a landscaped area and wrapped in decorative vinyl wrap.

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

- The garbage/recycling carts will be stored in the unit garages, as shown on the plans. The applicant may engage a private collector to enter this development with an arrangement to not block the driveway with carts.

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

- Each unit has a private yard space and second floor balcony. In addition, an amenity lawn area is provided at the rear of the property for use by future residents.
- The subject property is located within walking distance of the KVR trail and recreation amenities at Penticton High School.
- The Lake to Lake bike route is located one block away along Martin St, providing connections to commercial areas as well as Okanagan and Skaha Lakes.

Guideline MF4 *Visitor parking should be in public view, easily accessible near the main entry to the site, and clearly indicated by pavement markings and/or signs.*

- Three visitor parking spaces are provided in different places on the site so that one visitor space is adjacent to each building. The spaces will be clearly marked for visitors.

Attachment E – Letter of Intent and Development Permit Analysis (applicant)

GIROUX
DESIGN GROUP

March 03, 2022

Giroux Design Group Inc.
23216 Garnet Valley Rd.
Summerland, BC V0H 1Z3

City of Penticton
Penticton, BC

Re: 783 Winnipeg Street Development Permit Application

To City of Penticton Planning Department,

This letter is regarding the proposed development of the property located at 783 Winnipeg Street. The property is zoned RM3 and currently sits unused as an abandoned parking lot with no buildings or structures.

The proposal is to build two duplexes and one triplex for a total of seven townhouse units. Access to the development is exclusively from Winnipeg Street as the property does not connect with a rear lane. A two-way 7.2 m wide drive aisle will provide access to the secure garage parking of each unit with three additional guest parking spots on site. The three-storey buildings will be modest in size and will provide much needed family housing close to schools, parks, and shopping. The proposal fits within the City of Penticton's Official Community Plan as the area is designated for Urban Residential development which allows for projects of this nature.

Because of the odd shape of the lot which has made this lot difficult to develop variances are required for the side and rear setbacks. We believe it meets the intent of providing modest densification to an area of town that has a mix of townhouses, and high-density apartment buildings. In contrast to nearby apartment buildings, this development will provide much needed family housing in the area with an abundance of outdoor green areas and amenity space.

Thank you for considering our proposal.

Best regards,

Tony Giroux ASTTBC.RBD, BCABD
Owner/Registered Building Designer Giroux
Design Group Inc.

783 WINNIPEG STREET: DEVELOPMENT PERMIT ANALYSIS

PEDESTRIAN CONNECTIVITY

The development is on a road with pedestrian sidewalks and within walking and biking distance to the downtown business core and shopping. The location is central to parks and schools. City Bus stops are also located nearby, allowing easy access to transit.

PARKING

Each unit has secured garage parking accessed from a drive lane coming from Winnipeg Street with three additional visitor parking spots. No variances are required for parking as the required number of spaces are exceeded.

DESIGN FOR CLIMATE

The building will meet the requirements of Step 3 of the BC Building Code. Trees to be planted along all four property lines are deciduous which will provide shade during the summer and sunlight during the winter as the leave fall. Each property has its own private rear yard to allow for outdoor living.

ORIENTATION & MASSING

Each unit has its own entry door, the entry doors of the units closest to Winnipeg face the street with a covered porch to improve street appeal. The entry doors of the other units face the central drive aisle a covered porch for each door. The duplexes are three storey buildings and will nicely suit the neighbourhood which is comprised of duplexes, townhouses and apartment buildings of varying size. At 9.07 meters tall the building is under the 24 m maximum height allowance. The style of the building is Modern style which will fit nicely in this neighbourhood.

VARIANCES

The lot is irregular in shape and this has made previous efforts to develop difficult. To manage this we are requesting variance to the setbacks as follows: 1) The variance to rear setback is minimal as only one corner of the building needs to encroach into the 6.0 m required setback. For the rear yard we are asking for a reduction of the setback from 6.0 m to 5.5 m; 2) The required side interior setback for RM3 zoning is 4.5 m. Originally we had planned on rezoning the property to RM2 which requires a 3.0 m setback for the side interiors. The proposed design meets all of the requirements of the RM2 zoning, but after our original submission it was recommended by City staff to not rezone the property, but instead keep the original zoning and ask for a variance to the setbacks. Thus we are asking for a reduction of the side interior setbacks from 4.5 m to 3.0 m.

LANDSCAPING (ENHANCING THE URBAN FOREST)

The landscaping plan for the development includes the preservation of three existing trees on the property and the planting of eight additional trees along the surrounding property lines which is a significant increase to the property. At either side of the entrance to the development there is a generously sized planting bed with plantings and additional planter beds with plantings along all four property lines creating a pleasing park-like aesthetic and curb appeal for the development and a pleasant environment for occupants. In minimal selected areas river rock is used to provide a clean easily maintained space. Extensive grass common areas are planned to create a park-like environment with additional grass rear yards providing pleasant private areas.

WASTE MANAGEMENT

Garbage and recycling collection is provided by individual waste containers placed on a concrete pad in the rear yards and two community yard waste containers located in common spaces for shared use.

FENCES

6' high wood privacy fences will be installed along select areas along the property lines excluding the front yard along Winnipeg. 6' privacy fence will also be installed enclosing each of the duplex rear yards.

We believe that the rezoning and development of this property is good use of the land and will provide much needed family housing for the city.

Thank you for considering our proposal.

Best regards,



Tony Giroux ASTTBC.RBD, BCABD
Owner/Registered Building Designer
Giroux Design Group Inc.

City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | ask@penticton.ca

Development Variance Permit

Permit Number: DVP PL2022-9295

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 2 District Lot 202 Similkameen Division Yale District and of District Lot 4 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 23635 Except Plan EPP50547
Civic:	783 Winnipeg Street
PID:	003-411-150

3. This permit has been issued in accordance with Section 498 of the *Local Government Act*, to vary the following sections of Zoning Bylaw 2021-01 to allow for the construction of a 7-unit cluster housing development, as shown in the plans attached in Schedule 'A':
    a. Section 10.10.2.7: to reduce the minimum interior side yard from 4.5m to 3.0m.
    b. Section 10.10.2.9: to reduce the minimum rear yard from 6.0m to 5.5m.

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,

DRAFT

please contact the Electric Utility at (250) 490-2535.

Authorized by City Council, the ____ day of _____, 2022.

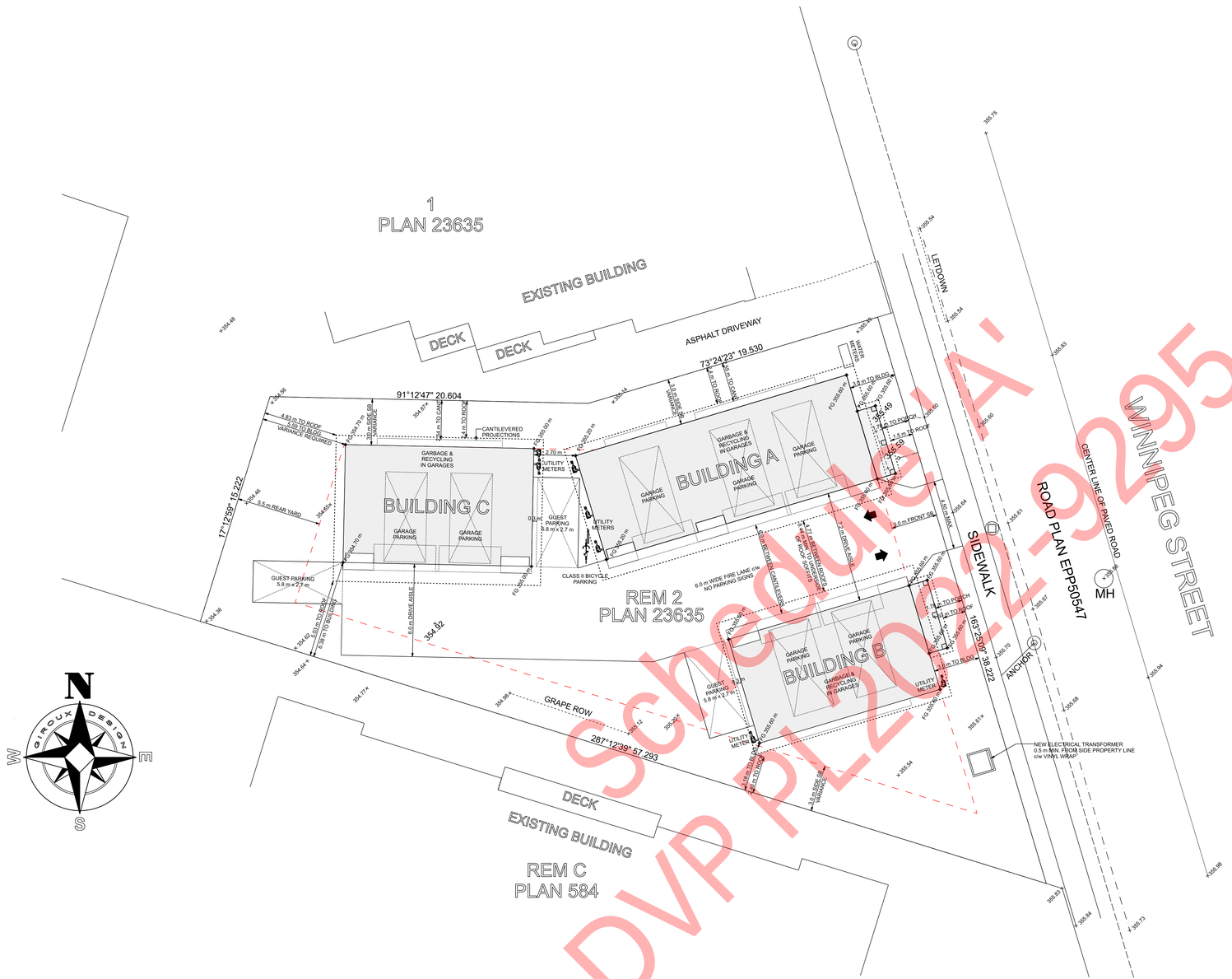
Issued this ____ day of _____, 2022.

_____

Angela Collison
Corporate Officer

DRAFT

ZONING COMPLIANCE TABLE (CURRENT ZONING RM3)			
REGULATION	REQUIRED	PROVIDED ON PLANS	VARIANCE REQUIRED
LOT AREA	1400 m2	1122.94 m2	N/A
MINIMUM LOT WIDTH	25.0 m	38.223 m	N/A
MAXIMUM LOT COVERAGE	50% (561.47 m2)	30% (334.44 m2)	NO
MAXIMUM DENSITY	1.6 FAR (1796.70 m2)	0.68 FAR (769.06 m2)	NO
MAXIMUM HARD SURFACING	60% (673.76 m2)	56% (631.23 m2)	NO
MAXIMUM HEIGHT	24 m	9.07 m	NO
MINIMUM FRONT YARD	3.0 m	3.0 m	NO
MINIMUM INTERIOR SIDE YARD	4.5 m	3.0 m	YES
MINIMUM EXTERIOR SIDE YARD	4.5 m	N/A	NO
MINIMUM REAR YARD	6.0 m	5.5 m	YES
PARKING SPACES (1 PER UNIT + 2 GUEST)	9	10	NO
BICYCLE PARKING (CLASS I/CLASS II)	4/1	IN GARAGES/1	NO
AMENITY AREA (20 m2 PER UNIT)	140 m2	451.5 m2	NO



SITE PLAN
SCALE: 1:150

CIVIC ADDRESS: 783 WINNIPEG STREET, PENTICTON, B.C.
LEGAL DESCRIPTION: SITE PLAN OF LOT 2, DL 202, SDYD & DL 4, Gp 7, SDYD, PLAN 23635 EXCEPT PLAN EPP50547
PID: 003-411-150

LEGEND

- SPOT ELEVATION
- POWER POLE
- FIRE HYDRANT
- WATER VALVE
- MH — MANHOLE
- OVERHEAD UTILITY LINES
- FENCE
- TREE (NOT TO SCALE) WITH TRUNK DIAMETER AND CANOPY SPREAD

TREE
d=0.15
s=3.0

MANDEVILLE LAND SURVEYING INC.
FILE: 18-292
FIELD SURVEY COMPLETED THIS 24th DAY OF AUGUST, 2020.
ELEVATIONS ARE GEODETIC (ORTHOMETRIC HTv2.0) DERIVED FROM
PENTICTON MONUMENT #4315

Schedule 'A'
DVP PL2022-9295

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Site Plan

SCOTT BOWLAND
783 WINNIPEG ST.
PENTICTON, BC

DESIGN BY: AJG | DATE: 3/03/22
DRAWN BY: AJG | REVISED:

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Due to local codes, regulations and building practices and/or because of specific conditions, these drawings may require modifications by the builder and/or designer before construction of a building may begin. Consequently, these drawings are not to be used as a guide for construction unless the builder has confirmed their suitability and has made any necessary modifications to suit local codes, regulations and practices. Additionally, Giroux Design Group is unable to accept any liability for the accuracy or overall integrity of these drawings in excess of their original purchase price. Therefore, the builder shall verify all dimensions and details in these drawings and assume responsibility for the same.

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Giroux Design Group Inc.
phone: 250.493.1373 e-mail: contact@girouxdesigngroup.com
web: www.girouxdesigngroup.com

PLAN NO.
WP-5661
SLAB

SHEET NO.
A1

www.girouxdesigngroup.com - www.westhomeplanners.com

City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | ask@penticton.ca

Development Permit

Permit Number: DP PL2021-9243

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 2 District Lot 202 Similkameen Division Yale District and of District Lot 4 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 23635 Except Plan EPP50547
Civic:	783 Winnipeg Street
PID:	003-411-150

3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of a 7-unit cluster housing development 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, or in conjunction with, an application for a building permit for the development authorized by 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

DRAFT

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. **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.**

10. 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.

11. 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 Authority, the _____ day of _____, 2022.

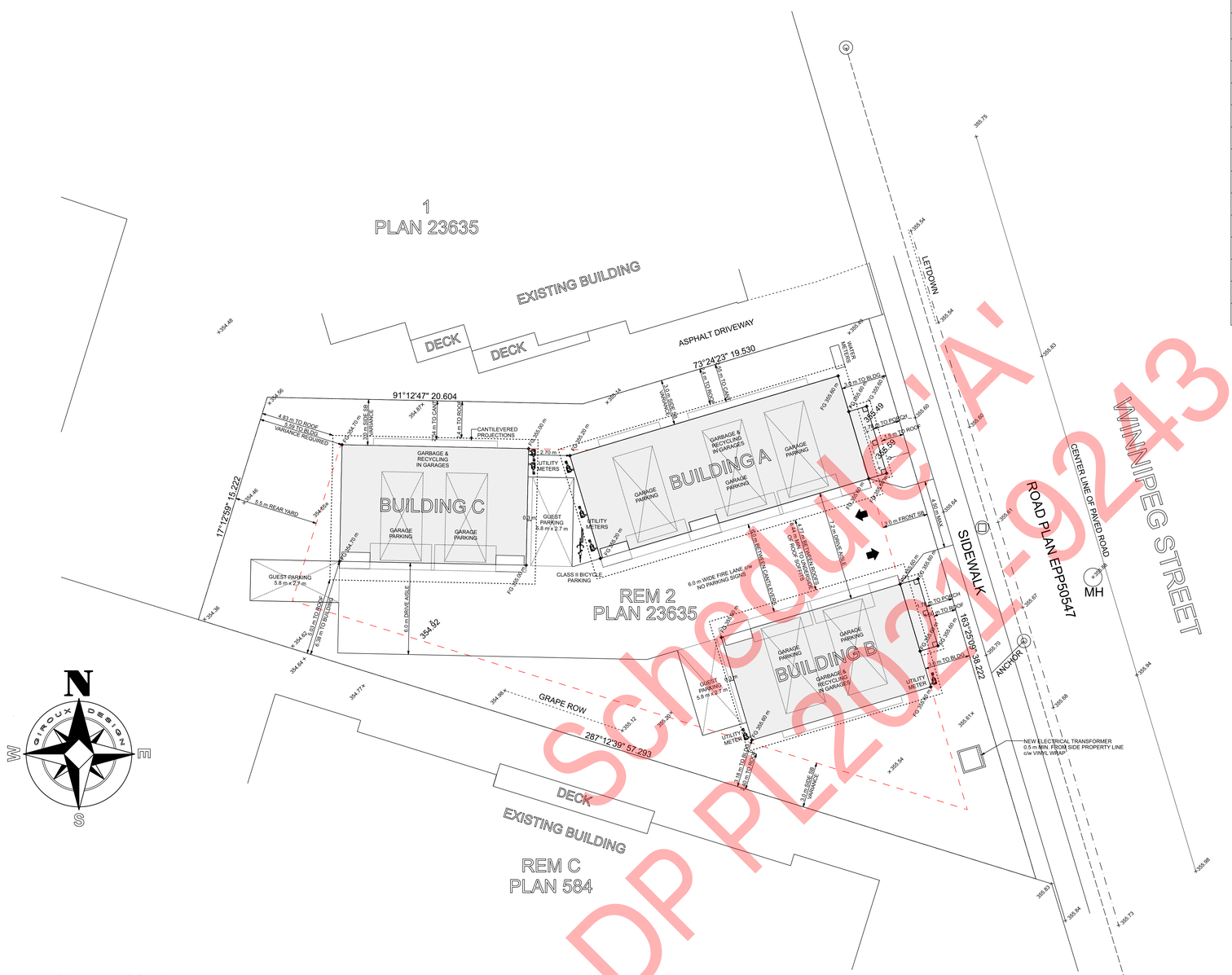
Issued this _____ day of _____, 2022.

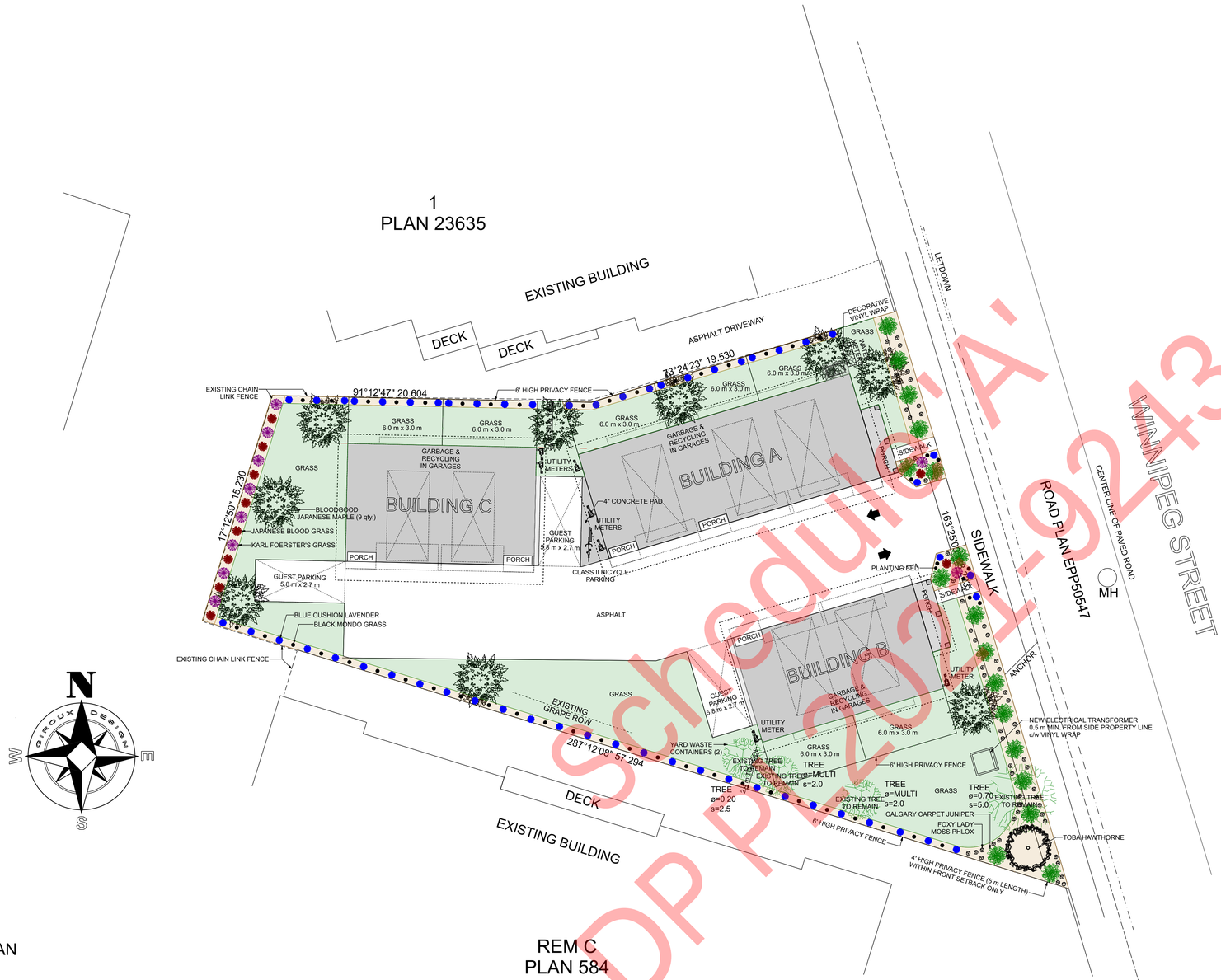
_____

Angela Collison
Corporate Officer

DRAFT

ZONING COMPLIANCE TABLE (CURRENT ZONING RM3)			
REGULATION	REQUIRED	PROVIDED ON PLANS	VARIANCE REQUIRED
LOT AREA	1400 m2	1122.94 m2	N/A
MINIMUM LOT WIDTH	25.0 m	38.223 m	N/A
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MAXIMUM HEIGHT	24 m	9.07 m	NO
MINIMUM FRONT YARD	3.0 m	3.0 m	NO
MINIMUM INTERIOR SIDE YARD	4.5 m	3.0 m	YES
MINIMUM EXTERIOR SIDE YARD	4.5 m	N/A	NO
MINIMUM REAR YARD	6.0 m	5.5 m	YES
PARKING SPACES (1 PER UNIT + 2 GUEST)	9	10	NO
BICYCLE PARKING (CLASS I/CLASS II)	4/1	IN GARAGES/1	NO
AMENITY AREA (20 m2 PER UNIT)	140 m2	451.5 m2	NO


1
PLAN 23635
EXISTING BUILDING
DECK
DECK
ASPHALT DRIVEWAY
73°24'23" 19.530
91°12'47" 20.604
17°12'59" 15.222
287°12'39" 57.293
BUILDING A
BUILDING B
BUILDING C
GARBAGE & RECYCLING IN GARAGES
GARAGE PARKING
UTILITY METERS
CANTILEVERED PROJECTIONS
GUEST PARKING 5.8 m x 2.7 m
CLASS II BICYCLE PARKING
6.0 m DRIVE AISLE
6.0 m WIDE FIRE LANE c/w NO PARKING SIGNS
5.5 m REAR YARD
4.5m TO BLDG
2.25m TO BLDG
VARIANCE REQUIRED
3.0 m TO BLDG
1.0 m TO BLDG
3.0 m FRONT SB
1.0 m SIDE SB
1.0 m TO ROOF
1.5 m TO ROOF
1.2 m TO ROOF
1.7 m TO ROOF



SITE PLAN
SCALE: 1:150

CIVIC ADDRESS: 783 WINNIPEG STREET, PENTICTON, B.C.
LEGAL DESCRIPTION: SITE PLAN OF LOT 2, DL 202, SDYD & DL 4, Gp 7, SDYD, PLAN 23635 EXCEPT PLAN EPP50547
PID: 003-411-150

PLANTINGS:
Black Mondo Grass (Ophiopogon planiscapus 'Nigrescens') 51 qty.
Blue Cushion Lavender (Lavandula angustifolia 'Blue Cushion') 55 qty.
Calgary Carpet Juniper (Juniperus sabina 'Monna') 17 qty.
Foxy Lady Moss Phlox (Phlox 'Foxy Lady') 56 qty.
Japanese Blood Grass (Imperata cylindrica 'Red Baron') 10 qty.
Karl Foerster's Grass (Calamagrostis x acutiflora Karl Foerster) 10 qty.

TREES:
Bloodgood Japanese Maple (Acer palmatum var. atropurpureum 'Bloodgood') 9 qty.
Toba Hawthorn (Crataegus mordenensis 'Toba') 1 qty.
Existing Trees 4 qty.

GARBAGE DISPOSAL:
Garbage Container Garbage Conatiner 7
Recycling Container Recycling Container 7
Yard Waste Container 2

GROUND COVER/HARD SURFACES:
Property Area (12,088 sq.ft.)
Asphalt (3,368 sq.ft.)
Grass (4,455 sq.ft.)
Planting Beds-Bark Mulch (1,100 sq.ft.)
River Rock-2" Rainbow (100 sq.ft.)
Landscape Fabric (1,200 sq.ft.)
Sidewalks/Porches (232 sq.ft.)

FENCING:
4' High Wood Fence (16 lin.ft.)
6' High 'Good Neighbour' Privacy Fence (1,217 lin.ft.)

LANDSCAPE NOTES:

SHRUBS SHALL BE A MIN OF No.2 POT SHRUBS

ALL TREES ARE TO BE A MINIMUM CALIPER OF 60mm WITH A CLEAR STEM HEIGHT OF 1.5 m

NO TREES, FENCES OR STRUCTURES WITHIN ROAD DEDICATION

NO RETAINING WALLS OVER 1.2 m IN HEIGHT ARE PERMITTED WITHIN ANY SETBACK AREA

LANDSCAPED AREAS TO BE EQUIPPED WITH UNDERGROUND IRRIGATION SYSTEM COMPLETE WITH MOISTURE SENSORS & TIMERS.

LANDSCAPING AND IRRIGATION TO EXTEND TO EDGE OF CITY SIDEWALKS, CURBS, ASPHALT. (INCLUSIVE OF LANDSCAPING ON CITY BOULEVARD)

DRIVEWAY ASPHALT TO EXTEND TO STREET AND LANE ASPHALT.

LEGEND

- SPOT ELEVATION
- POWER POLE
- FIRE HYDRANT
- WATER VALVE
- MH — MANHOLE
- OVERHEAD UTILITY LINES
- FENCE
- TREE ø=0.15 s=3.0 — TREE (NOT TO SCALE) WITH TRUNK DIAMETER AND CANOPY SPREAD

MANDEVILLE LAND SURVEYING INC.
FILE: 18-292
FIELD SURVEY COMPLETED THIS 24th DAY OF AUGUST, 2020.
ELEVATIONS ARE GEODETIC (ORTHOMETRIC HTv2.0) DERIVED FROM PENTICTON MONUMENT #4315

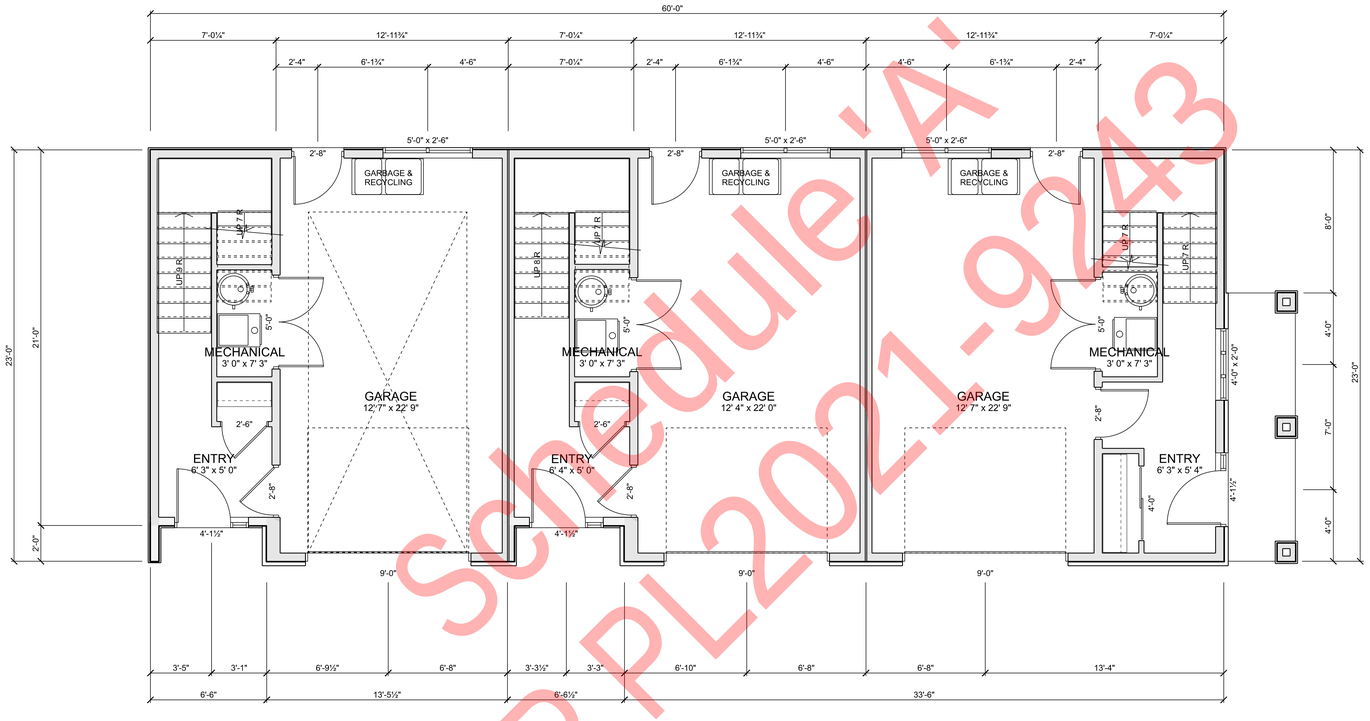
Schedule 'A'
DP PL2021-9243

SCOTT BOWLAND
783 WINNIPEG ST.
PENTICTON, BC

DESIGN BY: AJG
DRAWN BY: AJG
DATE: 3/03/22
REVISED:

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Due to local codes, regulations and building practices and/or because of specific requirements of the owner, these drawings are not to be used as a guide for construction unless the builder has confirmed their suitability with all localities. Consequently



LOWER FLOOR PLAN (BUILDING A)

SCALE: 1/4" = 1'-0"
LOWER FLOOR LIVING AREA: 434.5 sq ft.
LOWER FLOOR GARAGE AREA: 919.0 sq ft.

Schedule 'A'
DP PL2021-9243

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Building A-Lower Floor Plan

SCOTT BOWLAND
783 WINNIPEG ST.
PENTICTON, BC

DESIGN BY: AJG
DRAWN BY: AJG
DATE: 3/03/22
REVISED:

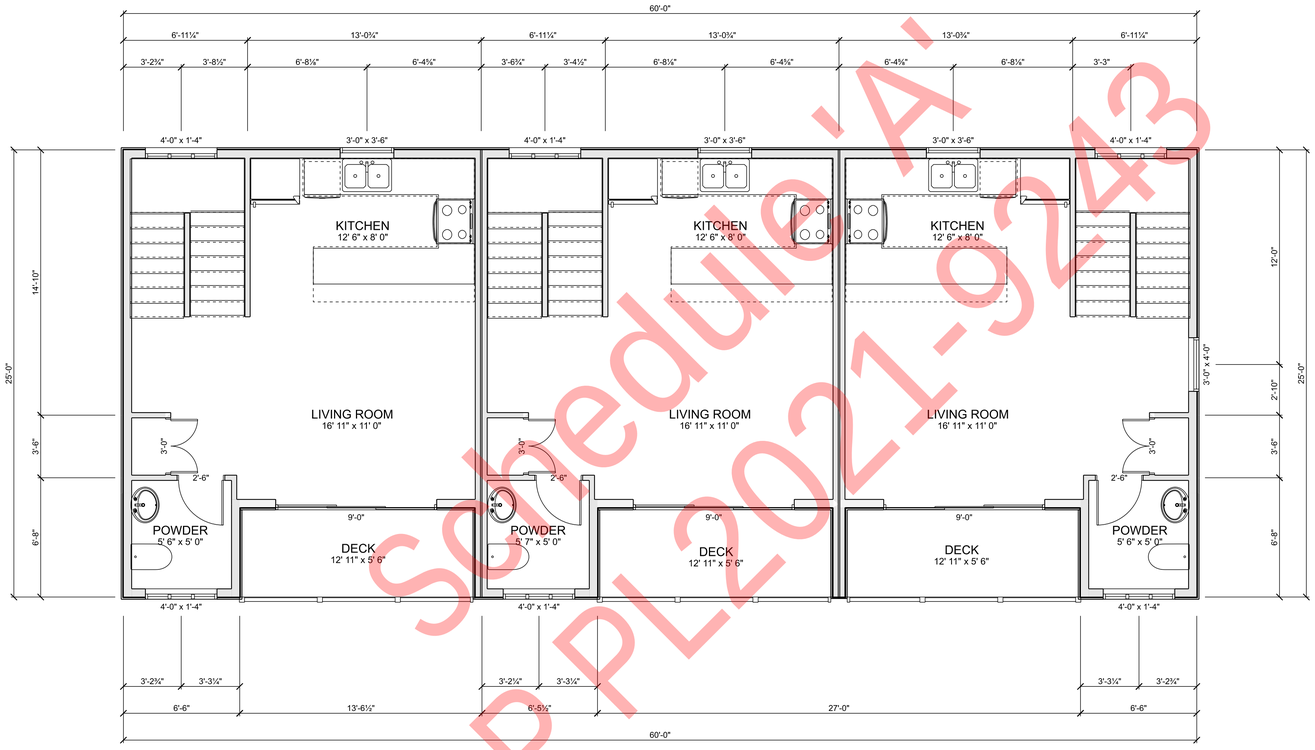
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Due to local codes, regulations and building practices and/or because of specific construction methods, materials and products, these drawings are not to be used as a guide for construction unless the builder has confirmed their suitability for use with the local authorities having jurisdiction and all relevant trades. Additionally, Giroux Design Group is unable to accept any liability for the accuracy or overall integrity of these drawings in excess of their original purchase price. Therefore, the builder must carefully check all of the dimensions and details in these drawings and assume responsibility for the same.

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Custom Home and Building Design Since 1950.
Giroux Design Group Inc.
phone: 250.770.4472 e-mail: contact@girouxdesigngroup.com
web: www.girouxdesigngroup.com

PLAN NO.
WP-5661
SLAB
SHEET NO.
A3

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MAIN FLOOR PLAN (BUILDING A)

SCALE: 1/4" = 1'-0"
MAIN FLOOR LIVING AREA: 1299.2 sq ft.

Scheduled
DP PL2021-9243

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Building A-Main Floor Plan

SCOTT BOWLAND
783 WINNIPEG ST.
PENTICTON, BC

DESIGN BY: AJG | DATE: 3/03/22
DRAWN BY: AJG | REVISED:

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Due to local codes, regulations and building practices and/or because of specific design requirements, these drawings may require modification by the builder prior to construction of a building on a specific site. Consequently, these drawings are not to be used as a guide for construction unless the builder has confirmed their suitability for use with the governing authorities having jurisdiction, and has verified all dimensions and conditions on the job. Additionally, Giroux Design Group is unable to accept any liability for the accuracy or overall integrity of these drawings in excess of their original purchase price. The builder is to inform us of any changes required to suit their requirements and details and assumes responsibility for the same.

GIROUX DESIGN GROUP
Custom Home and Building Design Since 1950.
Giroux Design Group Inc.
phone: 250.770.4373 e-mail: contact@girouxdesigngroup.com
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PLAN NO. WP-5661
SLAB
SHEET NO. A4

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UPPER FLOOR PLAN (BUILDING A)
SCALE: 1/4" = 1'-0"
UPPER FLOOR LIVING AREA: 1560.3 sq ft.

Schedule 'A'
DP PL2021-9243

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Building A-Upper Floor Plan

SCOTT BOWLAND
783 WINNIPEG ST.
PENTICTON, BC

DESIGN BY: AJG | DATE: 3/03/22
DRAWN BY: AJG | REVISED:

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Due to local codes, regulations and building practices and/or because of specific construction methods, these drawings may require modifications to be suitable for construction of a building on all locations. Consequently, these drawings are not to be used as a guide for construction unless the builder has confirmed their suitability for use with the local authorities having jurisdiction over the construction. Additionally, Giroux Design Group is unable to accept any liability for the accuracy or overall integrity of these drawings in excess of their original purchase price. The builder is responsible to verify all sizes, dimensions and details in these drawings and assume responsibility for the same.

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Custom Home and Building Design Since 1950.
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phone: 250.276.1373 e-mail: contact@girouxdesigngroup.com
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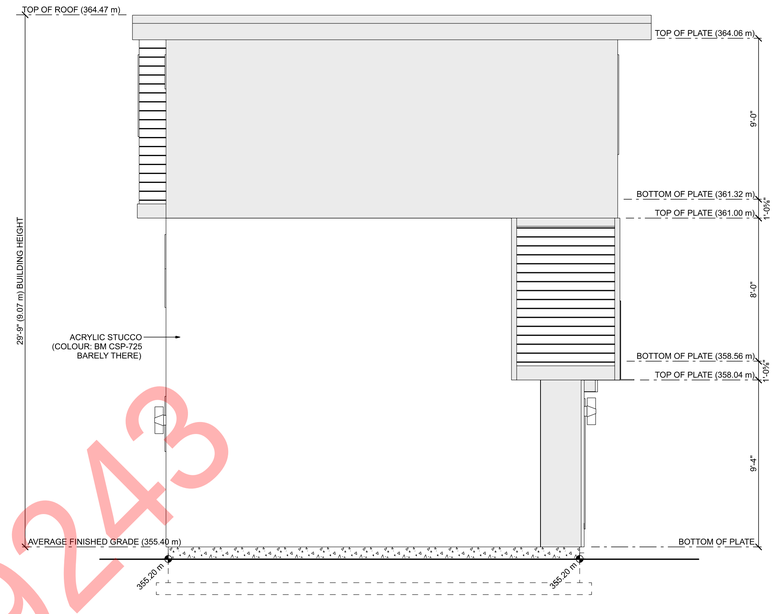
PLAN NO.
WP-5661
SLAB

SHEET NO.
A5

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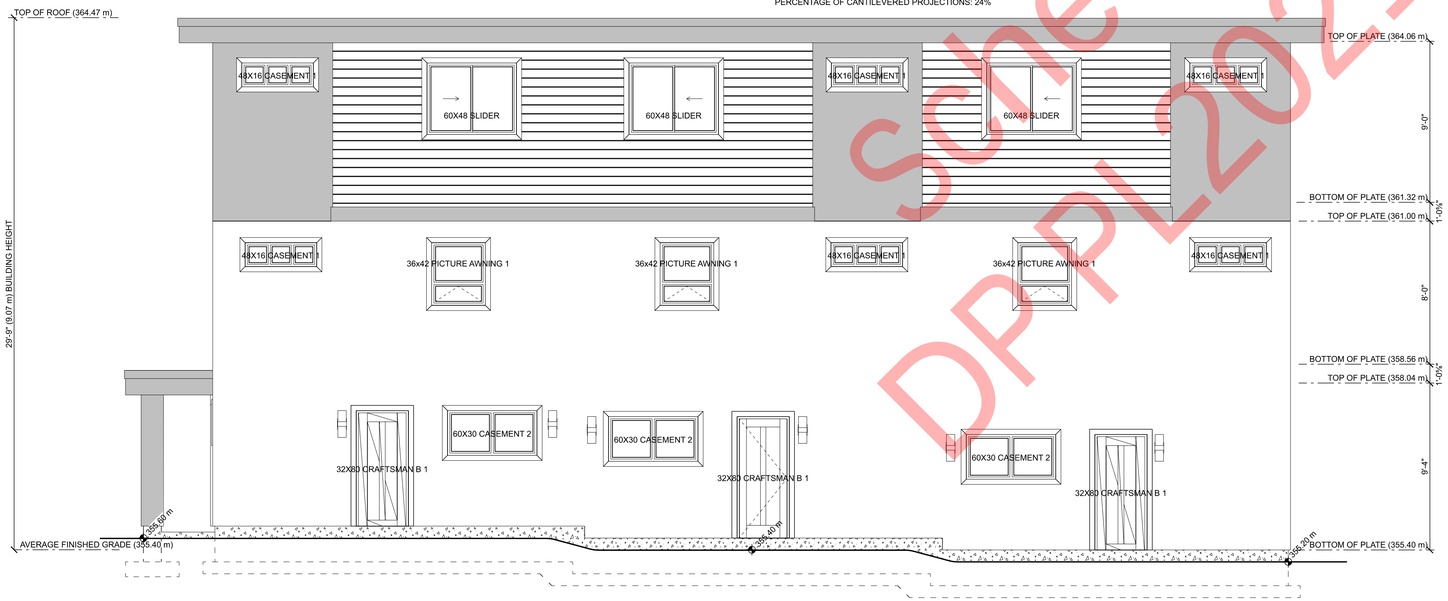


BUILDING A-SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

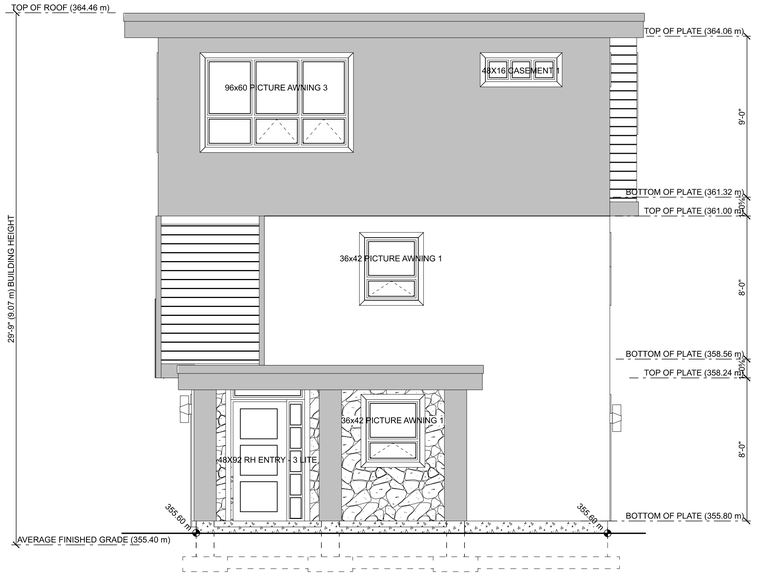


BUILDING A-WEST ELEVATION
SCALE: 1/4" = 1'-0"

AREA OF BUILDING FACE: 1668 sq.ft.
AREA OF PROJECTIONS: 405 sq.ft.
PERCENTAGE OF CANTILEVERED PROJECTIONS: 24%



BUILDING A-NORTH ELEVATION
SCALE: 1/4" = 1'-0"



BUILDING A-EAST ELEVATION
SCALE: 1/4" = 1'-0"

Scheduled
DP PL2021-9243

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Building A Exterior Elevations

SCOTT BOWLAND
783 WINNIPEG ST.
PENTICTON, BC

DESIGN BY: AJG
DRAWN BY: AJG
DATE: 3/03/22
REVISED:

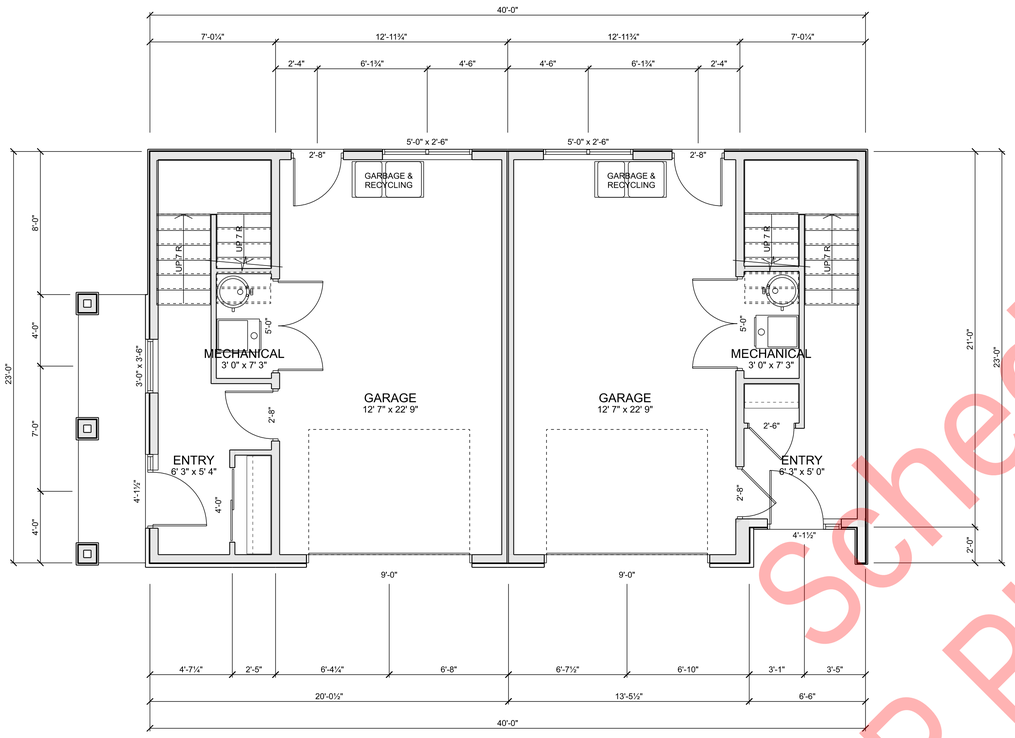
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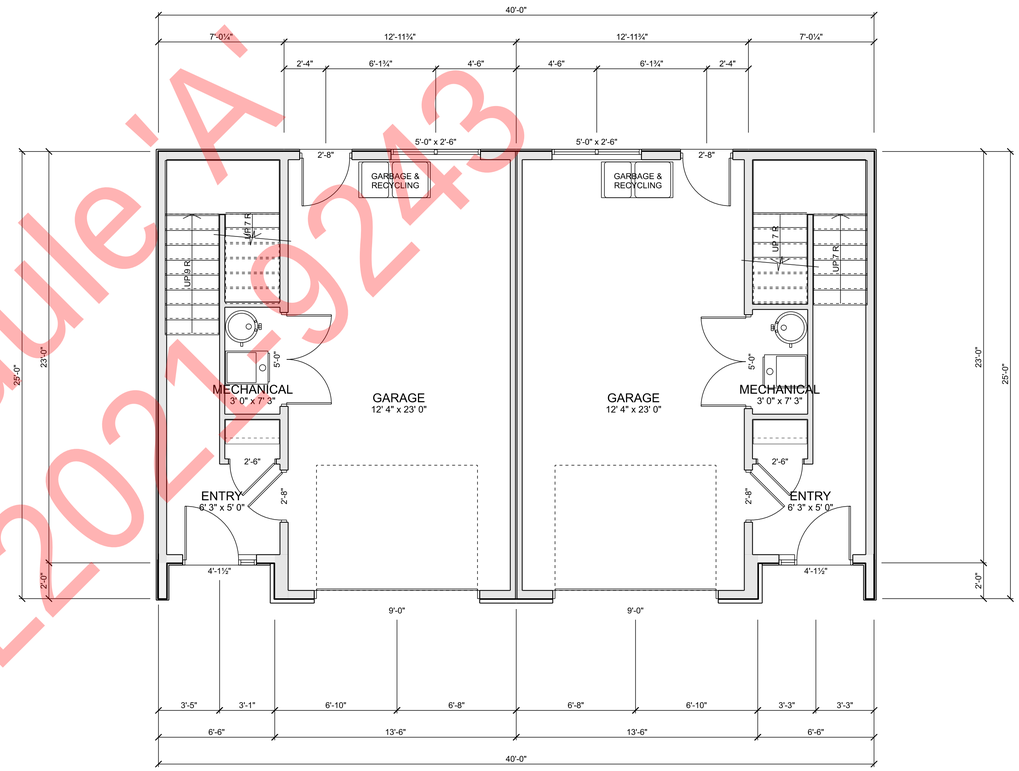
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LOWER FLOOR PLAN (BUILDING B)

SCALE: 1/4" = 1'-0"
LOWER FLOOR LIVING AREA: 298.8 sq ft.
LOWER FLOOR GARAGE AREA: 607.6 sq ft.



LOWER FLOOR PLAN (BUILDING C)

SCALE: 1/4" = 1'-0"
LOWER FLOOR LIVING AREA: 312.4 sq ft.
LOWER FLOOR GARAGE AREA: 661.5 sq ft.

Schedule 'A'
DP PL2021-9243

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Buildings B & C-Lower Floor Plans

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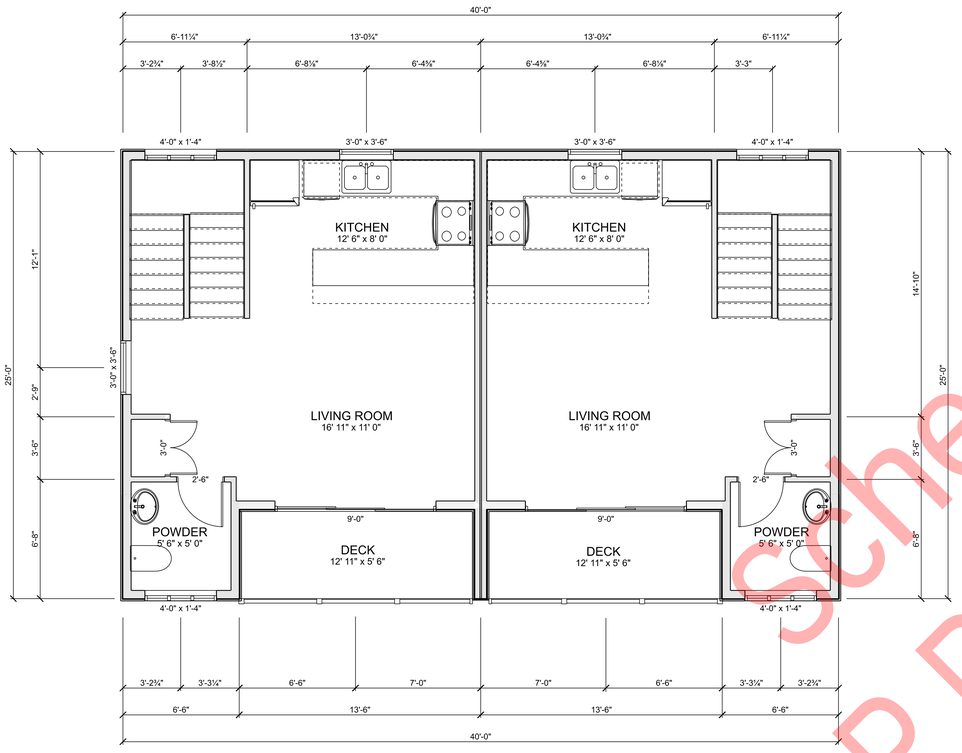
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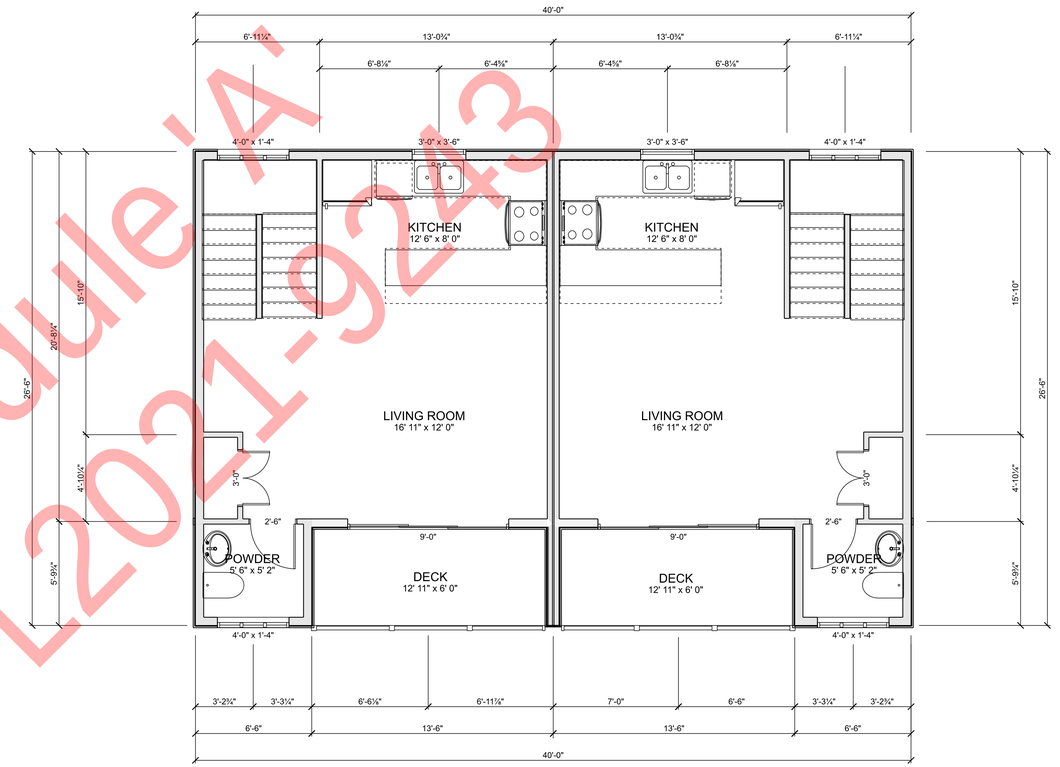
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MAIN FLOOR PLAN (BUILDING B)

SCALE: 1/4" = 1'-0"
MAIN FLOOR LIVING AREA: 864.4 sq ft.



MAIN FLOOR PLAN (BUILDING C)

SCALE: 1/4" = 1'-0"
MAIN FLOOR LIVING AREA: 911.5 sq ft.

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Buildings B & C-Main Floor Plans

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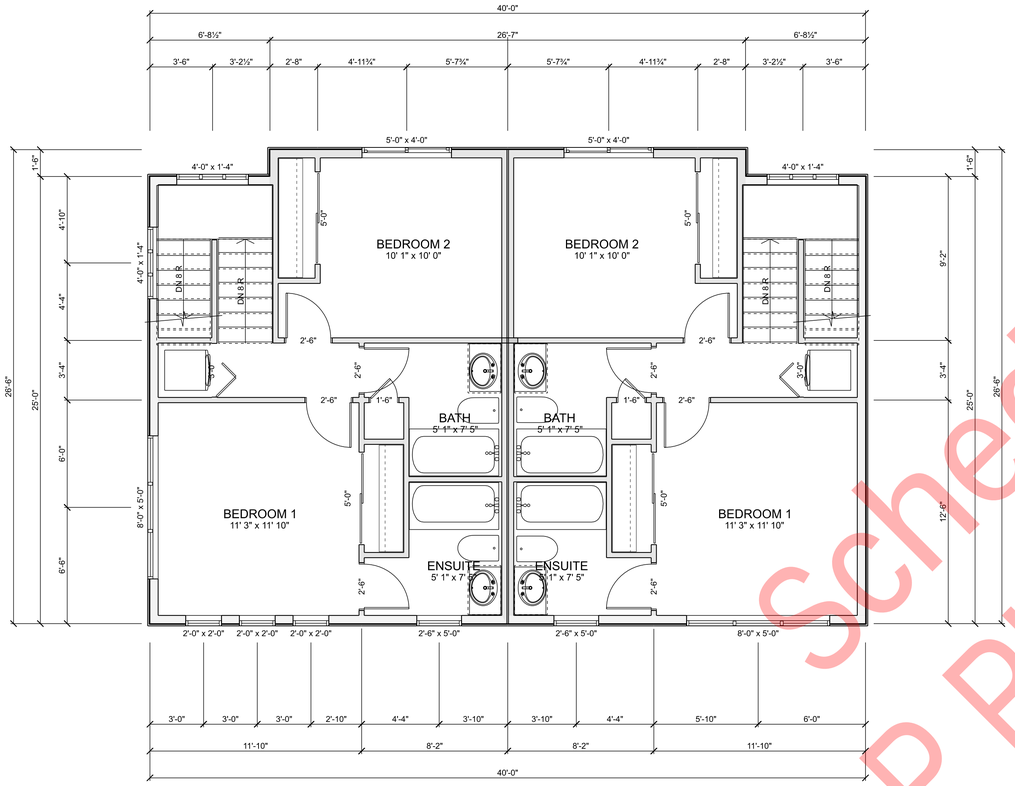
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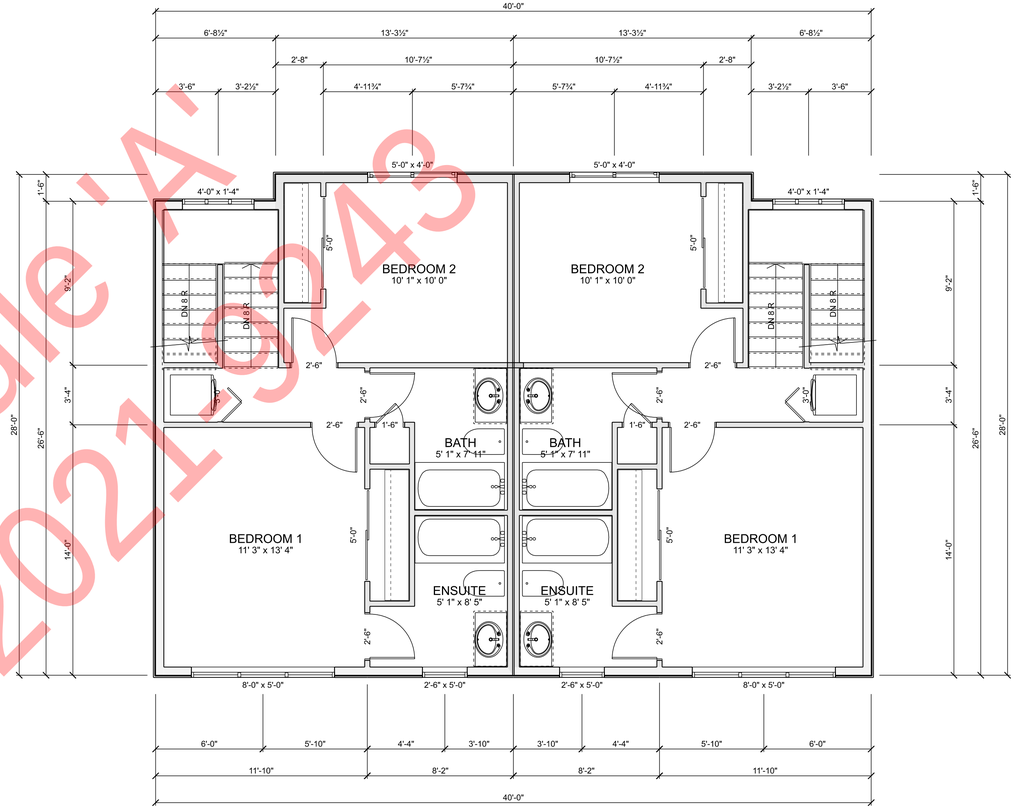
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UPPER FLOOR PLAN (BUILDING B)

SCALE: 1/4" = 1'-0"
UPPER FLOOR LIVING AREA: 1039.9 sq ft.



UPPER FLOOR PLAN (BUILDING C)

SCALE: 1/4" = 1'-0"
UPPER FLOOR LIVING AREA: 1099.9 sq ft.

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DP PL2021-9243

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Buildings B & C-Upper Floor Plans

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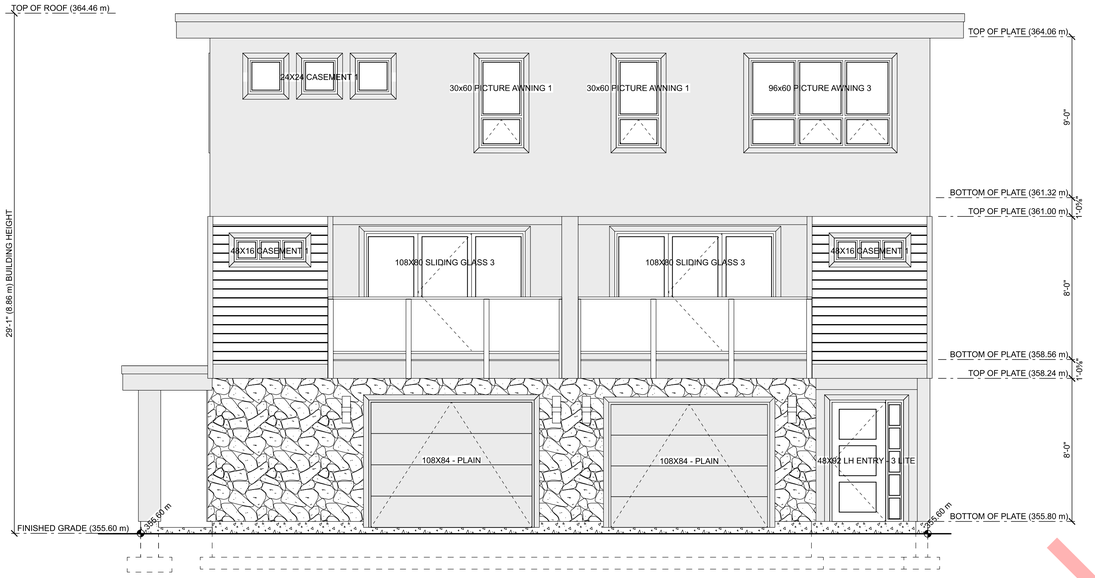
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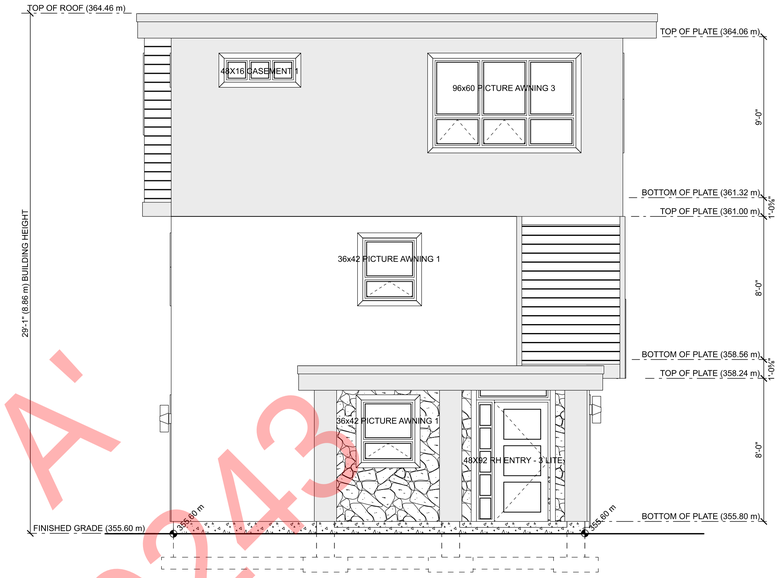
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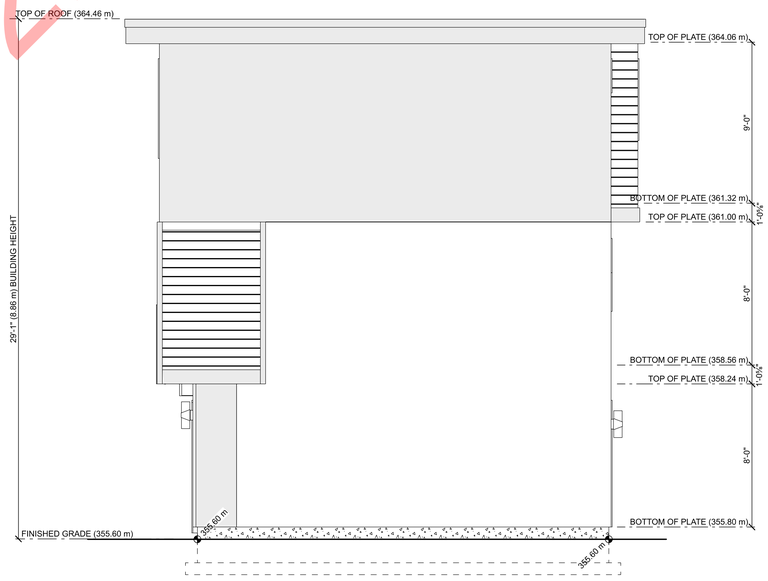
BUILDING B-NORTH ELEVATION
SCALE: 1/4" = 1'-0"



BUILDING B-EAST ELEVATION
SCALE: 1/4" = 1'-0"



BUILDING B-SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



BUILDING B-WEST ELEVATION
SCALE: 1/4" = 1'-0"

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Building B-Exterior Elevations

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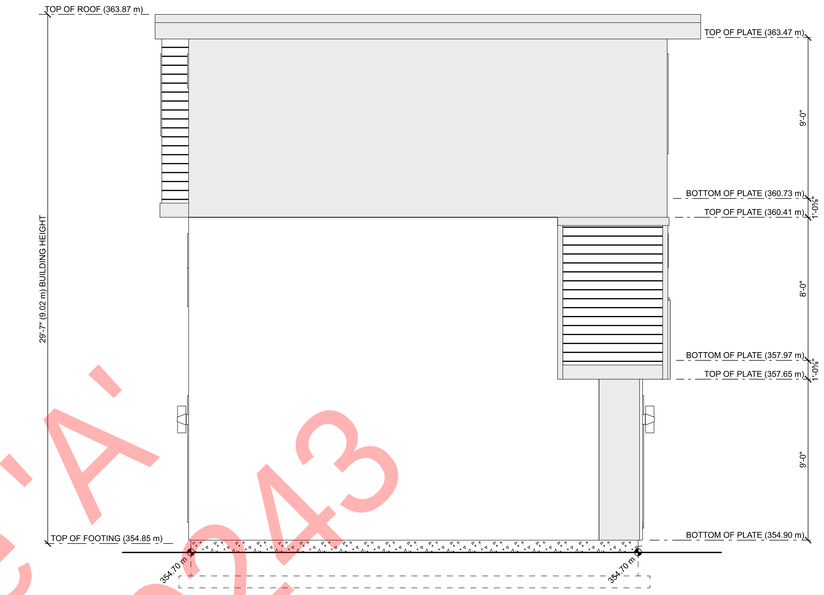
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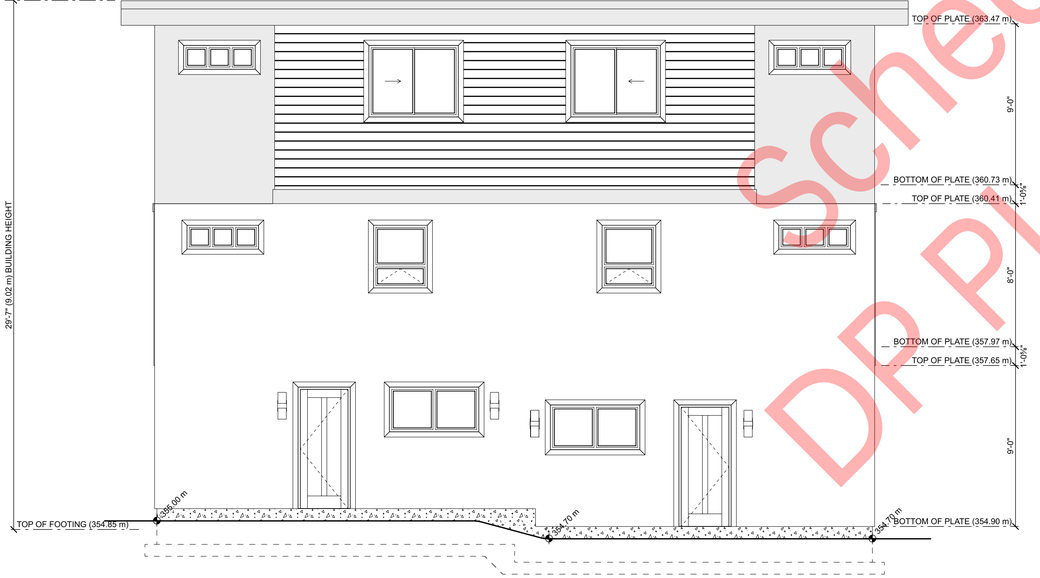


BUILDING C-SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

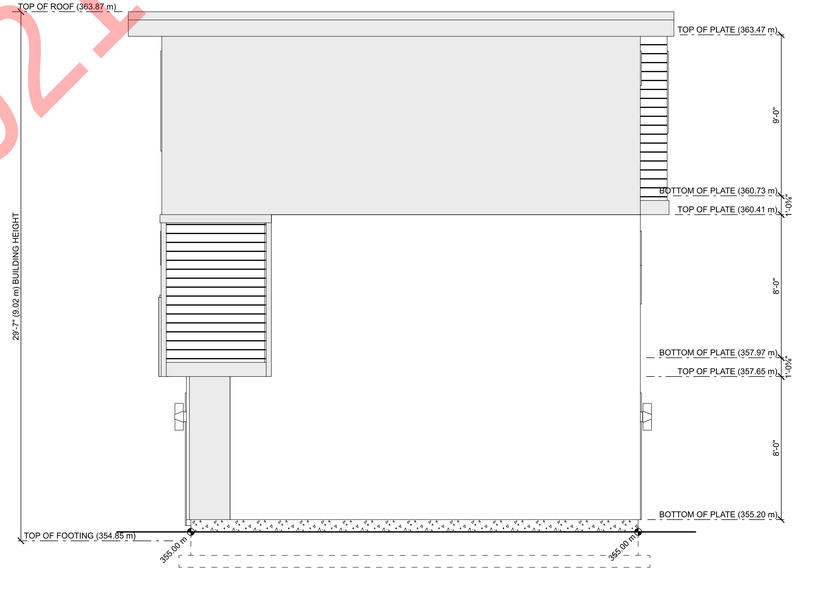


BUILDING C-WEST ELEVATION
SCALE: 1/4" = 1'-0"

AREA OF BUILDING FACE: 1137 sq.ft.
AREA OF PROJECTIONS: 267 sq.ft.
PERCENTAGE OF CANTILEVERED PROJECTIONS: 23%



BUILDING C-NORTH ELEVATION
SCALE: 1/4" = 1'-0"



BUILDING C-EAST ELEVATION
SCALE: 1/4" = 1'-0"

Scheduled
DP PL2021-9243

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Building C Exterior Elevations

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BUILDING A-SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING A-EAST ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING A-NORTH ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING A-WEST ELEVATION
SCALE: 1/8" = 1'-0"



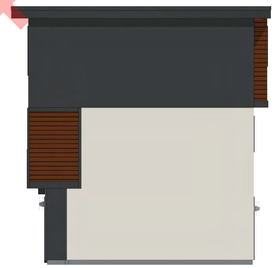
BUILDING B-NORTH ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING B-EAST ELEVATION
SCALE: 1/8" = 1'-0"



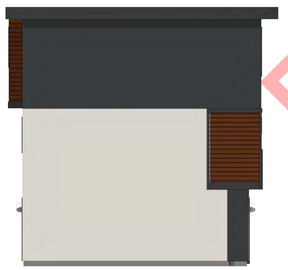
BUILDING B-SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING B-WEST ELEVATION
SCALE: 1/8" = 1'-0"



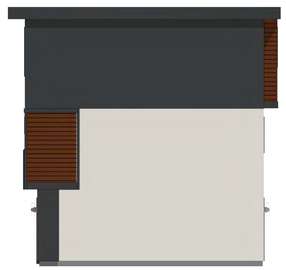
BUILDING C-SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING C-WEST ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING C-NORTH ELEVATION
SCALE: 1/8" = 1'-0"



BUILDING C-EAST ELEVATION
SCALE: 1/8" = 1'-0"

Schedule 'A'
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Colour Elevations

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Council Report

penticton.ca

Date: May 17, 2022 File No: RMS/795 Westminster Ave W
To: Donny van Dyk, Chief Administrative Officer
From: Steven Collyer, Planner II
Address: 713, 737 and 795 Westminster Avenue West

Subject: **Zoning Amendment Bylaw No. 2022-25**
Development Permit PL2022-9281

Staff Recommendation

THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-25", for:

1. Lot 1 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979;
2. Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979, and
3. Parcel A (KK20280) District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3979,

Located at 713, 737, and 795 Westminster Avenue West, a bylaw to rezone the subject properties from the CT1 (Tourist Commercial) and R2 (Small Lot Residential) zones to the CD8 (Comprehensive Development Zone – 795 Westminster Avenue West), to facilitate the construction of a 3-storey mixed use development;

AND THAT Council forward "Zoning Amendment Bylaw No. 2022-25" to the June 7, 2022 Public Hearing;

AND THAT Council, prior to adoption of "Zoning Amendments Bylaw No. 2022-25", require the following conditions be met:

- A 0.9m road dedication along the Westminster Avenue West frontage be registered with the Land Title Office,
- An 8.5m by 8.5m corner cut at the southwest corner of the property, at the intersection of Westminster Avenue West and Power Street, be registered with the Land Title Office, and
- A 3.5m by 3.5m corner cut at the northeast corner of the property, at the intersection of the lanes, be registered with the Land Title Office;

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2022-25", approve "Development Permit PL2022-9281" to approve the form and character of the proposed three-storey mixed use development on the consolidated property.

Strategic Priority Objective

Vision: A vibrant, innovative, healthy waterfront city focused on sustainability, community and economic opportunity.

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.

Proposal

The applicants are proposing to construct a mixed-use (commercial and residential) development on the consolidation of three lots located on the northeast corner of Westminster Avenue and Power Street (Figure 1). The development consists of two, three-storey buildings. One building contains a 183m^2 (1,970ft^2) commercial space and 11 live work townhouse units fronting onto Westminster Ave W. Live work units allow for residents to live and carry out their business operations in the same, connected unit, similar to a home occupation. The second building contains 11 townhouse units fronting onto the rear (north) lane. Each residential unit has its own 2-car garage accessed from an internal driveway. Four visitor parking spaces and three commercial parking spaces are provided on-site. The applicant submitted a Letter of Intent which explains the proposal in further detail (Attachment 'D').

To facilitate this development, the applicant is requesting to rezone the properties from CT1 (Tourist Commercial) and R2 (Small Lot Residential) to CD8 – Comprehensive Development Zone (795 Westminster Avenue West), a zone developed specifically for the proposed mixed-use development on the subject properties, which will be consolidated into one lot. A Development Permit is also required for the form and character of the development, which has been included for Council's consideration.





Figure 1 - Renderings of proposed development

Background

The subject site consists of three separate properties; 713, 737 and 795 Westminster Ave West (referred to as 795 Westminster Ave W or the subject site) - totaling approximately 0.8 acres (3,213m^2) (Figure 2). The lands are currently zoned CT1 (Tourist Commercial) and R2 (Small lot Residential) and are designated by the City's Official Community Plan (OCP) as 'Mixed Use' and 'Ground Oriented Residential'. The lands currently contain a restaurant and two single detached dwellings.

The site is prominently located at the intersection of Westminster Avenue West and Power Street, within walking distance of Okanagan Lake Beach, Lakawanna Park, the Trade and Convention Centre, Community Centre, and Riverside Plaza. The surrounding neighbourhood contains a diverse mix of zones including commercial uses in the nearby Riverside Plaza, motor vehicle sales and service along the Westminster Ave corridor, and several parks and public assembly uses. The mix of residential zones in the area ranges from R2 (Small Lot Residential) to RM4 (High Density Multiple Housing), including single-family homes, carriage homes, duplexes, fourplexes, apartments and townhouses. The site is located across Power Street from the El Rancho site which is currently going through the development approvals process for a higher density project. Across the laneway to the north is a development with 15 townhomes constructed in 2016.



Figure 2 - Location map

North Gateway Redevelopment and Investment Strategy

The site is located in the North Gateway area. To ensure an orderly, strategic and investment ready environment within this area of the City, the 'North Gateway Redevelopment and Investment Strategy' ensures a coordinated approach will be taken to land use, infrastructure needs and economic investment opportunities. The process is currently underway and the emerging vision that the community has identified is one that seeks to create the North Gateway as a welcoming and attractive neighbourhood, supportive of increased varieties of residential densities, tourist accommodation and commercial activity.

While the draft plan is still under development, the concepts created so far through the process seek additional residential density of approximately 2,000 residential units, approximately 30,000 sq. ft. of new commercial/retail space and the addition of approximately 350 new hotel rooms.

The areas of policy that are being drafted focus around Land Use and Density, Experience & Atmosphere and Mobility and Connections. Based on the proposal submitted, staff have provided a response to each of these focus areas and how the proposal aligns with the emerging North Gateway vision:

- *Land Use & Density:* The proposal is for a mixed-use development, providing 1,965ft^2 of commercial/retail space and an additional 22 units, 11 of which allow for live work opportunities. The scale of the proposed buildings exceeds what currently exists on the site while remaining compatible with surrounding development at the edge of the North Gateway plan area.
- *The Experience:* The building design and site layout provides for an active façade and improved boulevard treatments along Westminster Ave W and Power St. An at-grade outdoor patio is proposed adjacent to the commercial unit in a high-visibility location at the Westminster Ave W and Power St intersection.
- *Mobility & Connections*: The development will provide boulevard landscaping improvements along the Westminster Ave W and Power St frontages, helping activate and enhance pedestrian movement through the area.

The future of the Westminster Ave W corridor is also a major focus of the North Gateway Plan, and the proposal will support the vision by placing a commercial use prominently at the Westminster Ave W and Power St intersection, and provide improved boulevard landscaping and strong street definition along both frontages.

Financial Implication

The City is responsible for the surveyor and legal fees associated with the recommended road dedications. There is a 0.9m road dedication identified along Westminster Ave W, an 8.5m by 8.5m corner cut at the intersection of Westminster Ave W and Power Street, and a 3.5m by 3.5m corner cut at the intersection of the lanes. As a condition of zoning, the road dedications will be required to be registered with the Land Title Office.

Technical Review

This application was reviewed by the City's Technical Planning Committee, a group of internal City staff who review development applications. Servicing and building code requirements have been identified to the

applicant and will be addressed as part of the building permit processes. It is the property owner's responsibility to provide services and/or upgrade existing services as required.

Staff identified road dedications and these are proposed to be taken as a condition of rezoning. The road dedications are shown in Figure 3 below:



Figure 3 – Recommended road dedications (yellow)

The road dedications will help achieve the desired boulevard width along Westminster Ave W, and ensure visibility at the intersections. The applicant is aware of these conditions and has designed the development with those dedications in mind.

Staff also identified the site is subject to a latecomers agreement as a result of the 2016 townhouse development to the north at 166 Power St. That development was required to upgrade the full width of both laneways providing access to townhouse units. The subject development shares one lane with the 166 Power St development, therefore the City will coordinate the payment from this developer for the amount they benefit from the already upgraded lane, and provide that money to the original developer of 166 Power St who had paid for the full lane width upgrade. The applicant is aware of this requirement which applies at the future building permit stage.

Development Statistics

The following table outlines how the proposed development meets the applicable Zoning Bylaw regulations:

	CD8 Zone Requirement	Provided on Plans
Minimum Lot Width*:	90 m	97 m
Minimum Lot Area*:	3,200 m^2	3,213 m^2

Maximum Lot Coverage:	56%	56%
Maximum Density:	1.1 Floor Area Ratio (FAR)	1.1 FAR
Vehicle Parking:	Minimum 44 spaces (residential) Minimum 4 spaces (visitor) Minimum 3 spaces (commercial)	44 residential spaces 4 visitor spaces 3 commercial spaces
Required Setbacks Front Yard (Westminster Ave W): Interior Side Yard (east): Exterior Side Yard (Power St): Rear Yard (lane):	 1.5 m 3.0 m 1.5 m 2.5 m	 1.5 m 3.0 m 1.5 m 2.5 m
Maximum Building Height	13 m	12.8 m
Minimum Amenity Space	$10m^2$ per dwelling unit (total: $220m^2$)	984.5 m^2 (residential units total) 167.4 m^2 (commercial unit)
Other Information:	*Lot width and lot area are only applicable at the time of subdivision.	

Analysis

Zoning Amendment

The OCP designation for the subject properties is 'Mixed Use' and 'Ground Oriented Residential'. As shown on the OCP Map (Attachment 'B'), the Mixed Use designation is located near the intersection with Power St, and the Ground Oriented Residential designation is located further east on the site along Westminster Ave W. To achieve the desired OCP land use, recognizing both designations on the site, the applicant has applied for a rezoning to a comprehensive development zone. Comprehensive development zones give the ability to look at a site on a 'site-specific' level and create a new zone allowing a unique mix of uses and site-specific development regulations. The applicant has designed the proposed development to reflect the intent of both future land use designations on the site, by providing a commercial unit featuring prominently at the southwest corner, live work units along the Westminster Ave W frontage, and residential townhouse units. Strong street definition is provided in the CD zone by incorporating minimal setbacks along the street frontages (1.5m) and slightly larger setbacks from the adjacent lanes (2.5m and 3.0m). The entire development is three storeys in height, with one building having rooftop patios. The development across the consolidated lots is considered to achieve the building forms and uses intended by the 'Mixed Use' and 'Ground Oriented Residential' OCP designations (Figure 4).

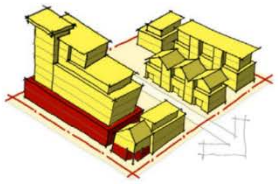
Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Ground Oriented Residential 	Medium-density residential areas with multi-family developments where each unit has an exterior door and construction is primarily wood frame, or bareland stratas.	• Duplexes with suites • Cluster housing • Fourplexes higher-density rowhouses • Townhouses and stacked townhouses • Bareland strata developments	• Residential • Limited Service/ Retail	• Up to 3 ½ storeys	• RM2 • RM5 • C2
Land Use	**Description**	**Building Type(s)**	**Uses**	**Height / Density**	**Zone(s)**
Mixed Use 	A mixed-use area allowing for intensive development with active and vibrant retail or service uses at ground level and multi-family residential and/or office uses.	• Higher-density mixed-use buildings	• Commercial (retail, service, office) • Residential	• Up to 10 storeys	• C3 • C5

Figure 4 - Excerpts from OCP Future Land Use Designations table

Staff consider that the creation of a Comprehensive Development (CD) zone is suitable for the proposed development. Due to the uniqueness of having two OCP designations on the site and the proposed mix of uses in a low height form, situated close to the public sidewalk and pedestrian realm, a CD zone was selected to be utilized. This property is also located at the prominent corner of Westminster Ave W and Power St, and as such, the CD zone has been drafted to include a variety of small commercial uses that could utilize the proposed 1,965 sq. ft. of commercial space located at the corner of the property and live work units.

OCP Goal 4.1.1 — Managing Residential Growth

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

- The proposed development is located within the built-up core of Penticton and will provide more units than are currently on the site. The proposal would utilize existing infrastructure and not require the extension of any City services.
- The proposed development is also in an area of the City that is conducive to active transportation which provides future residents and visitors with alternative modes of transportation to get around.

OCP Policy 4.1.1.1 — Focus new residential development in or adjacent to existing developed areas.

- The proposed development consolidates three smaller properties into one larger parcel within the existing footprint of the City. The proposal would utilize existing infrastructure and not require the extension of any City services.

OCP 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. • The site is within the existing footprint of the City and not in an environmentally-sensitive or flood hazard area. • The site is located on a transit route and within 100m of two bus stops
OCP Goal 4.1.3	Housing Diversity Ensure a range of housing types, sizes, tenures and forms exist throughout the city to provide housing options for all ages, household types and incomes. • The proposed development provides townhouse units of different sizes, half of which have a live work option. These units would be suitable for different ages and households, as well as compatible commercial uses.
OCP 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 site is located within an existing area of the City, in proximity of the downtown, and shops and services. The proposed infill development would better utilize the land while being designed sensitively to the surrounding residential development, which generally ranges from two-to three-storeys in height.
OCP Policy 4.1.3.6	Require amenity areas in all multifamily and mixed-use projects through regulations in the Zoning Bylaw • The proposed development has provided amenity space for each unit, through balconies and rooftop patios on some units. The north building provides 10m^2 of outdoor amenity space per unit, and the south building provides 80m^2 per unit. • The development is within walking distance of many public amenities for future residents, including Okanagan Lake, Lakawanna Park, and the Community Centre. • In addition to an at-grade patio, a 167m^2 rooftop patio is also proposed above the commercial unit.
OCP Policy 4.2.3.8	Require adequate levels of secure bike parking in new multi-family, mixed-use and commercial development. • Each unit has its own double-car garage which can provide secure bicycle storage. In addition, bicycle racks have been provided in three different locations on the site, for use by visitors.
OCP Goal 4.3.1	Strategic Investment Areas Focus economic development priorities and infrastructure investment in strategic areas to support existing public infrastructure and assets, and to encourage private investment.
OCP Policy 4.3.1.1	Target Civic Investment in: The Northern Gateway to intensify development around the SOEC/Community Centre/Memorial Arena campus and City parkland/beaches, to enhance the entryway to the city and the Downtown, to support the established

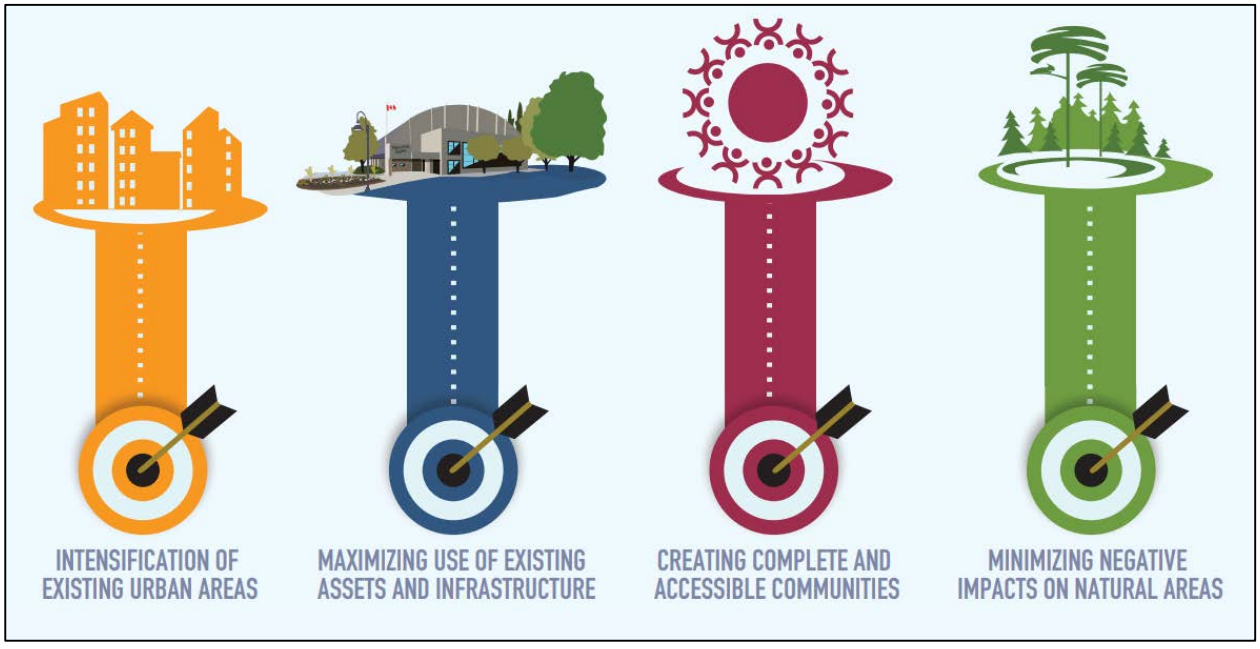
Lakeshore/Riverside tourist commercial precinct and to create opportunities for walking and cycling.

- The proposed development is located at a prominent intersection within the North Gateway area. The City has prioritized the North Gateway area for investment by undergoing a strategic planning initiative.
- This development represents significant investment on a key site in this area, providing new residential units and commercial space. This development also activates the corner at Westminster Ave W and Power St further, to encourage more pedestrian traffic and activity in a compatible built form with the surrounding area.

OCP Policy 4.3.6.3 — Recognize that business growth is reliant on adequate housing availability, and work to develop policies that encourage housing development.

- The development provides live work units, which allow people an option to operate their business from a street-level frontage and live in space above.
- The proposed development would add residential dwelling units to an area of the City where employment exists.

Further to these OCP Goals and Policies, the OCP outlines a growth plan for the City which emphasizes strategic and sensitive use of Penticton's limited land base. It recognizes that we must make the most efficient use of available land and existing infrastructure while also protecting the natural environment that many residents value. Penticton's Growth Plan (OCP, Page 43) indicates 4 key methods to achieve this growth plan:



The proposed development demonstrates strong conformance with the City's OCP Goals, Policies and growth plan. Given that there is adequate policy through the OCP to support the proposal to rezone the subject property from CT1 (Tourist Commercial) and R2 (Small Lot Residential) to CD8 – Comprehensive Development Zone (795 Westminster Avenue West), staff recommend that Council give first reading to

"Zoning Amendment Bylaw No. 2022-25", and forward the bylaw to the June 7, 2022 Public Hearing to gather comments and feedback from the public.

Development Permit

The proposed development is included in the Commercial & Mixed Use Development Permit Area (DPA) outlined by the OCP. The Commercial & Mixed Use DPA is established to encourage a wide range of developments that can support both commercial-only use and mixed-use (e.g., retail, office, residential), preserving affordable forms of commercial development and allowing for people to move into higher-amenity neighbourhoods. The applicant has submitted a development permit analysis with their application package which outlines conformance with the OCP design guidelines (Attachment 'E'). Staff have also completed a development permit analysis (Attachment 'F') that shows how the development conforms to the applicable DPA guidelines.

The proposed development has been designed with the OCP policies and guidelines in mind and is a project aimed at achieving the desired density for this area of the City, while being courteous in scale and built form to the surrounding neighbours. As such, staff recommend that Council, subject to adoption of Zoning Amendment Bylaw No. 2022-25", approve "Development Permit PL2022-9281" and direct staff to issue the permit.

Alternate Recommendations

Council may consider that a Comprehensive Development zone is not appropriate for the subject properties, or that the proposed development is not suitable for the area. If this is the case, Council may choose to not proceed with the Zoning Amendment as proposed and select the alternate recommendation. Staff are not recommending this option, as in staff's opinion, the proposed development is well-aligned with the two OCP designations on the site, and is a compatible infill development in a high amenity area of the City.

1. THAT Council deny first reading of "Zoning Amendment Bylaw No. 2022-25".

Attachments

Attachment A – Zoning Map
Attachment B – Official Community Plan Map
Attachment C – Photos of Property
Attachment D – Letter of Intent
Attachment E – Development Permit Analysis (applicant)
Attachment F – Development Permit Analysis (staff)
Attachment G – Draft CD8 Zone
Attachment H – Draft Development Permit PL2022-9281
Attachment I – Zoning Amendment Bylaw No. 2022-25

Director of Development Services	Chief Administrative Officer
BL	DvD

Respectfully submitted,

Steven Collyer, RPP, MCIP
Planner II

Attachment A – Zoning Map

CITY OF Penticton

795 Westminster Ave W

Zoning Map



Legend

- Subject Parcel
- R2 - Small Lot Residential
- RD2 - Duplex Housing: Lane
- RM2 - Low Density Multiple Housing
- RM3 - Medium Density Multiple Housing
- C3 - Mixed Use Commercial
- C8 - Vehicle Service Station
- CT1 - Tourist Commercial
- P1 - Public Assembly

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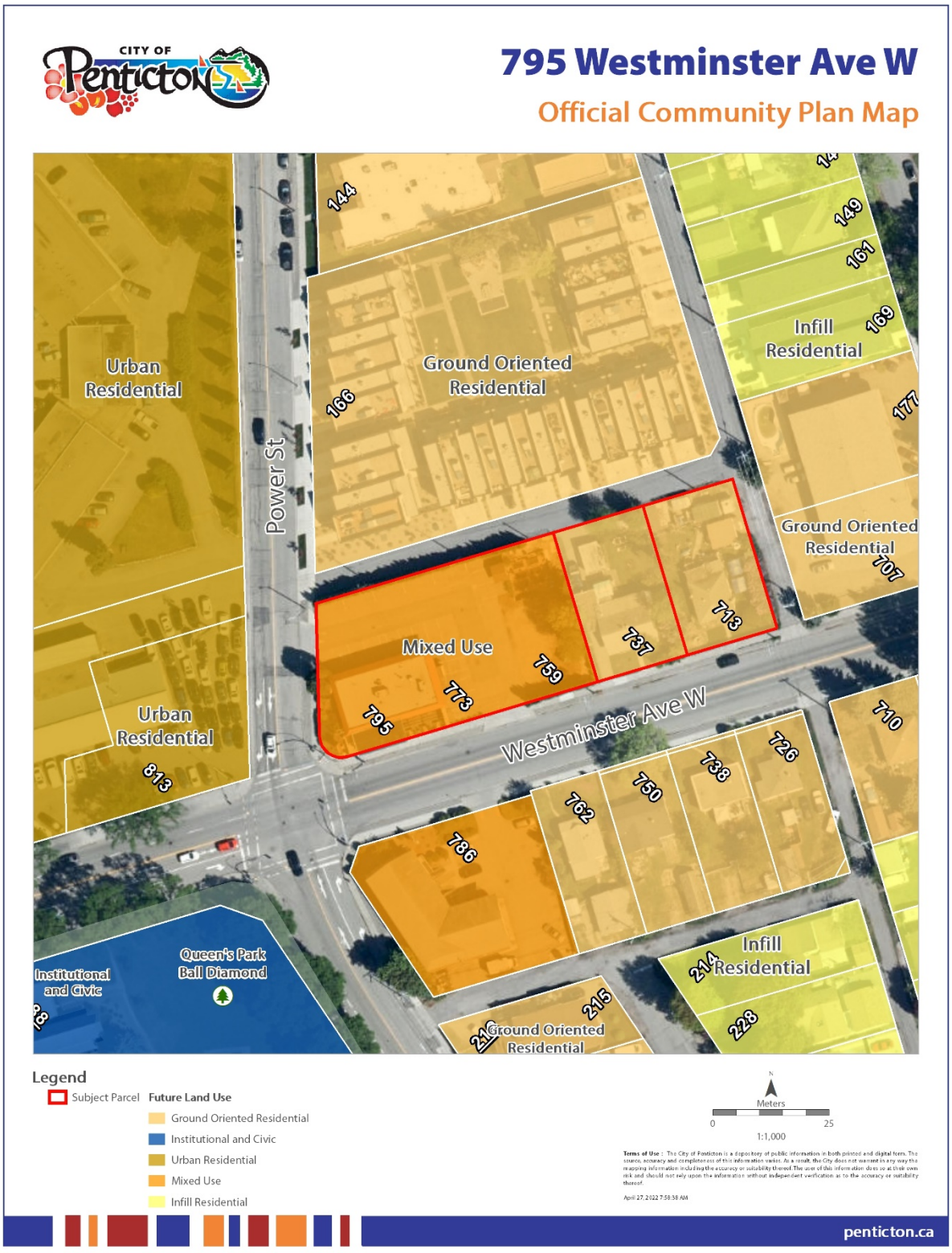
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April 27, 2022 7:57:21 AM

penticton.ca

Attachment B – Official Community Plan Map



Attachment C – Photos of Property






166 Power St
Subject Property:
795 Westminster Ave W
Power St
Lane (side)
Subject Property:
713 Westminster Ave W
Road dedication (lanes)
Lane (rear)

2022-04-20
City of Penticton
171 Main Street, Penticton,
BC V2A 5A9
Attention: Steven Collyer

Dear Steven,

MQN Architects has been engaged to assist with a development situated on Westminster Ave West and Power St. in Penticton. In accordance with the Penticton Official Community Plan guidelines, the proposed properties (713, 737, & 795 Westminster Ave) will also seek a comprehensive development zone. This will be achieved through a rezoning from the current CT1 – Tourist Commercial and R2 – Small Lot Residential zoning. In addition, MQN has worked with the client to design a mixed-use development to align with the OCP guidelines and to integrate within the surrounding community in the Northern Gateway.

This project is proposed as a ground oriented mixed-use development with live work townhomes along Westminster Ave, townhomes flanking the Laneway to the north and we have oriented a larger commercial unit that engages an active pedestrian relationship at the southwest corner of Westminster Ave and Power St.

The vertical unit configuration of the development allows for ground-oriented units that may accommodate residential townhomes, live-work townhomes, and commercial unit(s). We feel this allows for the most diverse mix-use application on site. Surface parking is proposed for commercial use and residential visitors with rough in for future EV charging stations. Both the laneway units and units fronting Westminster Ave will have parking access through an interior drive isle to private double car garages (22 in total). Short term bike parking is also provided at three locations with a total of 14 stalls. We have made allowances in our design for the corner cut and future road widening dedications along Westminster Ave, Power St, and the required east lane upgrade (S-R12a).

The development is proposed with a combination of commercial, retail, and residential. The site coverage ratio is proposed at 56% while maintaining a low-rise massing of 13 meter (3-Storey) maximum height. We feel this approach will provide a more diverse residential mix while respectfully increasing the density within the surrounding area.

The site is currently zoned as CT1 – Tourist Commercial and R2 – Small Lot Residential and the client is seeking the suport of the City to rezone to a CD zoning. The proposed mixed-use development along Westminster Ave. and Power St adheres to the OCP guidelines and complements the Northern Gateway growth strategy while meeting the needs of the client. We trust that this rezoning is in character with the Penticton OCP guidelines and aligns with the overall growth strategy of the city of Penticton

Yours truly,

Brian Quiring
Partner
MQN Architects

MQN ARCHITECTS

2022-04-20
City of Penticton
171 Main Street, Penticton,
BC V2A 5A9
Attention: Steven Collyer

Development Permit Analysis

713,737,795 Westminster Ave W, Penticton

5.2.2 General Guidelines

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

- Extensive design development was undertaken and reviewed with the planning department throughout the initial design phase to maximize the functional program of the proposed buildings on site.

G2. Applications shall include a comprehensive site plan
– considering adjacent context for building and landscape architectural design and neighborhood character analysis

- Consideration of adjacent developments, buildings, lane ways, and roadways informed our approach. Ground oriented residential and commercial units are proposed.

– to demonstrate that the development is sensitive to and integrated within its context and surrounding uses and neighbors.

- Ground oriented residential cluster housing / townhomes face the existing townhome development at the north laneway. Westminster Ave and Power St corner has ground oriented commercial and Along Westminster Ave ground oriented Live Work Townhomes are proposed to create a varied mix and activated streetscape.

• All site / landscape plans should incorporate the boulevard.

- We are looking forward to receiving more detail of the city road dedication and how our development may complement these future plans details. Our proposal is positioned well to incorporate various applications such as street parking, widened pedestrian walkways, bike paths, and public transit stops.

G3. Private and semi-private open spaces should be designed to optimize solar access.

- The residential units facing Westminster Ave have south facing balconies and rooftop patios to maximize the southern exposure. The Laneway units also take advantage from the drive isle separation to allow this solar access to reach deep into the upper two floors. The commercial unit on the corner is southwest facing and is proposed with a rooftop patio.

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

- We were very conscious of our proximity to the lake and have positioned our units to not only activate the streetscape but also take advantage of the lake views offered by the rooftop patios on the residential and commercial buildings/units.

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

- We chose to activate the street with mixed use units fronting Westminster and commercial at the corner of Power St. This maintains a continuity of the streetscape along the development while anticipating the future road dedication implications. Along the north property line, we maintained a similar residential townhouse mix facing the neighboring townhomes across the lane.

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

- We strived to maintain all view cones within the context our site and proposed buildings

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

- We have carefully considered the CEPTED principals within our proposal. Interior private drive isle has consistent sightlines from neighboring units and all public realms will be well lit and visible.

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

- N/A

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

- Pedestrian connectivity is reinforced around the entire property with walkways encircling the site and connecting the private and public mixed-use development.

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

- We have proposed an engaged pedestrian street front along Westminster Ave and Power St. Looking forward to more detail and integration of the read dedication.

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

- Barrier free pedestrian walkways surround the entire development.

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

- Continuous concrete walkways surround the entire development

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

- All residential, commercial, and live work units are ground oriented at grade access

G14. The outdoor space of a residential unit should be raised no more than 1.2m (3.9 ft.) above adjacent public sidewalks and a “front stair” pedestrian connection shall be provided.

- At grade outdoor entries are treated with planting along adjacent sidewalks. The future road dedication made it necessary to locate all residential outdoor space on the second floor.

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

- N/A

G16. Site and building access must prioritize pedestrian movement, minimize conflict between various modes of transportation and optimize use of space:
• Off-street parking and servicing access should be provided from the rear lane (where one exists) to free the street for uninterrupted pedestrian circulation and boulevard landscaping.

- Off street commercial parking access from north lane. Residential private and visitor parking accessed by internal drive isle from east lane.

• Where possible, shared automobile accesses should be considered to optimize land use, and to reduce impermeable surface coverage and sidewalk crossings.

- Shared residential automobile access through internal drive isle at east laneway

G17. On-site parking location and design should minimize visual impact and provide safe connections for pedestrians:
• Parking between the front of buildings and the street is not permitted.

- N/A

• Parking should be located at the rear of buildings/sites.

- Parking at rear and internal to site

• Shared parking (where varying uses have parking demands that peak at different times of the day) is encouraged to reduce parking requirements.

- N/A

• Outdoor surface parking areas should incorporate pathways that provide safe, accessible and comfortable pedestrian connections to entries/destinations.

- Pedestrian access from all surface parking proposed

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

- N/A

G19. All multifamily developments should accommodate sustainable modes of transportation through:
• Provision of bike parking and/or safe storage of alternative transportation/ mobility equipment (bikes, mobility scooters, etc.).

- Numerous bike parking racks and locations proposed all residential units as well have private double garages for storage of bikes, scooters, mobility equipment, etc.

• Provision of electric vehicle charging stations.

- Proposed rough in for EV charging to service all parking stalls

• Internal circulation and/or upgrades to adjacent rights-of-way to accommodate alternative transportation (e.g., multi-use pathways, separated bike lanes, etc.).

- Anticipating city direction on these upgrades within the road dedication as directed by planning department

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

- We have considered and applied many of the strategies outlined in the guidelines to leverage passive solar efficiencies. Proposed high quality windows to maximize thermal performance in winter and minimize solar gain in summer. Deciduous tree planting to shade in the summer months and filter daylight through in the winter. Positioned windows at opposite façades to generate cross ventilation. Increased thermal performance through highly insulated wall and roof assemblies will lower active heating and cooling loads.

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

- Proposed ground oriented live work units facing Westminster Ave, commercial at the corner of Westminster Ave & Power St, and townhomes along the North Laneway.

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

- N/A

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

- Horizontal stepbacks proposed at the second story of live work townhomes along Westminster Ave. Inset doorways are proposed at ground level with awnings and balconies above providing weather protection.

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

- Proposed: entries, patios, landscape elements along public and semi-public walkways.

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

- N/A

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

- Screening at private open spaces proposed between units

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

- Proposed walkways and pedestrian access to live work and commercial units along Westminster Ave and Power St (Future road dedication TBC)

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

- Proposed entries to private residential, live work, and commercial all separated and visually defined at grade through stepbacks and exterior materials (i.e., Commercial brick façade)

G29. Development should orient windows, porches, balconies, and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas.

- As proposed all balconies, patios, and rooftop patios oriented to the public realm, and street front.

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

- N/A

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

- N/A

G32. Stream and Riparian Protection (see Riparian DPA section)
• Sites adjacent to creeks, lakes and wetlands should retain or enhance fish and/or riparian habitat, through:
»» Retention, enhancement and restoration of trees and shrubs that shade streams and stabilize soil, with a preference for native species.
»» Management of post-development total yearly flow, magnitude (in individual events), and duration to mimic pre-development conditions; and,
»» Management/restriction of access to protect stream banks and meet Riparian Area Regulations (RAR)

- N/A

G33. Water Conservation and Plant Maintenance: Xeriscaping, Irrigation & Mulching
• Employ xeriscaping principles (see Glossary) in landscape design that reduce the need for supplemental water from irrigation.
• Employ strategies such as stormwater management reuse (including rain gardens and water reclamation) to minimize impact on infrastructure and the use of potable water.
• Encourage landscaping using native drought-tolerant plant species rather than water-hungry varieties.
• All trees and vegetated landscaping should be irrigated using a sub-surface irrigation system, programmed to maximize efficient water use (e.g., drip irrigation).
• Where appropriate, increased depth of topsoil is recommended as a means to retain water and ensure more drought-tolerant landscapes.
• Trees should be planted to provide shading for shrubs and grasses and south and west faces of buildings.
• Where appropriate, mulching may further reduce irrigation demand by retaining soil moisture.

- See DP Landscape plan for detail

G34. Tree retention
• New development should retain, where possible, existing mature and native trees and protect their root systems.

- N/A

• Pre- and post-development tree surveys are required must be undertaken.

- N/A

G35. Tree planting
• Where space permits, landscaped areas, boulevards and setback areas adjacent to streets should be planted with trees with appropriate soil volumes to ensure longevity.
• All areas with planted trees must be irrigated
• All development fronting a public street shall plant a landscaped area fronting the public road with regularly spaced street trees no further than 10 metres apart, and at least 2.5 meters tall at the time of planting.
• The planting of additional trees is strongly encouraged, particularly if existing trees cannot be preserved, in order to maintain and expand the urban forest canopy.

- See DP Landscape plan for detail

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

- See DP Landscape plan for detail

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

- See DP Landscape plan for detail

G38. Screening & Buffering

• Where appropriate (and in consideration of FireSmart principles and native ecosystems), screen walls and/ or landscape buffers (e.g., berms, shrub beds, hedges and/or trees) should be used to manage transitions and/or conflict between incompatible uses (e.g., industrial uses and/or parking);

• Buffer design should complement neighborhood character and landscape setting (refer to “Materials Selection – Hardscapes and Softscapes”)

• Notwithstanding the screening regulations in the Zoning Bylaw , landscape buffers should be utilized to reduce the visual impact of service areas and surface parking, including:

- See DP Landscape plan for detail
- All service areas screened from direct public view

G39. Defining the Public- and Private Realms

• Clearly signaled transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkways, ramp, stair), semi-private (e.g., stoop, balcony) and private (e.g., entry) realms shall be clearly defined to enhance both the privacy of residences and the pedestrian experience, and may include:

»» Landscape terracing (e.g., grading, retaining);
»» Structures (e.g., fences, pergolas, trellises),
»» Planting (e.g., low hedges) and/or
»» Changes in surfacing materials.

- Private open space at second floor
- Ground oriented entries landscaped with low hedges/planting
- Future road dedication TBC

G40. Energy

• Landscape designs should support shading strategies (passive cooling) with deciduous plantings that allow increased solar gain in winter months;

- Proposed deciduous plantings (See DP Landscape plan)

• Landscape designs should accommodate windbreaks (perpendicular to the direction of winter prevailing winds) to reduce heat loss in winter.

- N/A

G41. Softscapes

• Plant materials (size) and planting densities should be designed to meet and exceed the British Columbia Landscape and Nursery Association (BCLNA) Standards;

- See DP Landscape plan for detail

• Landscape designs should consider opportunities for seasonal interest (e.g., colourful foliage and/or flowering at various times of the year).

- See DP Landscape plan for detail

• Structural diversity in plant palette composition – including combinations of groundcovers, shrubs of various heights and trees – is encouraged.

- See DP Landscape plan for detail

• Landscape design shall consider aesthetic qualities, plant suitability and soil volumes to ensure "right plant, right place" and to maximize growth to maturity of plants and trees.

- See DP Landscape plan for detail

• Plant selection should emphasize local/native plants and/or similarly hardy/well-adapted plants to Penticton's desert climate.

- See DP Landscape plan for detail

• Invasive species are prohibited.

- See DP Landscape plan for detail

• Synthetic turf is prohibited.

- See DP Landscape plan for detail

G42. Hardscapes

• Material selection should reflect an extension of overall functional design and should emphasize local, natural, climate appropriate materials.

- Proposed broom finish concrete for walkways and asphalt paving for parking and drive isle

• Landscape construction should prioritize robust, durable and easily-maintained materials.

- Proposed broom finish concrete for walkways and asphalt paving for parking and drive isle

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

- N/A

• Colours should complement Penticton's natural setting and associated palette.

- See DP Landscape plan for detail

• Minimize the use of impervious surfaces and/or incorporate rainwater management strategies where surface runoff is captured.

- Proposed management strategies will be further explored through BP/Working drawing stage with civil consultant and landscape coordination.

• 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).

- Interior drive isle will be well shaded in summer months

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

- All units front streets and have pedestrian access and entries. Numerous windows on both front and rear facades to provide natural light and cross ventilation

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

- Continuous wrapped glazing façade at Westminster Ave and Power St allow for natural wayfinding at the commercial corner to activate the public realm.

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

- Corner storefront glazing wrapping the commercial building at Westminster Ave and Power St

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

- N/A

G47. Historical references should be carefully and collaboratively chosen.

- N/A

G48. Lighting shall be provided for all building entrances, walkways, driveways, parking areas and loading areas and should be sufficient to provide clear orientation, personal safety and site security, including allowing for overlook from adjacent buildings.
• The scale and intensity of lighting should be adapted to its setting and application:
• Lighting design shall prioritize pedestrian-scaled lighting while ensuring vehicular access and parking is sufficiently lit for safe maneuvering;
• Light fixtures should utilize “cut-off” (zero intensity at or above an angle of 90°) luminaries to minimize glare;
• Warmer light sources (<4000k) are strongly encouraged.

- Lighting will be carefully and deliberately considered

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

- Lighting will be carefully and deliberately considered

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

- N/A

G51. Avoid negative light impacts on neighbors.

- Lighting will be carefully and deliberately considered

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

- Signage is incorporated into the form and character and will be further defined at BP stage

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

- Signage is incorporated into the form and character and will be further defined at BP stage

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

- Proposed PMT located at rear (Northeast corner) of the property

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

- N/A

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

- Open views for passive surveillance from all units

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

- N/A

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

- Waste and recycle areas strategically placed to minimize view and noise impacts.

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

- Proposed bins screened per bylaw 4.10

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

- Clear access provided

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

- N/A

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

- N/A

G63. All plans should show intended fencing.

- N/A

5.3.3.7 Commercial & Mixed Use Guidelines

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

CM1. Retail building frontages:
• shall meet the sidewalk at grade;

- Frontages meet sidewalk at grade

• are encouraged to be built to the property line so that a continuous commercial street frontage is maintained;

- Intent to maintain continuous mixed use street frontage (Future road dedication TBC)

• 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

- N/A

• may feature outdoor displays and patios provided a minimum 2.0m wide clear pedestrian zone within the public sidewalk is maintained.

- Future road dedication TBC as public sidewalk is anticipated to be realigned

CM2. Plazas Outdoor eating areas and street-side plazas are encouraged and should:
• be located adjacent and connected to a public sidewalk and at centers of activity, such as transit exchanges, intersections of important streets and retail streets, thus providing a focal point for these areas.

- Intent to connect with public sidewalk (Future road dedication TBC)

• be framed by buildings on a minimum of two sides to create well defined edges. The buildings should have active uses facing the plaza such as shop entrances, food/beverage, or recreation/community.

- N/A

• account for user comfort in their design by incorporating: »» protection from wind and excessive sun through appropriate siting and use of suitable plants and landscape structures (e.g., layered plantings, screen walls / trellises etc.). »» comfortable and functional furnishings such as lighting, seating, trash receptacles and restrooms in high-traffic locations.

- N/A

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

• Mixed-use buildings should be designed with compatible uses, with more public uses (e.g., retail, commercial) on the ground floors fronting high pedestrian traffic areas and more private uses (e.g., residential, office) on upper floors or along quieter streets.

- Mix use – Commercial retail and live work units ground oriented. All living areas within residential units are at second and third levels including private open space.

• Mixed-use developments should be ground-oriented and should address, activate and, where setbacks allow, expand the public realm.

- Proposed ground oriented mixed use. Public realm TBC with future road dedication.

• Mixed-use developments require additional consideration for resident amenity spaces within and/or adjacent to buildings

- Each residential unit has at least one private open space

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

- Parking located off rear laneway and interior private garages

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

- All surface parking connected to pedestrian walkways

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

- Off street parking accessed off rear laneway

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

- Proposed two retail tenants max (TBC)

• A larger retailer may combine bays internally; however, the external bay articulation should be maintained

- N/A

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

- N/A

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

- Careful consideration and visual delineation of primary pedestrian access proposed

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

- Majority proposed transparent storefront glazing wrapping around commercial unit at corner of Westminster Ave and Power St.

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

- Proposed use agreement along Power St as patio space for commercial retail unit. Future road dedication TBC

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

- N/A

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

- Back of house articulates and will function as mechanical/utility equipment and screening as proposed at the north or the commercial unit.

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

- Awnings over doorways and inset entries are proposed on both commercial retail and residential entrances.

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

- All overhangs and awnings are integral to the architectural form and massing of the façade.

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

- Canopies are designed integral to the massing and functional program therefore they do not extend at the suggested minimum. However, they serve functionally while anticipating the future road dedication and its possible impacts to the public realm.

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

- Canopies and overhangs are balanced well to provide weather protection while not interfering with daylighting. Articulation is incorporated by alternating units along the façade.

CM17. Notwithstanding the City of Penticton's Sign Regulations Bylaw, the following are preferred or acceptable types of commercial signage:
• Projecting two-dimensional or blade signs suspended from canopies and awnings, maintaining minimum clearances from sidewalks and driveways for safety and to reduce vandalism.
• Flush-mounted fascia signs
• Externally lit signs
• Small vertical banners and projecting signs
• Cut-out or silhouette letter signs mounted on storefronts.

- Signage is incorporated into the form and character and will be further defined at BP stage

CM18. Notwithstanding the City of Penticton's Sign Regulations Bylaw, the following the following are strongly discouraged types of commercial signage:
• Internally lit plastic box signs
• Large signage on awnings
• Pylon (stand alone) signs
• Rooftop signs

- Signage is incorporated into the form and character and will be further defined at BP stage

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

- Signage is incorporated into the form and character and will be further defined at BP stage

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

- Signage is incorporated into the form and character and will be further defined at BP stage

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

- Signage is incorporated into the form and character and will be further defined at BP stage

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

- Proposed live work residential units have "work" portion fronting the street at ground level.

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

- Proposed live work residential units have at grade floor to floor height of 3.3m

CM24. Buildings containing live/work uses should be identifiable by the design of frontages, for instance by:
• differentiating the living zones from the working zones architecturally through façade design and colour, e.g., with canopies and upper storey step backs
• reflecting its uses through variation in materials, roof lines, building articulation and/or fenestration pattern.

- Proposed work zone and residential have differing façade material, colour and step backs

Attachment F - Development Permit Analysis (staff)

Development Permit Analysis

The proposed development is located within the Commercial & Mixed Use Development Permit Area. The following analysis demonstrates how the proposal is aligned with the applicable design guidelines.

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

- Prior to site design, the applicant accounted for the two OCP designations on the site and has prepared a design that is aligned with both designations. The commercial unit is located at the southwest corner of the property near the intersection, where the Mixed Use designation is located, and live work units along the Westminster Ave W façade. The scale of the development was kept at three-storeys to keep it in character with surrounding built forms on this side of Power St. The rooftop patios are located along the street-facing building, away from residential neighbours to the north.

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

- The buildings are three-storeys in height, which is a similar scale as surrounding buildings and preserves views towards the mountains west of the development.

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

- The design provides strong street definition with a minimum 1.5m setback on both street frontages and front doors to live work units along the Westminster Ave W frontage.
- The site is surrounded by streets and lanes on all sides, providing a physical buffer between the proposed development and all its neighbours.
- The commercial unit is located prominently at the Westminster Ave W and Power St intersection with a large patio space, which is well-integrated into the improved boulevard and public sidewalks.

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

- Each unit has a secure double-car garage for vehicles and other personal belongings. The design provides casual surveillance over the streets and rear lane by having unit entries and large windows on all sides looking over these areas.

Guideline G13 *Entry to ground-level residential units should be no more than 1.8m above the grade of adjacent public sidewalks and walkways.*

- The main entries to each unit are designed at grade, reinforcing the ground-oriented nature of the development and providing a strong connection to the streets and lane.

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

- The street-facing live work units have direct sidewalk connections to the public sidewalk along Westminster Ave W. The lane-facing building has a new sidewalk proposed to connect the townhouse unit entries to both Power St and around to Westminster Ave W. Each residential unit has its own garage, accessed from the internal driveway. A sidewalk is proposed to connect commercial parking spaces to the commercial unit. These pedestrian connections help separate pedestrian and vehicle traffic and minimizes potential conflicts on-site.

Guideline G17 *On-site parking location and design should minimize visual impact and provide safe connections for pedestrians…*

- The on-site parking is located internally on the site along a driveway from the east lane. This limits the visibility of garage. Each unit's main entry faces either the street or lane, instead of this internal driveway.

Guideline G19 *All multifamily developments should accommodate sustainable modes of transportation…*

- The property is located within 100m of two bus stops. Each unit has its own garage in which bicycles could be stored, and bike racks are provided in three different locations on the site.
- The site is located close to the Okanagan Lake promenade and is within walking distance of the downtown, Community Centre, and other commercial areas which helps reduce car dependency.

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

- The development is designed so that both buildings face either the street or lane in a positive way. This provides an engaging streetscape along Westminster Ave W and mirrors the existing lane-facing townhouse units at 166 Power St to the north of the development site. This proposal is for a ground-oriented housing type in keeping with the predominant building type and scale in the area.

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

- The street-facing building is designed with projecting balconies to help break up the building façade and provide overlook onto the public realm. The design also includes minor building projections and setbacks, as well as varying façade materials and colours, to help create visual interest along the building.

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

- The building designs include minor projections, balconies, and landscaping to create a transition from the public realm to private realm.

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

- The proposed development activates the public realm but siting the building close to the street, providing connections to each fronting unit's main entries ("live" and "work"), and providing architectural interest with the commercial unit near the intersection with an at-grade patio which is integrated into the improved boulevard on both street frontages.

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

- The design provides main entries for 11 live work units directly facing Westminster Ave W. In addition, the commercial unit main entrance will be clearly visible from Westminster Ave W near the intersection. This enhances the streetscape and connects the development to the public realm.

Guideline G29 *Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas.*

- Large windows, balconies, and main unit entries of eleven live work units face Westminster Ave W and provide for visual overlook onto the public realm. The other building is designed with similar features facing the rear lane, which will help mirror the townhouse development form on the opposite side of the north lane. This design provides for casual overlook onto the street, lane, and internal driveway.

Guideline G35 *Tree planting…*

- The landscaping plan shows nine new boulevard trees along the Westminster Ave W frontage and two new boulevard trees along the Power Street frontage. These trees are part of boulevard improvements resulting from the proposed development, enhancing the streetscape, which currently has no boulevard trees in this location. These new trees help extend the mature boulevard trees already present along Westminster Ave W, west of the development site.

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

- A padmount transformer is proposed at the northeast corner of the site, on the opposite side from the prominent Westminster Ave W and Power St intersection and at the furthest point from both fronting streets, at the rear of the site. Utility meters are located at the sides of the buildings and not along the street or lane frontages to mitigate their visual impact.

Guidelines G58/G59 *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 structure that are coordinated with the overall design.*

- Two garbage/recycling bin screened storage enclosures are proposed on the site. One is adjacent to the commercial unit, and the other is adjacent to the lane facing townhouse building. These screened enclosures help reduce visual impact while also being located in areas which are easily serviceable. The bins are located such that they do not impede pedestrian or vehicle traffic.

Guideline CM2 *Outdoor eating areas and street-side plazas are encouraged and should be located adjacent and connected to a public sidewalk and at centres of activity, such as transit exchanges, intersections of important streets and retail streets, thus providing a focal point for these areas; and should be framed by buildings on a minimum of two sides to create well-defined edges. The buildings should have active uses facing the plaza such as shop entrances, food/beverage, or recreation/community; account for user comfort in their design by incorporating protection from wind and excessive sun through appropriate siting and use of suitable plants and landscape structures; and comfortable and functional furnishings such as lighting, seating, trash receptacles and restrooms in high-traffic locations.*

- The patio/plaza in front of the commercial unit is integrated into the pedestrian network and located prominently at the Power/Westminster intersection. This patio is framed by the building which can provide shade on this area in addition to the new boulevard trees to be planted adjacent to the patio.

Guideline CM3 *Mixed-use developments require thoughtful consideration to create synergies in mix and placement of uses. Mixed-use buildings should be designed with compatible uses, with more public uses (e.g., retail, commercial) on the ground floors fronting high pedestrian traffic areas and more private uses (e.g., residential, office) on upper floors or along quieter streets. Mixed-use developments should be ground-oriented and should address, activate and, where setbacks allow, expand the public realm. Mixed–use developments require additional consideration for resident amenity spaces within and/or adjacent to buildings.*

- The commercial unit is located near the intersection and the residential units are located with frontages along Westminster Ave W and the north lane. The living spaces are mostly above grade, with the units along Westminster having the option of a live work arrangement on the first or second floor. This design appropriately integrates the mix of uses proposed on the site. Each unit has its own outdoor amenity space.

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

- Each unit has a double-car garage accessed from an internal driveway. Visitor parking for the residential units is accessed from this same driveway. The parking for the commercial unit is located off the north lane near Power St. The design provides all parking at the rear and interior of the site, keeping the building frontages active and pedestrian-oriented.

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

- Off-street parking is provided from the two lanes which serve the site.

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

- Each live work unit has a frontage width of approximately 6m, which meets the intent of this guideline by providing a fine-grained pattern of shops along the facade. The commercial unit at the corner of the site has a main frontage on Westminster of approximately 9m, and is highly visible from both streets.

Guideline CM10 *Commercial frontages should serve a range of functions that enliven the pedestrian realm through visual connection to the store interior maintained through at least 75% glazing along the primary store frontage. Windows shall be transparent and clear of obstructions (e.g., posters, decorative decals, reflective and highly tinted glass, etc.) looking onto display materials and/or active uses.*

- The commercial unit at the corner has a substantial amount of glass windows along the Westminster and Power sides, over 75%. This provides plenty of visual connection from the street into this space, which could be an active use such as a restaurant or display of retail items. Each live work unit has a commercial style façade at grade with separate entrance into the "work" space of each unit from the main residential front door.

Guideline CM11 *Commercial frontages should serve a range of functions that enliven the pedestrian realm through outdoor spaces that serve to complement the street realm (e.g., street-side plazas, outdoor eating and café seating areas).*

- The commercial unit features a street-side patio which is integrated into the pedestrian network and is highly visible from the Westminster Ave W and Power St intersection. In addition, the plans show a 167m^2 rooftop patio above the commercial unit. These two spaces can help activate the public realm and provide visual interest at this major intersection in the North Gateway.

Guideline CM22 *Live/work units may serve as gallery or retail space for residents. In such instances, the "work" portion of the unit should front the street.*

- The design provides two main entries for each live work unit, which allows their flexible use for permitted commercial uses while keeping a separate designated entry for the residential unit. The design provides plenty of glass along the Westminster façade for high visibility into the potential work space of each live work unit.

Guideline CM23 *Buildings containing live/work uses should be identifiable by the design of frontages, for instance by: differentiating the living zones from the working zones architecturally through façade design and colour (e.g., with canopies and upper storey step backs), and by reflecting its uses through variation in materials, roof lines, building articulation and/or fenestration pattern.*

- The design provides commercial-style frontages along Westminster Ave W with glass windows and doors which signal the commercial uses allowed in these "work" spaces of each live work unit. A more subtle and opaque residential-style front door is provided facing the street as well, which provides access into the "live" portion of the live work unit.

14.8 CD8 – Comprehensive Development (795 Westminster Ave W)

14.8.1 PURPOSE

This ***zone*** provides for the comprehensive development of a medium-density, 3 storey, mixed-use development site for *Lot 1 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979*, located at 713 Westminster Ave W, *Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979*, located at 737 Westminster Ave W, and *Parcel A (KK20280) District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3979,* located at 795 Westminster Ave W.

14.8.2 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***artisan crafts***
.4 ***bakery***
.5 ***business support service***
.6 ***cannabis retail store***
.7 ***craft brewery/distillery***
.8 ***day care centre, major***
.9 ***dwelling unit***
.10 ***financial service***
.11 ***flex unit***
.12 ***health service***
.13 ***indoor animal daycare and grooming***
.14 ***indoor amusement, entertainment and recreation***
.15 ***liquor primary licensed premise***
.16 ***live work unit*** (subject to specific use regulation 7.8)
.17 ***minor home occupation*** (subject to specific use regulation 7.3)
.18 ***office***
.19 ***on-site beer/wine making***
.20 ***personal service establishment***
.21 ***recreation equipment sale, service and rentals***
.22 ***restaurant***
.23 ***retail store***
.24 ***townhouse***
.25 ***vacation rental*** (subject to specific use regulation 7.6)

14.8.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

.1	Minimum ***lot width***:	90.0 m
.2	Minimum ***lot area***:	3,200 m^2
.3	Maximum ***lot coverage***:	56%
.4	Maximum ***density***:	1.1 ***FAR***
.5	Maximum ***height***:	13.0 m
.6	Minimum ***front yard***:	1.5 m
.7	Minimum ***interior side yard:***	3.0 m
.8	Minimum ***exterior side yard***	1.5 m

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.9 Minimum ***rear yard***: 2.5 m

14.8.4 Amenity Space

.1 ***Amenity space*** shall be provided at the rate of 10.0 m^2 for each ***dwelling unit***.

.2 All ***amenity space*** may be provided above ***approved grade.***

14.8.5 Other Regulations

.1 Commercial ***uses*** shall be limited to the ***first storey*** of the ***buildings***.

.2 In addition to the regulations in Section 7.8, ***live work units*** shall be limited to the first two ***storeys*** of the ***buildings***.

14.8.6 Parking Regulations

.1 Notwithstanding Table 6.6, the minimum number of ***parking spaces*** for ***uses*** shall be as follows:

a. Minimum 44 ***parking spaces*** for ***dwelling units*** and ***live-work units***;

b. Minimum 4 ***parking spaces*** for visitor parking; and

c. Minimum 3 ***parking spaces*** for commercial ***uses***.

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City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | ask@penticton.ca

Development Permit

Permit Number: DP PL2022-9281

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 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979
Civic:	713 Westminster Avenue West
PID:	004-679-431

Legal:	Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979
Civic:	737 Westminster Avenue West
PID:	004-321-758

Legal:	Parcel A (KK20280) District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3979
Civic:	795 Westminster Avenue West
PID:	023-421-053

3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of a mixed use development including 22 townhouse and live-work units 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, or in conjunction with, an application for a building permit for the development authorized by 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.

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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. **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.**

10. 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.

11. 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 _____, 2022.

Issued this _____ day of _____, 2022.

_____

Angela Collison
Corporate Officer

DRAFT

21624 CANTIRO DEVELOPMENT PROPOSAL

ADDRESS
713-737-795 WESTMINSTER AVENUE WEST, PENTICTON, BC

ZONING
CD-ZONE (MIXED USE COMMERCIAL & GROUND ORIENTED RESIDENTIAL)

ITEM	REQUIRED	PROVIDED .
HEIGHT (MAX)	/	13.0 m
LOT AREA (GROSS)	/	3213 m²
LOT AREA (NET)	/	3213 m²
FLOOR SPACE RATIO	/	
BUILDING SITE COVERAGE	/	1764.5 m²
1. SETBACKS		
FRONT YARD (SOUTH)		1.5 m
SIDE YARD (EAST)		3.0 m
SIDE YARD (WEST)		1.5 m
REAR YARD (NORTH)		2.5 m
3. FLOOR SPACE RATIO		
TOTAL FLOOR AREA		3,657.4 m²
LOT AREA (NET)		3,213 m²
FLOOR AREA RATIO		1.1
4. BUILDING SITE COVERAGE		
TOTAL BUILDING COVERAGE		1764.5 m²
LOT AREA (NET)		3213 m²
SITE COVERAGE RATIO		56%
5. PARKING		
USE 1 RESIDENTIAL (1 / LIVE WORK - 1.25 / TOWNHOME)	24.75	25
USE 2 COMMERCIAL (1 / 50m2 - ROUND DOWN)	3.84	3
VISITOR PARKING (DEDICATED-11x0.25)	2.75	4
TOTAL PARKING	29	32
HANDICAP PARKING (DEDICATED)	1	1
SMALL CAR PARKING	25%	N/A
6. LOADING		
CLASSIFICATION	1	1
TOTAL LOADING SPACES (MIN 28 m2)	1	1
7. BICYCLE PARKING		
CLASSIFICATION (CLASS I) LOCKER/GARAGE	N/A	22
CLASSIFICATION (CLASS II) RACK	13	14
TOTAL BICYCLE PARKING	13	36
8. DENSITY		
UNIT TYPE 1 - TOWNHOME / LIVE WORK		11
UNIT TYPE 1 - TOWNHOME		11
TOTAL DWELLING UNITS		22

CD ZONE MIX USE STATS	MAIN LEVEL TYP. NET AREA	2ND LEVEL TYP. NET AREA	3RD LEVEL TYP. NET AREA	TOTAL TYP. NET AREA / UNIT	TOTAL UNITS
MIX-1 COM. / RET.	182.6 m2 / 1,965.5 sf (COM.)	N/A (ROOFTOP PATIO 167.5 m2 / 1,803 sf)	N/A	182.6 m2 1,965.5 sf	1 - 2
MIX-2 LIVE WORK TOWNHOME	31.3 m2 / 337 sf (L/W / RES.) + DOUBLE GARAGE	65.6 m2 / 706 sf (RES.)	76.5 m2 / 823 sf (RES.) + ROOFTOP PATIO	173.4 m2 1,866 sf	11
MIX-3 TOWNHOME	17.2 m2 / 185 sf (RES.) + DOUBLE GARAGE	60.8 m2 / 654 sf (RES.)	63.5 m2 / 684 sf (RES.)	141.5 m2 1,523 sf	11

SITE LEGEND

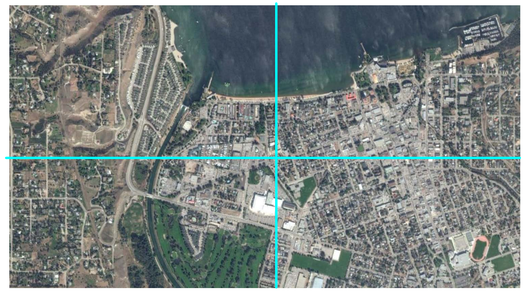
- MIX-1
- MIX-2
- MIX-3
- GREENWAY
- ARCHITECTURAL LEVEL GEODETIC ELEVATION
- WORK POINT
- BOL — BOLLARD SEE DETAIL THIS SHEET

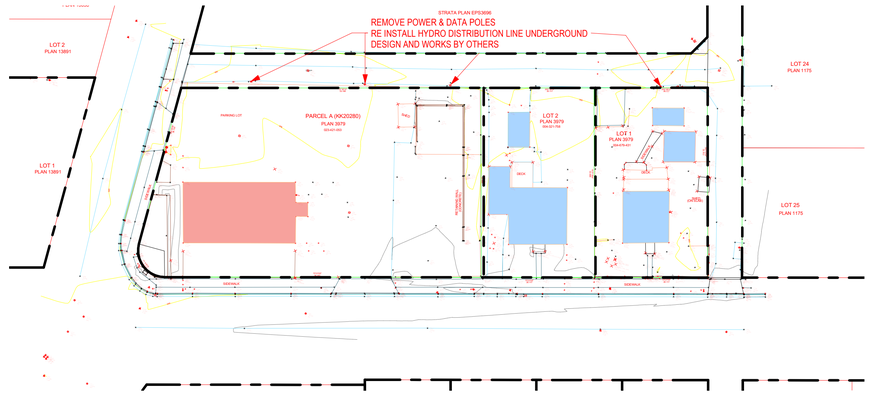
GENERAL NOTES

1. REFER TO CIVIL, MECHANICAL & ELECTRICAL DRAWINGS FOR SITE DETAILS. COORDINATE AS REQUIRED
2. CONFIRM ALL FINAL GRADES ON SITE. REFER TO CIVIL DRAWINGS.
3. PROVIDE IRRIGATION TO ALL LANDSCAPED AREAS. REFER TO MECHANICAL.
4. REFER TO LANDSCAPE DRAWINGS FOR LANDSCAPE DETAILS. COORDINATE AS REQUIRED

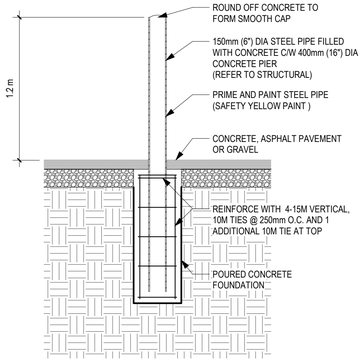
CONSTRUCTION NOTES

1. HOSE BIB, REFER TO MECHANICAL.
2. GAS METER C/W 2 BOLLARDS, REFER TO DETAIL .
3. SIAMESE CONNECTION, REFER TO MECHANICAL.

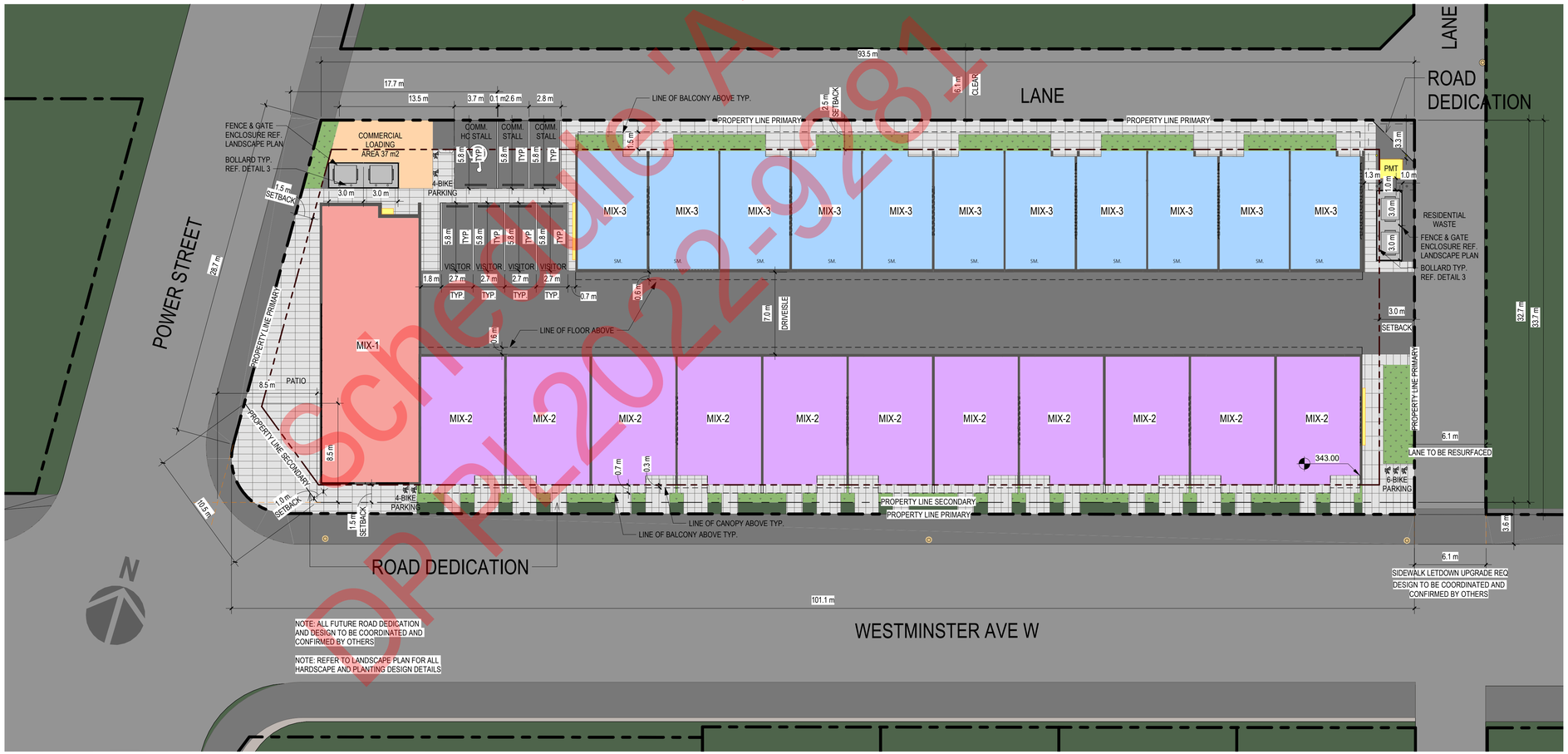




2 EXISTING SITE
SCALE: 1 : 500



3 BOLLARD DETAIL - METRIC
SCALE: 1 : 24



1 PROPOSED SITE PLAN
SCALE: 1 : 200

Schedule 'A'
DP PL2022-9281

IMQN ARCHITECTS

DEVELOPMENT STATS

CANTIRO PENTICTON DEVELOPMENT
713-737-795 WESTMINSTER AVENUE WEST, PENTICTON

DRAWING: D100
PROJECT: 21624
SCALE: As indicated

DATE: 2022-04-20 5:25:25 PM
FILE: C:\Users\andrew\Documents\21624 Cantiro Penticton Development\SITE-FINAL_CENTRAL25_detached_AndrewV5D2A.rvt
DRAWN BY: Author - CHECKED BY: Checker



1 MAIN LEVEL
SCALE: 1 : 200

SCHEDULE A
DP PL2022-9281

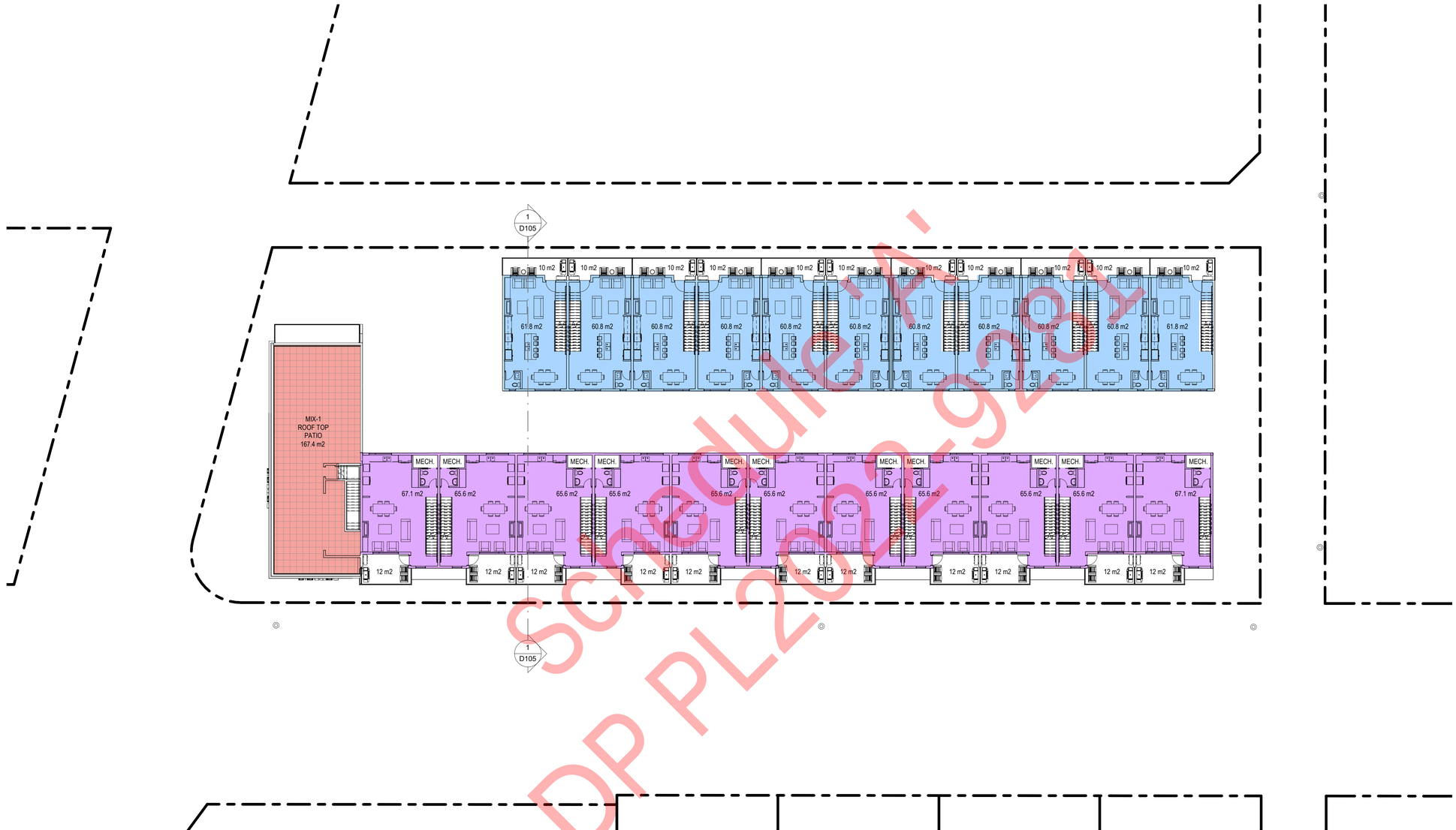
IMQN ARCHITECTS

MAIN LEVEL

CANTIRO PENTICTON DEVELOPMENT
713-737-795 WESTMINSTER AVENUE WEST, PENTICTON

DRAWING: D101
PROJECT: 21624
SCALE: 1 : 200

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DRAWN BY: Author - CHECKED BY: Checker



1 SECOND LEVEL
SCALE: 1 : 200

Schedule 'A'
DP PL2022-9281

IMQN ARCHITECTS

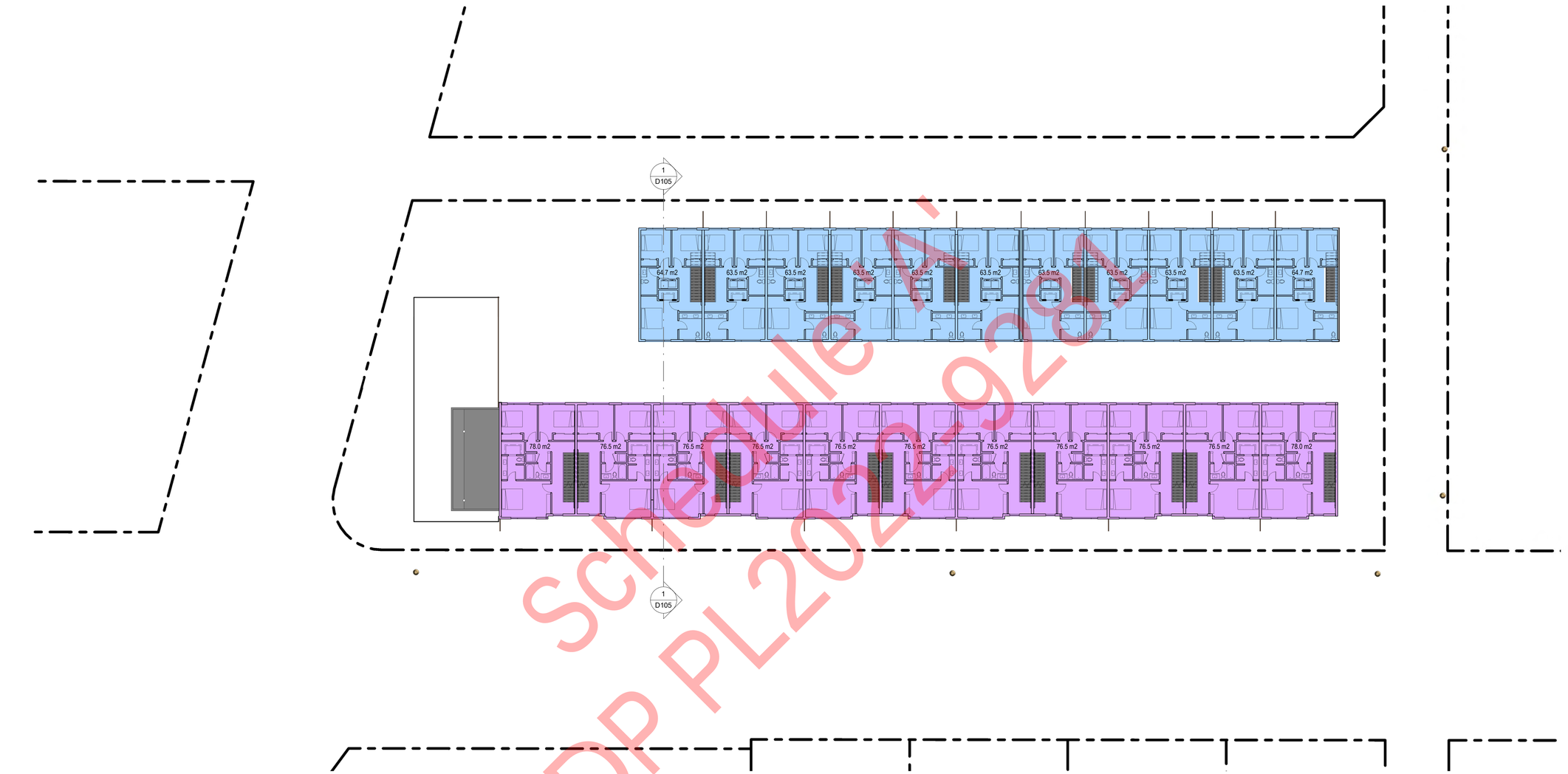
SECOND LEVEL

CANTIRO PENTICTON DEVELOPMENT
713-737-795 WESTMINSTER AVENUE WEST, PENTICTON

DRAWING: D102

PROJECT: 21624
SCALE: 1 : 200

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DRAWN BY: Author CHECKED BY: Checker



1 THIRD LEVEL
SCALE: 1 : 200

Schedule A
DP PL2022-9281

IMQN ARCHITECTS

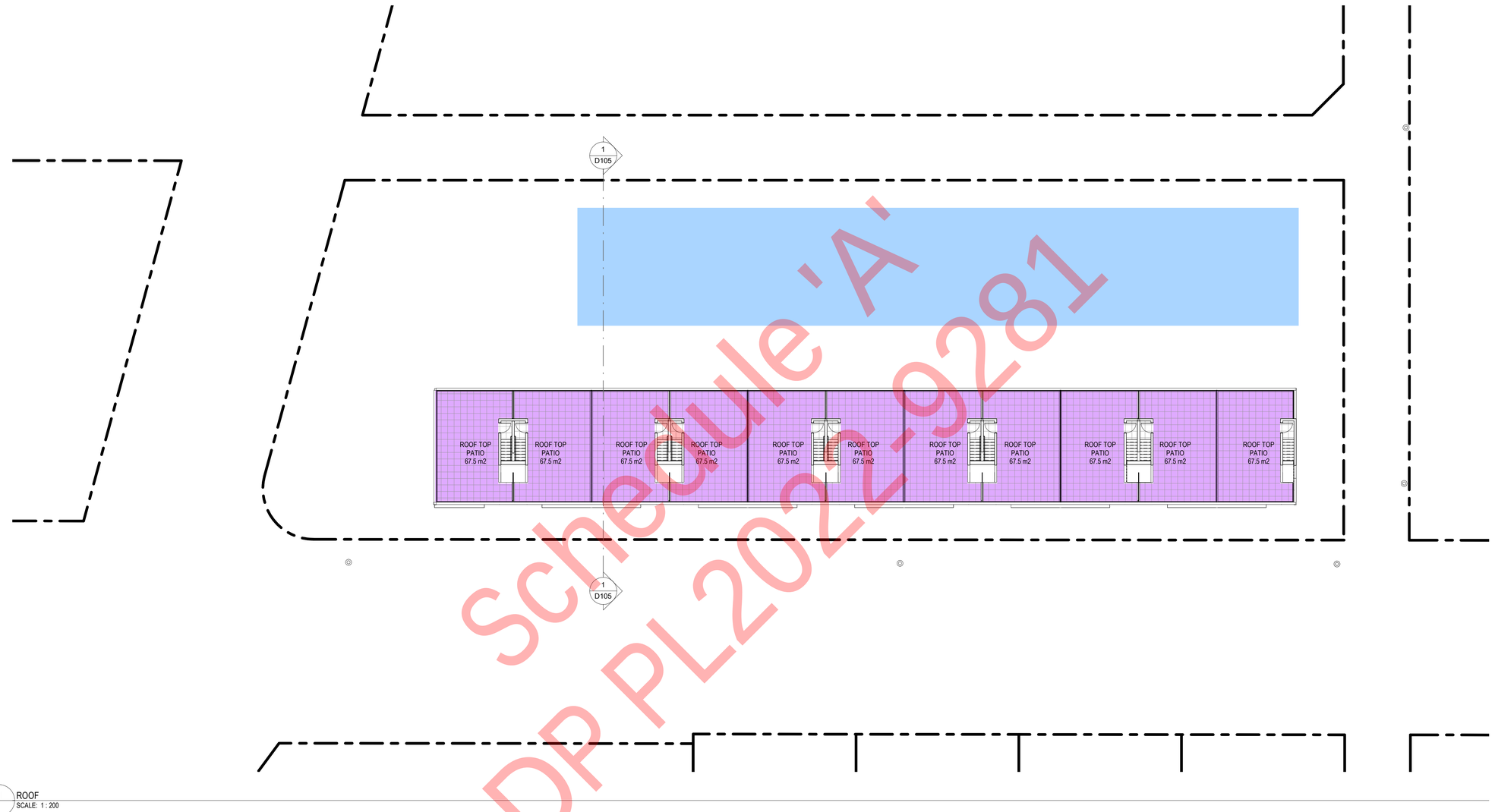
THIRD LEVEL

CANTIRO PENTICTON DEVELOPMENT
713-737-795 WESTMINSTER AVENUE WEST, PENTICTON

DRAWING: D103

PROJECT: 21624
SCALE: 1 : 200

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DRAWN BY: Author - CHECKED BY: Checker



1 ROOF
SCALE: 1 : 200

Schedule 'A'
DP PL2022-9281

IMQN ARCHITECTS

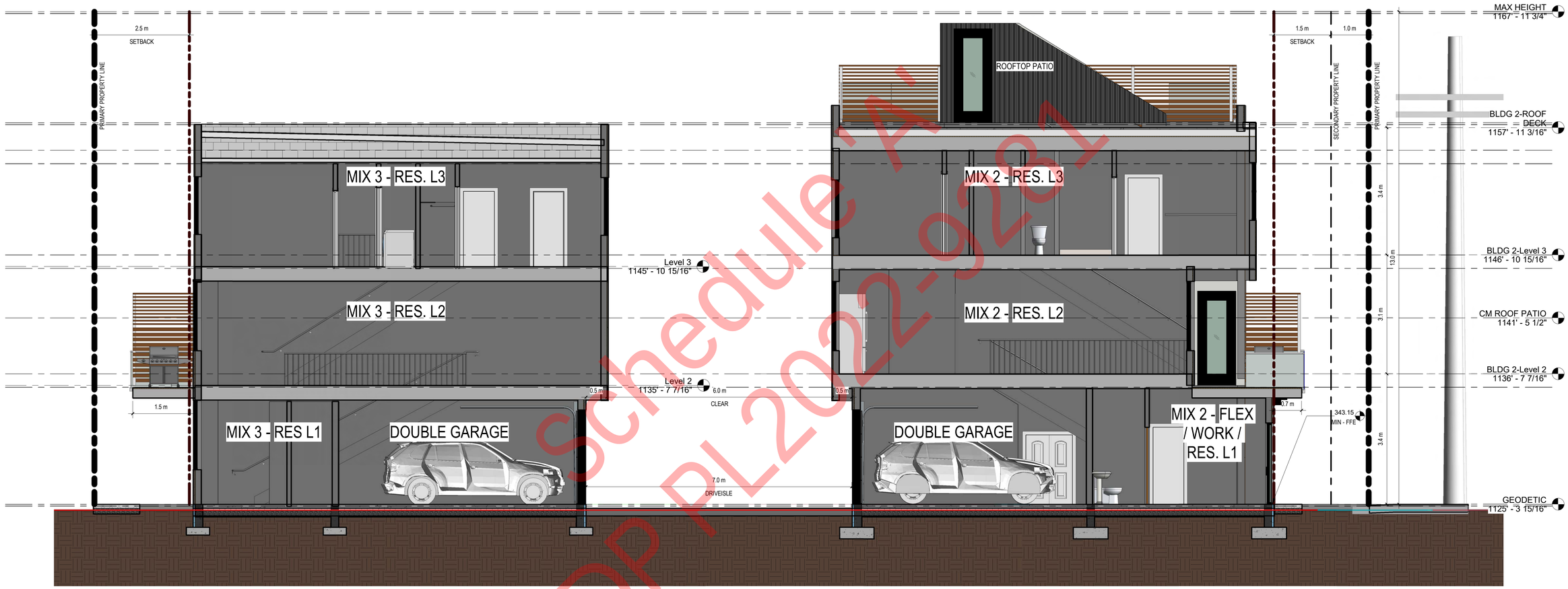
ROOF

CANTIRO PENTICTON DEVELOPMENT
713-737-795 WESTMINSTER AVENUE WEST, PENTICTON

DRAWING: D104

PROJECT: 21624
SCALE: 1 : 200

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DRAWN BY: Author - CHECKED BY: Checker



1 D101 Section 1
SCALE: 1 : 50

Schedule 'A'
DP PL2022-9281

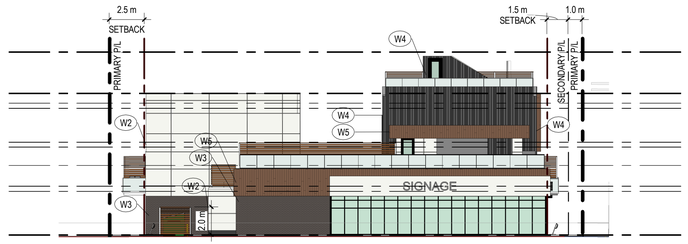
IMQN ARCHITECTS

SECTION

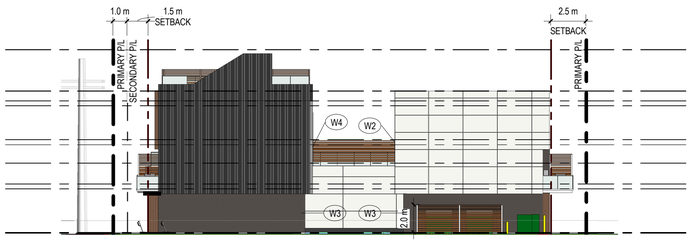
CANTIRO PENTICTON DEVELOPMENT
713-737-795 WESTMINSTER AVENUE WEST, PENTICTON

DRAWING: D105
PROJECT: 21624
SCALE: 1 : 50

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DRAWN BY: Author - CHECKED BY: Checker



4 D103 WEST ELEVATION
SCALE: 1 : 200



3 EAST ELEVATION
SCALE: 1 : 200

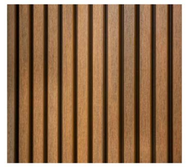


2 SOUTH ELEVATION
SCALE: 1 : 200



6 MIX 3 NORTH ELEVATION
SCALE: 1 : 200

EXTERIOR FINISHES LEGEND



1 NEWTECH PANEL (BRAZILIAN IPE)



3 ONDURA CORRUGATED PANEL (BLK 956)



2 CEMENTITIOUS PANELS (HARDI ARTIC WHITE)



4 BRICK VINEER



CONCRETE



ROOFING - LIGHT GREY SBS



5 BLACK METAL FLASHING / SOFFIT



1 NORTH ELEVATION
SCALE: 1 : 200



5 MIX 2 SOUTH ELEVATION
SCALE: 1 : 200

Schedule 'A'
DP PL2022-9281

IMQN ARCHITECTS

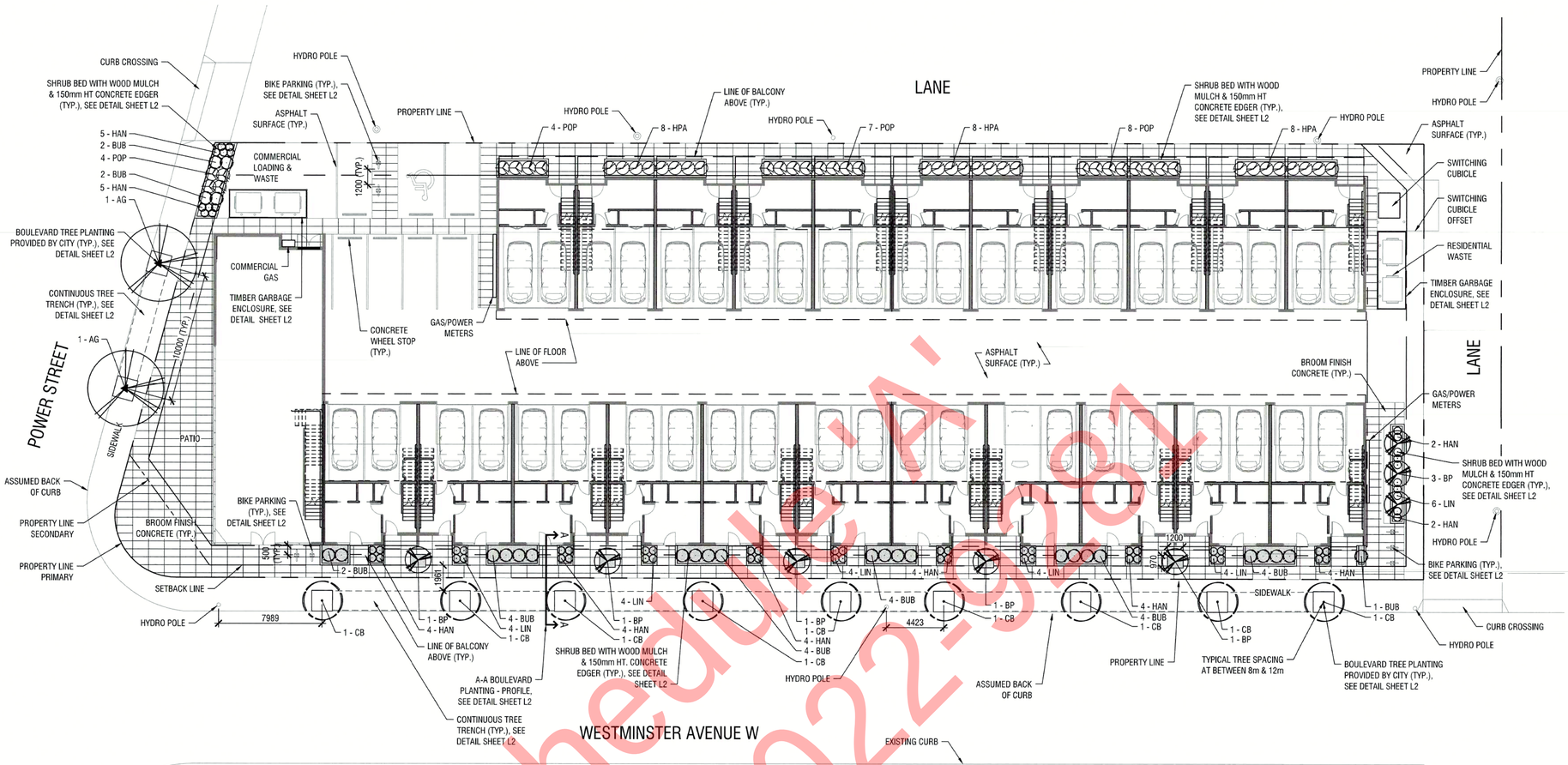
ELEVATIONS

CANTIRO PENTICTON DEVELOPMENT
713-737-795 WESTMINSTER AVENUE WEST, PENTICTON

DRAWING: D106

PROJECT: 21624
SCALE: 1 : 200

DATE: 2022-04-25 5:29:16 PM FILE: C:\Users\andrew\Documents\21624 Cantiro Penticton Development\SITE-FINAL_CENTRAL20_detached_ahouston16023r.rvt
DRAWN BY: Author - CHECKED BY: Checker



2 0 2 4 8m

LANDSCAPE PLAN

SCALE 1:200

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT TREATMENT
AG	2	Acer glabrum	Rocky Mountain Maple	60mm Cal Min	Full and Uniform
BP	8	Betula platyphylla 'Jefpark' TM	Parkland Pillar Asian White Birch	60mm Cal Min	Full and Uniform
CB	9	Carpinus betulus 'Frans Fontaine'	Frans Fontaine Hornbeam	60mm Cal Min	Full and Uniform

SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT TREATMENT
BUB	27	Buddleja x 'Blue Chip' TM	Lo & Behold Blue Chip Butterfly Bush	400mm Ht Min	Full and Uniform
HPA	24	Hydrangea paniculata 'Bombshell'	Bombshell Panicle Hydrangea	400mm Ht Min	Full and Uniform
POP	24	Physocarpus opulifolius 'Donna May' TM	Little Devil Dwarf Ninebark	400mm Ht Min	Full and Uniform

PERENNIALS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT TREATMENT
HAN	38	Hemerocallis x 'Anzac'	Anzac Red Daylily	400mm Ht Min	Full and Uniform
LIN	26	Lavandula x intermedia 'Grosso'	Grosso Lavender	400mm Ht Min	Full and Uniform

LEGEND

- PROPERTY LINE
- DECIDUOUS TREE
- SHRUB PLANTING

GENERAL NOTES

1. IRRIGATION TO BE PROVIDED FOR ALL LANDSCAPED AREAS AND BOULEVARD PLANTING FROM PRIVATE PROPERTY.

Schedule 'A'
DP PL2022-9281

NO.	DESCRIPTION	DATE
9	-	-
8	-	-
7	-	-
6	AS BUILT	-
5	APPROVED FOR CONSTRUCTION	-
4	TENDERED	-
3	FINAL REVIEW	2022-05-10
2	SECOND SUBMISSION	-
1	FIRST SUBMISSION	2022-02-25

ISSUE DATES (YYYY-MM-DD)

BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS REGISTERED MEMBER MARK D. HOLAN 878

NO.	DATE	DESCRIPTION	BY	APPROVED
9	-			
8	-			
7	-			
6	-			
5	-			
4	-			
3	-			
2	-			
1	YYYY MM DD	-	-	-

REVISIONS TO APPROVED DRAWINGS

IBI GROUP PROFESSIONAL SERVICES (CANADA) INC
300 – 10830 Jasper Avenue
Edmonton AB T5J 2B3 Canada
tel 780 428 4000 fax 780 426 3256
ibigroup.com

DATE FEBRUARY, 2022
DESIGNED BY LJD
DRAWN BY AAC
CHECKED BY MDN
SCALE AS SHOWN

PENTICTON

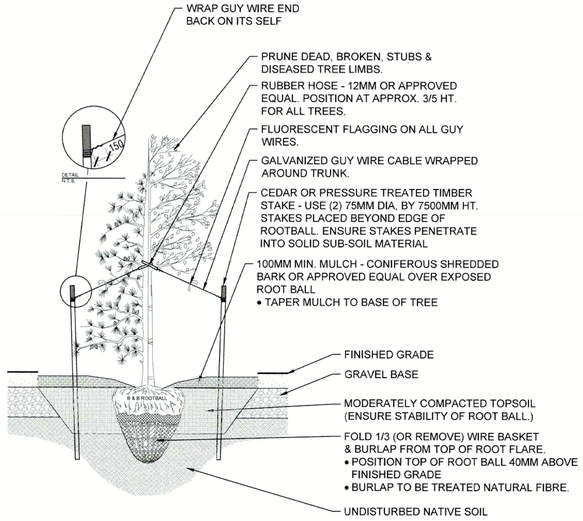
WESTMINSTER AVENUE
MULTI FAMILY

DEVELOPMENT PERMIT LANDSCAPE PLAN

APPROVED

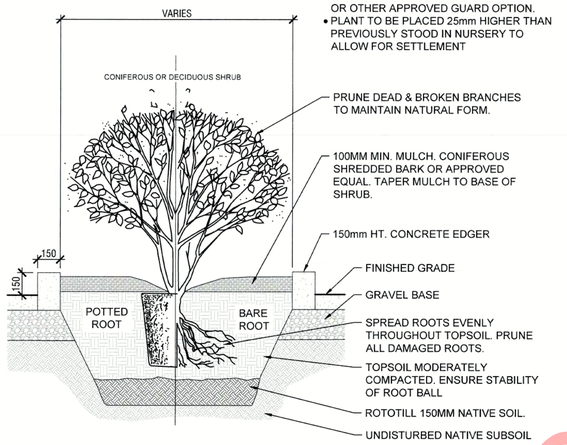
FILE NO. EO-137097
DRAWING NO. 137097-L1
SHEET L1 OF L2

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TREE PLANTING - SECTION

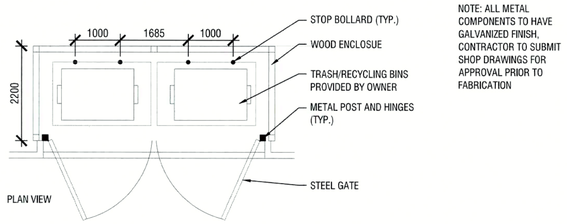
SCALE 1:20



NOTES:
- INSTALL TREE GUARD AROUND ALL PLANTS OR OTHER APPROVED GUARD OPTION.
- PLANT TO BE PLACED 25mm HIGHER THAN PREVIOUSLY STOOD IN NURSERY TO ALLOW FOR SETTLEMENT

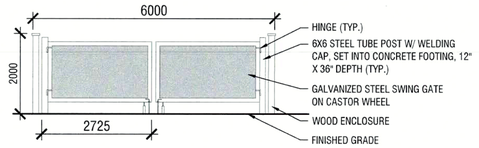
SHRUB PLANTING - SECTION

SCALE 1:20

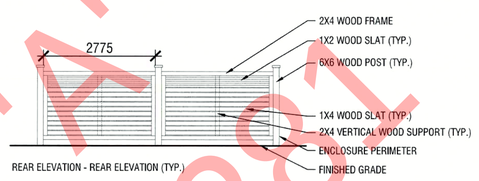


PLAN VIEW

NOTE: ALL METAL COMPONENTS TO HAVE GALVANIZED FINISH, CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION



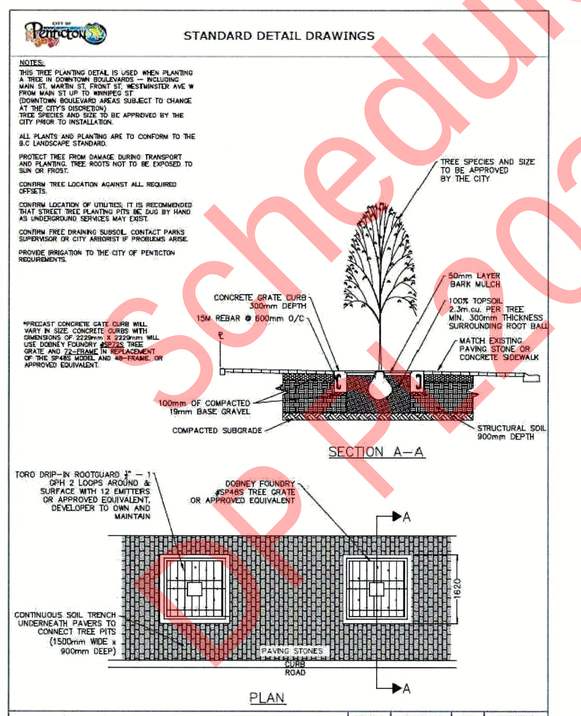
FRONT ELEVATION

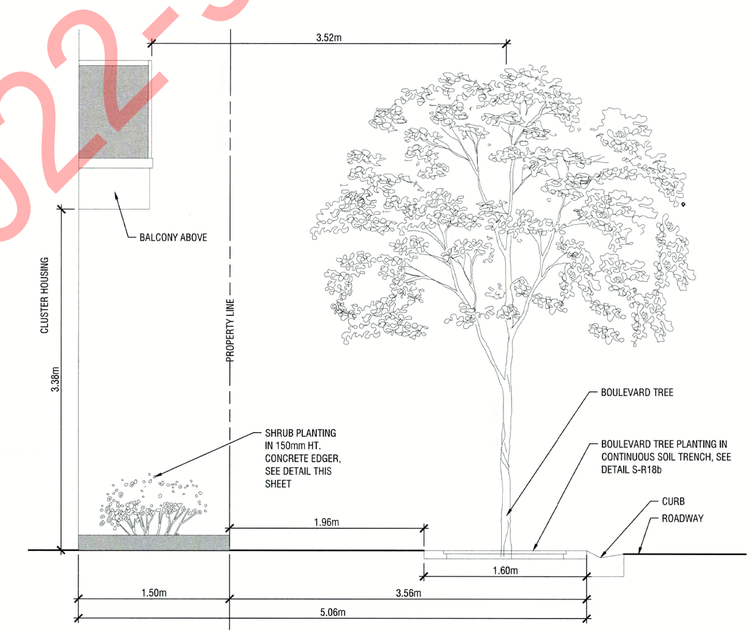


REAR ELEVATION - REAR ELEVATION (TYP.)

WOOD GARBAGE ENCLOSURE WITH STEEL GATE - DETAIL

SCALE 1:75





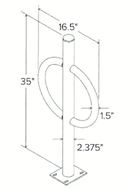
A-A - BOULEVARD PLANTING - PROFILE

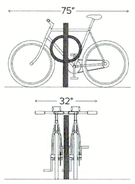
SCALE 1:30

BIKE PARKING - DETAIL

SCALE N.T.S.

DERO | Bike Hitch — Submittal Sheet



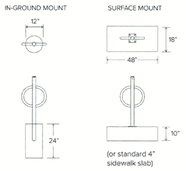


CAPACITY 2 Bikes

MATERIALS **Centerbeam:** 2" schedule 40 pipe (2.375" OD)
Ring: 1.5" OD 11 gauge tube

FINISHES
- **Galvanized** — An after fabrication hot dipped galvanized finish is our standard option.
- **Powder Coat** — Our powder coat finish assures a high level of adhesion and durability by following these steps: 1. Sandblast 2. Epoxy primer electrostatically applied 3. Final thick TGIC polyester powder coat.
- **Stainless** — Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

MOUNT OPTIONS
- **Surface** — Foot Mount has a 5" x 6" x .25" foot with four anchors per foot. Specify foot mount for this option. Tamper-resistant fasteners available upon request
- **In-Ground** — In-ground mount is embedded into concrete base. Specify in-ground mount for this option



©2021

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NO.	DESCRIPTION	DATE
9	-	-
8	-	-
7	-	-
6	AS BUILT	-
5	APPROVED FOR CONSTRUCTION	-
4	TENDERED	-
3	FINAL REVIEW	2022-05-10
2	SECOND SUBMISSION	-
1	FIRST SUBMISSION	2022-02-25

ISSUE DATES (YYYY-MM-DD)

BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS — REGISTERED MEMBER — MARK D. NOLAN — 678

NO.	DATE	DESCRIPTION	BY	APPROVED
9	-			
8	-			
7	-			
6	-			
5	-			
4	-			
3	-			
2	-			
1	YYYY MM DD	-	-	-

REVISIONS TO APPROVED DRAWINGS

IBI GROUP PROFESSIONAL SERVICES (CANADA) INC
300 – 10830 Jasper Avenue
Edmonton AB T5J 2B3 Canada
tel 780 428 4000 fax 780 426 3256
ibigroup.com

DATE: DECEMBER, 2021
DESIGNED BY: LJD
DRAWN BY: AAC
CHECKED BY: MDN
SCALE: AS SHOWN

PENTICTON

WESTMINSTER AVENUE
MULTI FAMILY

DETAILS

APPROVED

FILE NO. EO-137097.600
DRAWING NO. 137097-L2
SHEET L2 OF L2

Schedule 'A' DP PL2022-9281

The Corporation of the City of Penticton

Bylaw No. 2022-25

A Bylaw to Amend Zoning Bylaw 2021-01

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. 2021-01;

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. 2022-25".

2. **Amendment:**

Zoning Bylaw No. 2021-01 is hereby amended as follows:

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

14.8 CD8 – Comprehensive Development (795 Westminster Ave W)

14.8.1 PURPOSE

This ***zone*** provides for the comprehensive development of a medium-density, 3 storey, mixed-use development site for *Lot 1 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979*, located at 713 Westminster Ave W, *Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979*, located at 737 Westminster Ave W, and *Parcel A (KK20280) District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3979,* located at 795 Westminster Ave W.

14.8.2 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***artisan crafts***
.4 ***bakery***
.5 ***business support service***
.6 ***cannabis retail store***
.7 ***craft brewery/distillery***
.8 ***day care centre, major***
.9 ***dwelling unit***
.10 ***financial service***
.11 ***flex unit***

.12 ***health service***
.13 ***indoor animal daycare and grooming***
.14 ***indoor amusement, entertainment and recreation***
.15 ***liquor primary licensed premise***
.16 ***live work unit*** (subject to specific use regulation 7.8)
.17 ***minor home occupation*** (subject to specific use regulation 7.3)
.18 ***office***
.19 ***on-site beer/wine making***
.20 ***personal service establishment***
.21 ***recreation equipment sale, service and rentals***
.22 ***restaurant***
.23 ***retail store***
.24 ***townhouse***
.25 ***vacation rental*** (subject to specific use regulation 7.6)

14.8.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

.1	Minimum ***lot width***:	90.0 m
.2	Minimum ***lot area***:	3,200 m^2
.3	Maximum ***lot coverage***:	56%
.4	Maximum ***density***:	1.1 ***FAR***
.5	Maximum ***height***:	13.0 m
.6	Minimum ***front yard***:	1.5 m
.7	Minimum ***interior side yard:***	3.0 m
.8	Minimum ***exterior side yard***	1.5 m
.9	Minimum ***rear yard***:	2.5 m

14.8.4 AMENITY SPACE

.1 ***Amenity space*** shall be provided at the rate of 10.0 m^2 for each ***dwelling unit***.

.2 All ***amenity space*** may be provided above ***approved grade.***

14.8.5 OTHER REGULATIONS

.1 Commercial ***uses*** shall be limited to the ***first storey*** of the ***buildings***.

.2 In addition to the regulations in Section 7.8, ***live work units*** shall be limited to the first two ***storeys*** of the ***buildings***.

14.8.6 PARKING REGULATIONS

.1 Notwithstanding Table 6.6, the minimum number of ***parking spaces*** for ***uses*** shall be as follows:

a. Minimum 44 ***parking spaces*** for ***dwelling units*** and ***live-work units***;

b. Minimum 4 ***parking spaces*** for visitor parking; and

c. Minimum 3 ***parking spaces*** for commercial ***uses***.

2.2 Rezone the following properties from CT1 (Tourist Commercial) and R2 (Small Lot Residential) to CD8 (Comprehensive Development Zone – 795 Westminster Avenue West) as shown on Schedule 'A'.

1. Lot 1 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979, located at 713 Westminster Avenue West, and
2. Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979, located at 737 Westminster Avenue West, and
3. Parcel A (KK20280) District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3979, located at 795 Westminster Avenue West.

2.3 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	day of	, 2022
A PUBLIC HEARING was held this	day of	, 2022
READ A SECOND time this	day of	, 2022
READ A THIRD time this	day of	, 2022
RECEIVED the approval of the Ministry of Transportation on the	day of	, 2022
ADOPTED this	day of	, 2022

Notice of intention to proceed with this bylaw was published on the __ day of _____, 2022 and the __ day of ___, 2022 in the Penticton newspaper, pursuant to Section 94 of the *Community Charter*.

Approved pursuant to section 52(3)(a) of the *Transportation Act*
this _____ day of _____, 2022

_____
for Minister of Transportation & Infrastructure

_____
John Vassilaki, Mayor

_____
Angie Collison, Corporate Officer

Schedule A: Zoning Amendment Bylaw 2022-25

Date: Corporate Officer:



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May 12, 2022 9:08:50 AM

Meters

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Coordinate System: NAD 1983 CSRS UTM Zone 11N

Council Report

penticton.ca

Date: May 17, 2022 File No: RMS/221 Huth Ave
To: Donny van Dyk, Chief Administrative Officer
From: Steven Collyer, Planner II
Address: 221 Huth Avenue

Subject: **Zoning Amendment Bylaw No. 2022-26**

Staff Recommendation

1. THAT Council give first reading to "Zoning Amendment Bylaw No. 2022-26", a bylaw to rezone Lot 8 District Lot 5 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 10974, located at 221 Huth Avenue, from the R1 (Large Lot Residential) zone to the R2 (Small Lot Residential) zone in order to facilitate a 2-lot subdivision;

   AND THAT Council forward "Zoning Amendment Bylaw No. 2022-26" to the June 7, 2022 Public Hearing.

2. THAT Council direct staff to include the installation of sidewalk on the north side of Huth Avenue between Fairview Road and Atkinson Street into the Capital Works schedule to align with the developer's responsibility to install sidewalk along the frontage of 221 Huth Avenue

Strategic Priority Objective

Community Vitality: The City of Penticton, guided by the Official Community Plan, will promote the economic wellbeing and vitality of the community.

Asset & Amenity Management: The City of Penticton will ensure the services we provide to our residents and visitors are reliable and cost effective by proactively investing into our natural and built assets.

Proposal

The applicant is proposing to subdivide the subject property into two lots (Attachment 'E'). In order to facilitate the proposed new lot sizes, the applicant has submitted an application to rezone the property from the R1 (Large Lot Residential) zone to the R2 (Small Lot Residential) zone.

Background

The subject property is located on the north side of Huth Avenue, east of Fairview Road (Figure 1). The property is currently vacant after a single detached dwelling was demolished due to fire damage in 2019. Surrounding land uses are residential in nature, consisting of single detached dwellings. The subject

property is designated 'Detached Residential' by the Official Community Plan and is currently zoned R1 (Large Lot Residential). The applicant is intending to subdivide the property into two lots, as described in the Letter of Intent (Attachment 'D').



Figure 1 - Property location map

Technical Review

This application was reviewed by the Technical Planning Committee (TPC), a group of City staff from various departments who review planning applications. The TPC provided standard subdivision requirements for the applicant, which will apply should the rezoning be adopted. These include the requirement for the developer to construct the public sidewalk in front of the subject property and provide new water and sanitary sewer service connections.

There are intermittent sections of sidewalk on the north side of Huth Avenue. As such, staff are recommending utilizing the City's designated fund for matching City work with development financed infrastructure to complete the rest of the sidewalk along the north side of Huth Avenue from Fairview Road to Atkinson Street. The estimated cost of this work is $175,000, which will require additional funding beyond the matching fund, however, this can be accommodated in the future capital plan, likely for 2023 (to coincide with completion of the project).

The applicant will also be required to pay Development Cost Charges (DCC's) as a condition of subdivision. The TPC did not have any comments related to the rezoning.

Development Statistics

The following table outlines how the proposed development meets the applicable Zoning Bylaw regulations:

	R1 Zone Requirement (current zone)	R2 Zone Requirement (proposed zone)	Proposed Lot 1 and 2
Minimum Lot Width:	16 m	13 m	14.75 m
Minimum Lot Area:	560 m^2	390 m^2	399 m^2
Other Information	No building plans have been submitted at this time. Future development will be required to meet the R2 (Small Lot Residential) zone regulations for building height, setbacks, lot coverage, etc.		

Analysis

When considering a zoning amendment bylaw application, staff encourages Council to consider the OCP policies as well as the potential impacts on neighbouring property owners.

The subject property is designated 'Detached Residential' by the OCP. The Detached Residential designation envisions lower-density residential neighbourhoods, primarily consisting of single detached dwellings with 1-2 dwelling units per lot. Both the R1 and R2 zones are considered consistent with the Detached Residential designation (Figure 2):

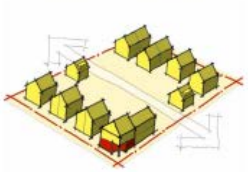
Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Detached Residential 	Lower-density areas of single detached houses and/or duplexes in primarily residential neighbourhoods including single-detached bareland stratas	• Single detached houses with secondary suites or carriage houses • Duplexes • Small-scale neighbourhood commercial building (e.g., corner store, coffee shop) • Manufactured homes	• Residential • Limited retail/ service	• 1 or 2 units per lot • Generally up to 2 ½ storeys to reflect 30' maximum in Zoning Bylaw	• R1 • R2 • R3 • RD1 • RSM • C2
	Site-Specific Detached Residential Policy Statement: 375 Smythe Drive: a maximum of 27 detached single-family houses are permitted on this site. Houses may include secondary suites but not carriage houses.				

Figure 2 - Excerpt from OCP Land Use Designations table.

Staff consider that the proposed rezoning is consistent with the following OCP Policies:

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

- *Staff: The subject property is within a developed residential neighbourhood.*

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.

- *Staff: The applicant has demonstrated that a sufficient building envelope exists on each proposed lot to allow for a variety of future building designs.*

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

- *Staff: The development of two single detached dwellings where there was previously one will moderately increase density in the area, while maintaining the lower density residential character along Huth Avenue.*

In addition to the OCP policies above, staff consider the following as further reasons to support the proposed rezoning and 2-lot subdivision:

1. The majority of the north side of Huth Avenue is already zoned R2 (Small Lot Residential), including the properties to the east.

   The proposed rezoning would extend the R2 zoning which currently ends beside the subject property. The proposal would provide a zone which is already present on Huth Avenue, with 13 of 30 properties on this block zoned R2 (Small Lot Residential). Other properties are zoned R1 (Large Lot Residential) mainly on the south side of the street, with two RD1 (Duplex Housing) zoned properties as well (Attachment 'A').

2. The proposed subdivision allows a moderate increase in density while maintaining the single-detached character of the street.

   The OCP guides new development into already developed areas of the City. Infill development can take many forms, ranging in impacts to neighbourhood character. One of the least impactful methods of increasing density in residential areas is to build single detached homes on smaller lots to make a better use of serviced land. This block of Huth Avenue consists primarily of single detached dwellings, and the proposed R2 zoning is aligned with this housing form. The development proposal maintains the primarily single detached character of the surrounding established neighbourhood while making an efficient use of urban, serviced land.

3. The proposed lot width maintains an appropriate building envelope on each lot.

   When considering a proposed subdivision, it is important to confirm that there will be an appropriate building envelope to allow for future construction. The building envelope is determined by considering the required setbacks and the maximum allowable lot coverage under the Zoning Bylaw. The applicant has indicated the required setbacks based on the proposed R2 zoning and has indicated a potential 159m^2 (1,718 ft^2) building envelope on each lot within the allowable 40% lot coverage. When considering that future development can be up to 10.5m in height under the R2 zone, staff are of the opinion that there is more than sufficient room on each proposed lot for a future single detached dwelling, in keeping with the character of surrounding neighbourhood.

Given the reasons above, staff are recommending that Council give first reading to Zoning Amendment Bylaw No. 2022-26 and forward it to the June 7, 2022 Public Hearing. Staff are also recommending that Council give direction on the inclusion of the sidewalk works on Huth Avenue into the Capital works plan.

Alternate Recommendations

Council may consider the proposed rezoning to facilitate a 2-lot subdivision is undesirable in this location. If this is the case, Council should deny first reading of the application. Staff are recommending against this option, as in staff's opinion the proposed development is in keeping with the OCP and maintains the single detached character of the surrounding neighbourhood while allowing a more efficient use of serviced land in the built-up area of the City.

1. THAT Council deny first reading of "Zoning Amendment Bylaw No. 2022-26".

Attachments

Attachment A – Zoning Map
Attachment B – Official Community Plan Map
Attachment C – Photos of Property
Attachment D – Letter of Intent
Attachment E – Subdivision Plan
Attachment F – Zoning Amendment Bylaw No. 2022-26

Respectfully submitted,

Steven Collyer, RPP, MCIP
Planner II

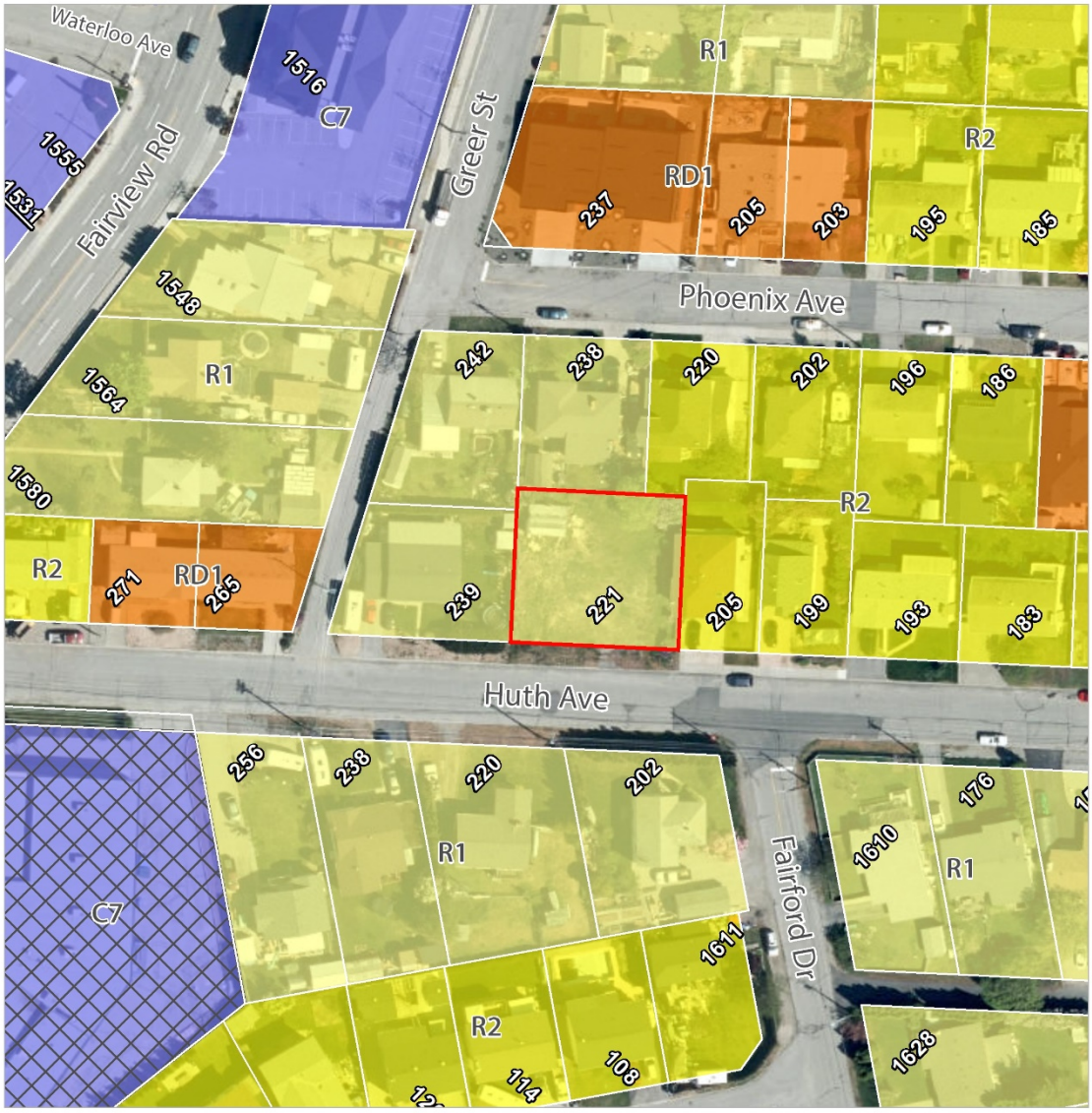
Concurrence

Director of Development Services	General Manager of Infrastructure	Chief Administrative Officer
BL	KD	DvD

Attachment A – Zoning Map

221 Huth Avenue

Zoning Map



Legend

Subject Parcel
Site Specific Zoning

Zoning Bylaw

R1 - Large Lot Residential
R2 - Small Lot Residential
RD1 - Duplex Housing
C7 - Service Commercial

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March 22, 2022 8:54:55 AM

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Attachment B – Official Community Plan Map

221 Huth Avenue

Official Community Plan Map



Legend

- Subject Parcel
- Site Specific Zoning

Future Land Use

- Detached Residential
- Commercial

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Meters

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March 22, 2022 8:56:39 AM

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Attachment C – Photos of Property





Attachment D – Letter of Intent

GIROUX
DESIGN GROUP

March 17, 2022

Giroux Design Group Inc.
23216 Garnet Valley Rd.
Summerland, BC V0H 1Z3

City of Penticton
Penticton, BC

Re: 221 Huth Avenue Subdivision and Rezoning Permit Application

To City of Penticton Planning Department,

This letter is regarding the proposed subdivision and rezoning of the property at 221 Huth Avenue.

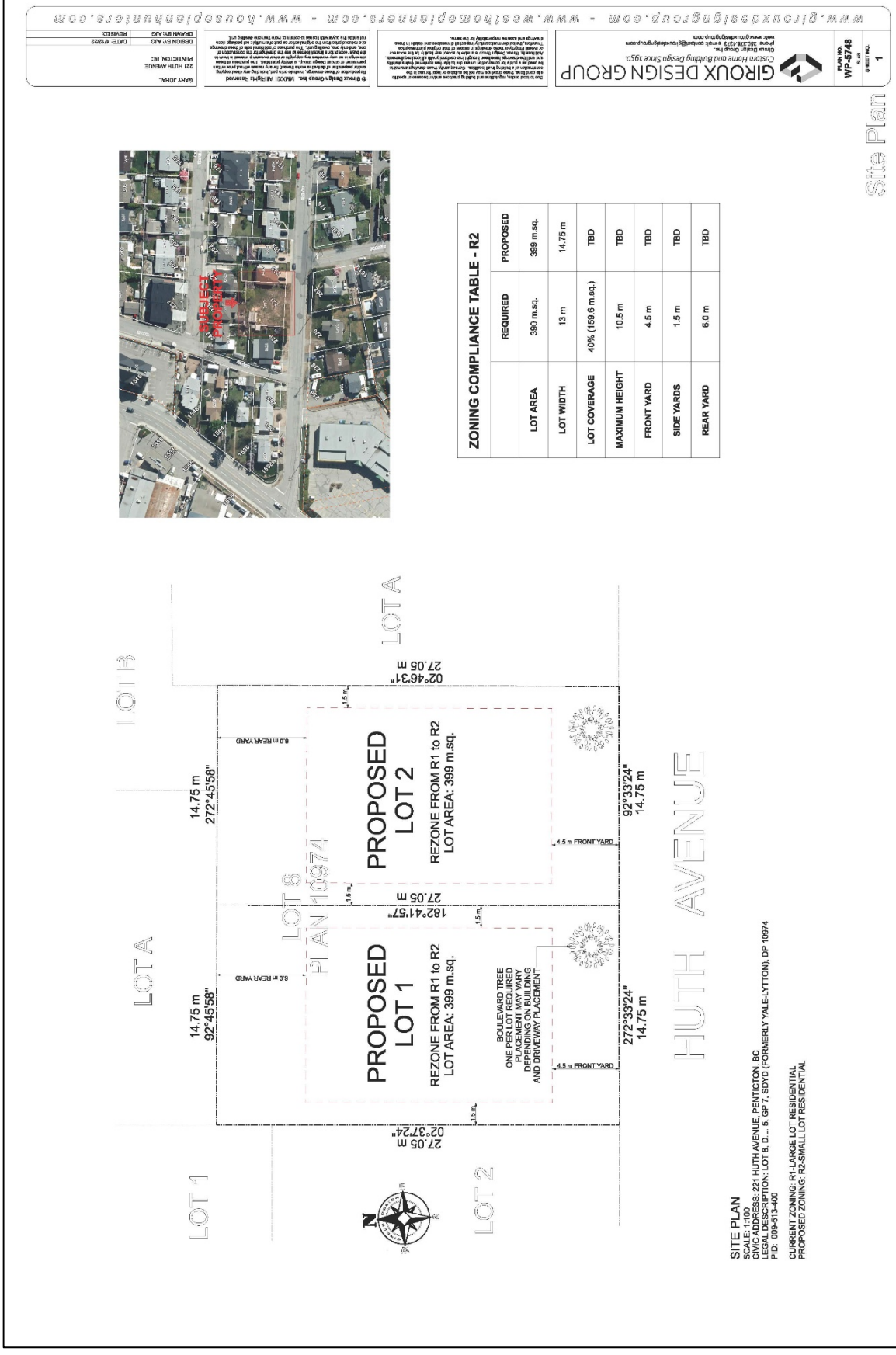
The proposal is to subdivide the existing single-family lot with R1 zoning into two single family lots with R2 zoning. The subdivision and rezoning will allow for better use of the land and allow for the construction of two new single-family homes. The rezoning is consistent with the OCP for the area which is Detached Residential.

Thank you for considering our proposal.

Best regards,

Tony Giroux ASTTBC.RBD, BCABD
Owner/Registered Building Designer Giroux
Design Group Inc.

Attachment E – Subdivision Plan



The Corporation of the City of Penticton

Bylaw No. 2022-26

A Bylaw to Amend Zoning Bylaw 2021-01

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. 2021-01;

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. 2022-26".

2. **Amendment:**

Zoning Bylaw No. 2021-01 is hereby amended as follows:

2.1 Rezone Lot 8 District Lot 5 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 10974, located at 221 Huth Avenue, from R1 (Large Lot Residential) to R2 (Small Lot Residential) as shown on Schedule 'A'.

2.2 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	day of	, 2022
A PUBLIC HEARING was held this	day of	, 2022
READ A SECOND time this	day of	, 2022
READ A THIRD time this	day of	, 2022
RECEIVED the approval of the Ministry of Transportation on the	day of	, 2022
ADOPTED this	day of	, 2022

Notice of intention to proceed with this bylaw was published on the __ day of _____, 2022 and the __ day of ___, 2022 in the Penticton newspaper, pursuant to Section 94 of the *Community Charter*.

John Vassilaki, Mayor

Approved pursuant to section 52(3)(a) of the *Transportation Act*
this _____ day of _____, 2022

_____
for Minister of Transportation & Infrastructure

Angie Collison, Corporate Officer

Schedule A: Zoning Amendment Bylaw 2022-26

Date: Corporate Officer:



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May 12, 2022 9:11:56 AM

Meters

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Coordinate System: NAD 1983 CSRS UTM Zone 11N

The Corporation of the City of Penticton

Bylaw No. 2021-39

A Bylaw to Amend Zoning Bylaw 2021-01

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. 2021-01;

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. 2021-39".

2. **Amendment:**

Zoning Bylaw No. 2021-01 is hereby amended as follows:

2.1 Rezone Lot 20 District Lot 1 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 932, located at 358 Douglas Avenue from R2 (Small Lot Residential) to RD2 (Duplex Housing: Lane) as shown on Schedule 'A'.

2.2 Add the following to 10.5.4 SITE SPECIFIC PROVISIONS

.8 In the case of Lot 20 District Lot 1 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 932, located at 358 Douglas Avenue, a maximum of two dwelling units shall be permitted on each lot.

2.3 Schedule 'A' attached hereto form part of this bylaw.

READ A FIRST time this	2	day of	November, 2021
A PUBLIC HEARING was held this	16	day of	November, 2021
READ A SECOND time this	16	day of	November, 2021
READ A THIRD time this	16	day of	November, 2021
RECEIVED the approval of the Ministry of Transportation on the	9	day of	December, 2021
ADOPTED this		day of	, 2021

Notice of intention to proceed with this bylaw was published on the 9 day of November, 2021 and the 10 day of November, 2021 in the Penticton newspaper, pursuant to Section 94 of the *Community Charter*.

Approved pursuant to section 52(3)(a) of the *Transportation Act*
this 9th day of December, 2021
Mitchell BC.
for Minister of Transportation & Infrastructure

John Vassilaki, Mayor

Angie Collison, Corporate Officer

Rezone 358 Douglas Ave

From: R2 (Small Lot Residential)
To: RD2 (Duplex Housing: Lane),

With the following site specific provision:

A maximum of two dwelling units shall be permitted on each lot.



City of Penticton – Schedule 'A'

Zoning Amendment Bylaw No. 2021-39

Date: _____ **Corporate Officer:** _____

The Corporation of the City of Penticton

Bylaw No. 2022-18

A Bylaw to amend Council Procedure Bylaw No. 2018-35

WHEREAS Section 124 of the *Community Charter* requires a Municipality, by bylaw, to establish general procedures to be followed by council and council committees in conducting their business;

AND WHEREAS the Council of the City of Penticton has adopted a Council Procedure Bylaw pursuant the *Community Charter* and wishes to amend "Council Procedure Bylaw No. 2018-35";

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 as "Council Procedure Amendment Bylaw No. 2022-18".

2. Amendment:

"Council Procedure Bylaw No. 2018-35" is hereby amended as follows:

2.1 Delete 5. (2) (d) and replace with the following: 5. (2) (d) when such meeting falls on a week of a statutory holiday, be cancelled or held on a different week.

2.2 Delete 6. (1) and 6. (2) and replace with the following: 6. (1) As required under Section 127 of the *Community Charter*, Council will annually adopt, on or before December 31, a schedule of dates, times and places of regular Council meetings for the following year and make the schedule available to the public by posting it at the Public Notice Posting Places and by publishing it in accordance with Section 94 of the *Community Charter*.

2.3 Delete 11. in its entirety and replace with the following: 11. (1) At the inaugural meeting, Council from among its members will designate Councillors to serve on a monthly rotating basis as the member responsible for acting in the place of the Mayor when the Mayor is absent or otherwise unable to act or when the office of Mayor is vacant.

(2) The table below will be utilized to determine which Council member will be the Acting Mayor. If the Councillor designated as number 1 in the month is unavailable, number 2 will act in the Mayor's absence and so on. The order will remain for the four year term unless a change is made by a resolution of Council.

Acting Mayor	November May	December June	January July	February August	March September	April October
Highest votes received at the General Election	1	6	5	4	3	2
Second highest votes	2	1	6	5	4	3
Third highest votes	3	2	1	6	5	4
Fourth highest votes	4	3	2	1	6	5
Fifth highest votes	5	4	3	2	1	6
Sixth highest votes	6	5	4	3	2	1

(3) The member designated as Acting Mayor has the same powers and duties as the Mayor in relation to the applicable matter.

(4) When possible, the Mayor will notify the Corporate Officer when the Acting Mayor will be required to serve as Mayor.

2.4 Delete and replace 30. (6) with the following: 30. (6) Notice of Motion Process:

(a) A notice of motion, if forwarded to the Corporate Officer prior to the Council agenda deadline, will be placed on the upcoming Regular agenda under the heading Notice of Motion with the requesting Councillor's name so they may introduce the motion for consideration at that time or a future meeting; or

(b) During the Notice of Motion portion of a meeting, a member may, when acknowledged by the Chair, give notice of a motion they wish considered by Council by reading out the motion. A copy of the motion will be provided to the Corporate Officer. The motion and any relevant information provided by the member will be placed on the agenda of the next Regular Council meeting or future meeting for consideration.

(c) If the member who submitted the motion is not in attendance at the Council meeting where the motion is brought forward, the matter will be held over until the member who submitted the motion is in attendance.

READ A FIRST time this	3	day of	May, 2022
READ A SECOND time this	3	day of	May, 2022
READ A THIRD time this	3	day of	May, 2022
ADOPTED this		day of	, 2022

Notice of intention to proceed with this bylaw was published on the 6 day of May, 2022 and the 13 day of May, 2022 in the Penticton newspaper, pursuant to Section 94 of the *Community Charter*.

_____

John Vassilaki, Mayor

_____

Angie Collison, Corporate Officer

The Corporation of the City of Penticton

Bylaw No. 2022-20

A Bylaw to Amend Zoning Bylaw 2021-01

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. 2021-01;

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. 2022-20".

2. **Amendment:**

2.1 Zoning Bylaw No. 2021-01 is hereby amended as follows:

Rezone Lot A District Lot 115 Similkameen Division Yale District Plan 8719, located at 145 Kinney Avenue, from R1 (Large Lot Residential) to RM2 (Low Density Multiple Housing).

2.2 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	3	day of	May, 2022
A PUBLIC HEARING was held this	17	day of	May, 2022
READ A SECOND time this		day of	, 2022
READ A THIRD time this		day of	, 2022
RECEIVED the approval of the Ministry of Transportation on the		day of	, 2022
ADOPTED this		day of	, 2022

Notice of intention to proceed with this bylaw was published on the 6 day of May, 2022 and the 13 day of May, 2022 in the Penticton Herald newspaper, pursuant to Section 94 of the *Community Charter*.

Approved pursuant to section 52(3)(a) of the *Transportation Act*
this _____ day of _____, 2022

_____
for Minister of Transportation & Infrastructure

John Vassilaki, Mayor

Angie Collison, Corporate Officer

Schedule A: Zoning Amendment Bylaw 2022-20

Date: Corporate Officer:



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April 27, 2022 9:13:25 AM

Meters

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Coordinate System: NAD 1983 CSRS UTM Zone 11N

The Corporation of the City of Penticton

Bylaw No. 2022-21

A Bylaw to Amend Zoning Bylaw 2021-01

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. 2021-01;

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. 2022-21".

2. **Amendment:**

Zoning Bylaw No. 2021-01 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 (877 Westminster Ave W)

14.9.1 PURPOSE

This ***zone*** provides for the comprehensive development of a high-density, mid-rise (maximum 6 storeys above parkade), mixed-use development site for *Lot 1 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 13891*, located at 813 Westminster Ave W, *Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 13891*, located at 825 Westminster Ave W, and *Lot 1 District Lot 2 Group 7 Similkameen (Formerly Yale-Lytton) Division Yale District Plan 15658*, located at 877 Westminster Ave W.

14.9.2 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***

.2 ***apartment***

.3 ***artisan crafts***

.4 ***bakery***

.5 ***business support service***

.6 ***craft brewery/distillery***

.7 ***commercial school***

.8 ***congregate housing***

.9 *day care centre, major*

.10 *dwelling unit*

.11 *grocery store*

.12 *health service*

.13 *high technology service*

.14 *indoor animal daycare and grooming*

.15 *indoor amusement, entertainment and recreation*

.16 *liquor primary licensed premise*

.17 *live work unit* (subject to specific use regulation 7.8)

.18 *minor home occupation* (subject to specific use regulation 7.3)

.19 *office*

.20 *personal service establishment*

.21 *recreation equipment rental, service and sales*

.22 *restaurant*

.23 *resort residential*

.24 *retail store*

.25 *vacation rental* (subject to specific use regulation 7.6)

14.9.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

.1	Minimum *lot width*:	43.0 m
.2	Minimum *lot area*:	8,200 m^2
.3	Maximum *lot coverage*:	40% (does not include parkade) 91% (include parkade)
.4	Maximum *density*:	2.1 *FAR*
.5	Maximum *height*:	21.0 m
.6	Minimum *front yard*:	3.0 m
.7	Minimum *interior side yard:*	4.5 m
.8	Minimum *exterior side yard*	3.0 m
.9	Minimum *rear yard*:	4.5 m

14.9.4 AMENITY SPACE

.1 *Amenity space* shall be provided at the rate of 20.0 m^2 for each *dwelling unit*.

14.9.5 OTHER REGULATIONS

.1 Notwithstanding Chapter 6, any commercial ***use*** identified in this zone shall not be required to provide any vehicle ***parking*** or ***loading spaces***.

.2 Notwithstanding Section 4.9 of this Bylaw, a ***balcony*** may project up to 0.41 m into a northern ***interior side yard***.

2.2 Rezone the following properties from CT1 (Tourist Commercial), C7 (Service Commercial) and C8 (Vehicle Service Station) to CD9 – Comprehensive Development (877 Westminster Ave W) as shown on Schedule 'A'.

1. Lot 1 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 13891, located at 813 Westminster Ave West, and
2. Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 13891, located at 825 Westminster Ave West, and
3. Lot 1 District Lot 2 Group 7 Similkameen (Formerly Yale-Lytton) Division Yale District Plan 15658, located at 877 Westminster Ave West.

2.3 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	3	day of	May, 2022
A PUBLIC HEARING was held this	17	day of	May, 2022
READ A SECOND time this		day of	, 2022
READ A THIRD time this		day of	, 2022
RECEIVED the approval of the Ministry of Transportation on the		day of	, 2022
ADOPTED this		day of	, 2022

Notice of intention to proceed with this bylaw was published on the 6 day of May, 2022 and the 13 day of May, 2022 in the Penticton Herald newspaper, pursuant to Section 94 of the *Community Charter*.

_____
John Vassilaki, Mayor

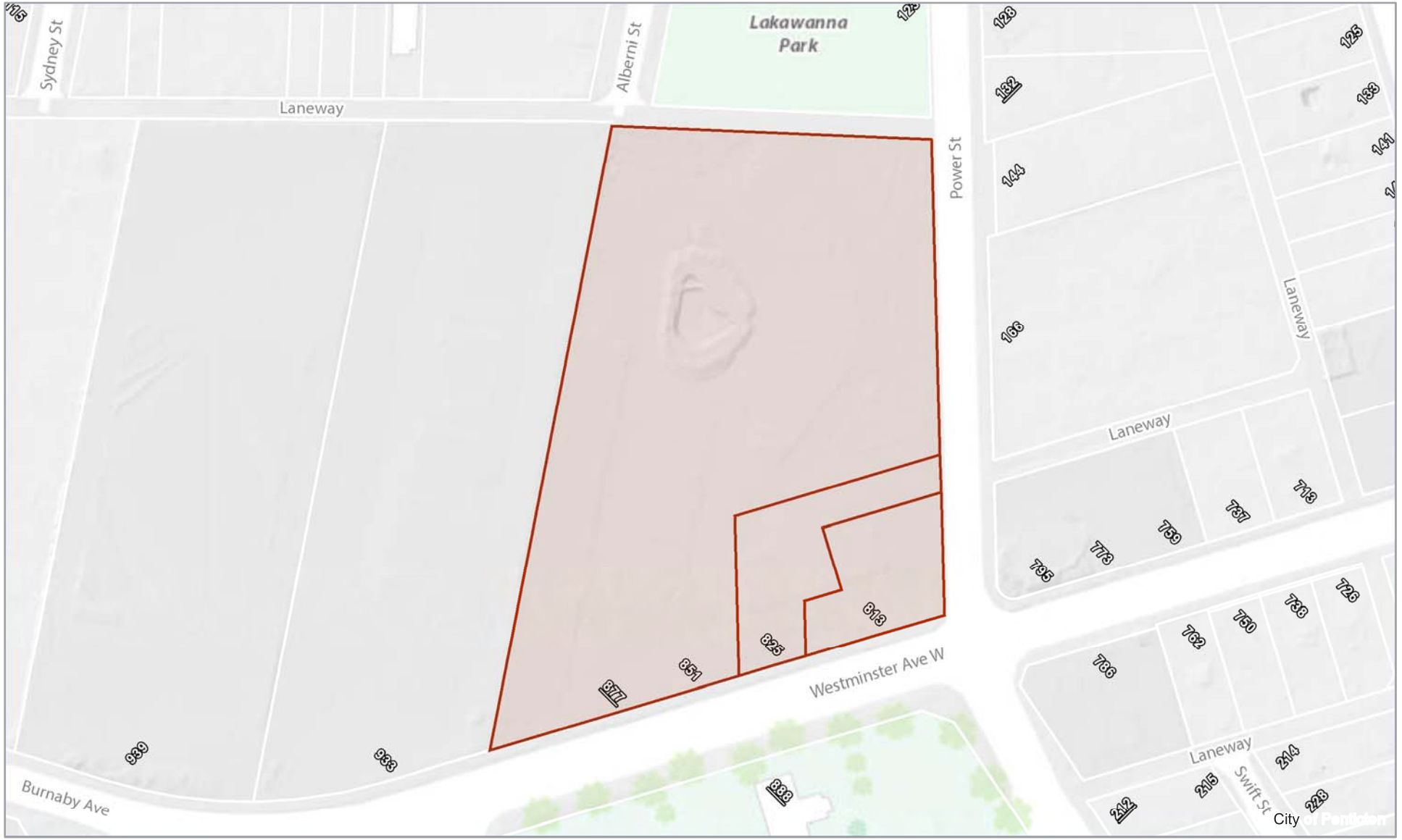
_____
Angie Collison, Corporate Officer

Approved pursuant to section 52(3)(a) of the *Transportation Act*
this _____ day of _____, 2022

_____
for Minister of Transportation & Infrastructure

Schedule A: Zoning Amendment Bylaw 2022-21

Date: Corporate Officer:



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Coordinate System: NAD 1983 CSRS UTM Zone 11N

At the beginning of this Council term many Councilors expressed an interest in trying to recover a portion of Penticton's recreational facility operating costs from neighbouring communities. Penticton is surrounded by 4 RDOS electoral areas and at present only the West Bench Electoral Area gives a contribution to support Penticton's recreation expenses.
During our first year of this Council term some review of options to recover recreation expenses was done and this work identified that Penticton had 2 options to recover some portion of recreation facility operating costs:

- One option is to work with the Electoral Areas that surround Penticton to have a joint operating agreement to share expenses and these expenses would be collected as a tax levy. Based on reviewing municipal areas that have these agreements it appears they are only done at the time when recreation facilities are constructed. Penticton does not have the right to impose this type of funding agreement.
- A second option would be for Penticton to establish a 2-tier recreation fee structure with one rate for Penticton residents and a higher rate for residents in the surrounding Electoral Areas.

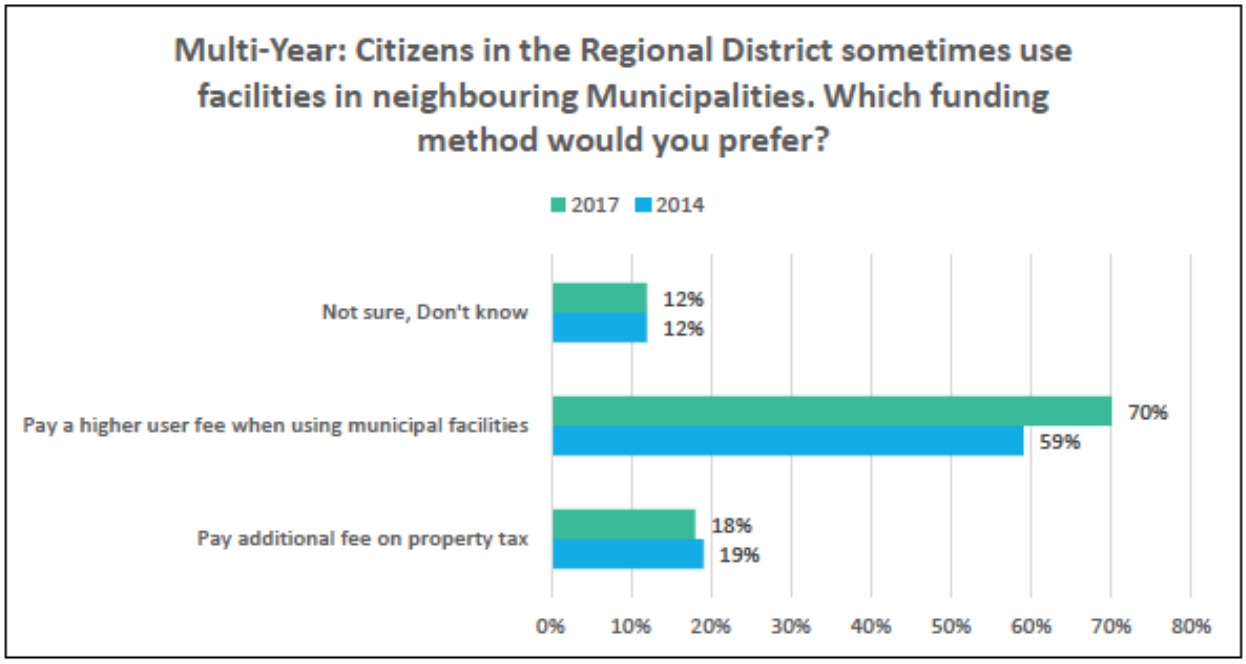
Recreation fees are intended to recover only a portion of the costs to operate our facilities. This leaves it to Penticton taxpayers to pay the costs not covered by our rental/admission fees. Previous examinations of our recreation facility use found the surrounding RDOS Electoral Areas use was between 18% and 25% of the total rentals.

Almost all Okanagan communities that have ice arenas and swimming pools have agreements with neighbouring municipal areas for the construction, repair, and operation of these facilities. For 2022 the RDOS budget has sharing arrangements for ice arenas and swimming pools established in the following areas:

- Rural Osoyoos will fund the Town of Osoyoos $300 k for ice arena and pool operations
- Rural Oliver will fund the Town of Oliver $149 k for ice arena operations
- Rural Cawston and Hedley will fund the Village of Keremeos $81 k for the operation of an outdoor pool
- Rural Princeton will fund the Town of Princeton $285 k for ice arena operations

In both the Central Okanagan and North Okanagan ice arenas and pools are also jointly funded by a number of municipal groups sharing the costs.

The RDOS has recognized this is an issue and to help measure the opinion of Electoral Area's regarding funding recreational facilities the following question was included in a 2017 RDOS survey.



The recent census data shows Penticton's population at 36,885 and the combined population of Naramata, West Bench, Kaleden and OK Falls at 10,430 which equals 28% of Penticton's population.

Penticton's Parks and Recreation Master Plan was adopted June 18, 2018. This plan reviewed some issues related to developing a 2-tier pricing plan for nonresidents versus residents. Also reported was a study in 2009 that indicated 18% of Penticton's facility use was by RDOS residents. If a review of 2 tier rental rates is done, there needs to be a clear description of the significant rental rate subsidy paid solely by Penticton taxpayers.

Councillor Frank Regehr
April 7, 2022