

## **Agenda**

penticton.ca

### **Regular Council Meeting**

to be held at the City of Penticton, Council Chambers
171 Main Street, Penticton, B.C.
To view the live broadcast and recordings, visit <a href="https://www.penticton.ca">www.penticton.ca</a>

Tuesday, February 6, 2024 at 1:00 p.m.

1.	Call I	Regular Council Meeting to Order		
2.	Intro	duction of Late Items		
3.	Adop	otion of Agenda		
4.	Rece	ss to Committee of the Whole		
5.	Reco	nvene the Regular Council Meeting		
6.	Adop	otion of Minutes:		
	6.1	Minutes of the January 16, 2024 Regular Council Meeting	1-6	Adopt
	6.2	Minutes of the January 29, 2024 Special Council Meeting	7	Adopt
7.	Cons	ent Agenda		
	<u>Recoi</u>	mmendation: THAT Council approve the Consent Agenda:		8-11
	1.	January 10, 2024 Minutes of the Accessibility Committee; and		
	2.	January 16, 2024 Minutes of the Committee of the Whole Meeting.		
8.	Staff	Reports:		
Haddad	8.1	Safe & Resilient Council Priority: Public Safety Working Group Update <u>Staff Recommendation</u> : THAT Council receive into the record the report of "Safe & Resilient Council Priority: Public Safety Working Group Update", a resafety planning and actions that were implemented in 2023.	dated February 6, 20	
McAndie	8.2	RCMP Quarterly Update		15-18

<u>Staff Recommendation:</u> THAT Council receive into the record the report dated February 6, 2024 titled

"RCMP Quarterly Update".

Mercier	8.3	Bylaw Services 2023 Year End <u>Staff Recommendation:</u> THAT Council receive into the record the report dated February 6, 2024 titled "Bylaw Services 2023 Year End".	19-26
Cobble	8.4	UBCM ESS Grant for 2024 <u>Staff Recommendation:</u> THAT Council direct staff to apply for a Union of BC Municipalities'  Community Emergency Preparedness Fund's Emergency Support Services (ESS) stream grant for approximately \$30,000 for 2024-2025;  AND THAT Council direct the Emergency Program Coordinator to sign and submit the application document; AND THAT Council direct the City Manager to sign the agreement with the Union of BC Municipalities should the City be successful with its application.	27-40
Kassian	8.5	Solid Waste Collection Contract – 2025-2032 <u>Staff Recommendation:</u> THAT the 2024-2028 Financial Plan be amended for years 2025-2028 to include forecasted expenses resulting from the execution of the 2025-2032 Waste Collection Services Agreement.	41-43
Power	8.6	Electric Utility Overview <u>Staff Recommendation:</u> THAT Council receive into the record the report dated February 6, 2024 titled "Electric Utility Overview".	44-49
Dixon	8.7	Neighbourhood Traffic Management Policy <u>Staff Recommendation:</u> THAT Council rescind the 2016 Transportation Safety Policy and approve Council Policy CP#2024-01 Neighborhood Traffic Management Policy.	50-54
Tanguay	8.8	Zoning Amendment Bylaw No. 2024-03 Re: 424 and 436 Bennett Avenue <u>Staff Recommendation:</u> THAT Council give first, second, and third reading to "Zoning Amendment Bylaw No. 2024-03", for Lot 37 District Lot 250 Similkameen Division Yale District Plan 881, located at 424 Bennett Avenue, and for Lot 36 District Lot 250 Similkameen Division Yale District Plan 881, located at 436 Bennett Avenue, a bylaw to rezone the subject properties from R2 (Small Lot Residential) to RD3 (Residential Infill);  AND THAT prior to adoption of "Zoning Amendment Bylaw No. 2024-03", the following condition be met:  1. A 0.5 m wide road dedication along Bennett Avenue is registered with the Land Title Office.	55-72
Tanguay	8.9	Zoning Amendment Bylaw No. 2024-04 Development Variance Permit PL2023-9683 Development Permit PL2023-9684 Re: 200 Abbott Street <u>Staff Recommendation:</u> THAT Council give first, second, and third reading to "Zoning Amendment Bylaw No. 2024-04", for Lot 1 District Lot 202 Similkameen Division Yale District Plan 7492, located at 200 Abbott Street, a bylaw to rezone the subject property from RD2 (Duplex Housing: Lane) to RD4 (Low Density Cluster Housing);  AND THAT Council, subject to adoption "Zoning Bylaw Amendment Bylaw No. 2024-04", consider "Development Variance Permit PL2023-9683" for Lot 1 District Lot 202 Similkameen Division Yale District Plan 7492, located at 200 Abbott Street, a permit to vary the following sections Zoning Bylaw 2023-08:  • Section 10.7.2.6: to reduce the front yard from 4.5 m to 3.0 m, and;  • Section 10.7.2.8: to reduce the exterior yard from 4.5 m to 3.5 m;  AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2024-04", approve	73-109

"Development Permit PL2023-9684", for Lot 1 District Lot 202 Similkameen Division Yale District Plan

7492, located at 200 Abbott Street, a permit to approve the form and character of cluster housing (four dwelling units);

AND THAT Council direct staff to issue "Development Permit PL2023-9684"; AND THAT Council require that a 5 m x 5 m corner cut be completed prior to the issuance of the Occupancy Permit.

#### 9. **Public Question Period**

#### 10. Recess the Meeting

#### 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. 2023-48 Development Variance Permit PL2023-9680 Re: 275 Kinney Avenue	110-111 112-114	Adopt Approve
Collison	12.2	Zoning Amendment Bylaw No. 2023-49 Re: 172 Green Avenue West	115-116	Adopt
Collison	12.3	Official Community Plan Amendment Bylaw No. 2024-01 Zoning Amendment Bylaw No. 2024-02 Re: 460 Conklin Avenue	117-118 119-120	2 <sup>nd</sup> /3 <sup>rd</sup> 2 <sup>nd</sup> /3 <sup>rd</sup>

#### 13. **Notice of Motion**

13.1 Notice of Motion introduced by Councillor Boultbee at the January 16, 2024 Regular Meeting:

THAT Council direct the City Manager to hire a third party consultant to perform a Core Review to evaluate and substantiate the City's service levels, staffing of the organization as a whole and the scope creep into provincial areas of jurisdiction and the attendant costs.

#### 14. **Business Arising**

#### 15. **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 <a href="https://www.penticton.ca">www.penticton.ca</a> to find the telephone number or Zoom link to ask your question before the conclusion of the meeting. Use the raise hand feature and you will be given the opportunity to turn on your camera and unmute your microphone and ask Council your questions. Please note that the meeting is streaming live and recorded, access to recordings can be found on the City's website.

#### 16. **Council Round Table**

#### 17. **Adjournment**



## **Minutes**

penticton.ca

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

Tuesday, January 16, 2024 at 1:00 p.m.

**Present**: Mayor Bloomfield

Deputy Mayor Watt Councillor Boultbee Councillor Gilbert Councillor Graham Councillor Konanz Councillor Miller

**Staff:** Anthony Haddad, City Manager

Angie Collison, Corporate Officer

Angela Campbell, Director of Finance & Administration Kristen Dixon, General Manager of Infrastructure Blake Laven, Director of Development Services Kelsey Johnson, Director of Community Services 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

01/2024 It was MOVED and SECONDED

THAT Council adopt the agenda for the Regular Council Meeting held on January 16, 2024 as presented.

**CARRIED UNANIMOUSLY** 

4. Recess to Committee of the Whole

02/2024 It was MOVED and SECONDED

THAT Council recess to a Committee of the Whole meeting at 1:01p.m.

#### 5. Reconvene the Regular Council Meeting

Council reconvened the Regular Council Meeting at 1:24 p.m.

#### 6. Adoption of Minutes:

6.1 <u>Minutes of the December 12, 2023 Regular Meeting of Council</u>

#### 03/2024 It was MOVED and SECONDED

THAT Council adopt the Regular Council Meeting minutes of December 12, 2023 as presented.

**CARRIED UNANIMOUSLY** 

6.2 <u>Minutes of the December 14, 2023 Special Meeting of Council</u>

#### 04/2024 It was MOVED and SECONDED

THAT Council adopt the Special Council Meeting minutes of December 14, 2023 as presented.

**CARRIED UNANIMOUSLY** 

#### 7. Consent Agenda:

#### 05/2023 It was MOVED and SECONDED

THAT Council approve the Consent Agenda:

1. Release of Items from Closed Meeting:

THAT Council reappoint Lyndsay De Jonge, Debbra Mikaelsen and Sarah Sloan to the Penticton Public Library Board for a two-year term expiring November 2025;

AND THAT Council appoint Bill Loomis, Shane Fox and Emily Bruce to the Penticton Public Library Board for a two-year term expiring November 2025;

AND THAT Council appoint Councillor Miller to the Penticton Public Library Board.

**CARRIED UNANIMOUSLY** 

#### 8. Staff Reports:

8.1 <u>2024 City Manager Operational Update & Outlook – first 100 days</u>

#### 06/2024 It was MOVED and SECONDED

THAT Council receive the report titled "2024 City Manager Operational Update & Outlook", dated January 16, 2024.

**CARRIED UNANIMOUSLY** 

#### 8.2 <u>Elected Officials Code of Conduct</u>

#### 07/2024 It was MOVED and SECONDED

THAT Council postpone any further debate regarding the Elected Officials Code of Conduct to the February 20, 2024 Regular Meeting of Council.

CAPPIED

Mayor Bloomfield and Councillors Gilbert and Watt, Opposed

#### 8.3 License to Use Agreement for Peach City Indoor Pickleball Club

#### 08/2024 It was MOVED and SECONDED

THAT Council approve a License to Use Agreement for three years of play to Peach City Indoor Pickleball Club for the purpose of operating an indoor pickleball club located at 199 Ellis Street at a monthly rate of \$3,598.00 + GST per month, including utilities, with a two-year option to renew with an increase of CPI annually;

AND THAT Council authorize the Director of Finance and Administration and Corporate Officer to execute the License to Use Agreement.

**CARRIED UNANIMOUSLY** 

#### 8.4 <u>Economic Development Year-End Summary and 2024 Look Ahead</u>

#### 09/2024 It was MOVED and SECONDED

THAT Council receive into the record the report dated January 16, 2024, titled "Economic Development Year-End Summary and 2024 Look Ahead".

CARRIED UNANIMOUSLY

The Mayor recessed the meeting at 2:25 p.m. and reconvened at 2:37 p.m.

#### 8.5 <u>Housing Policy Initiatives Work Plan and Timeline</u>

#### 10/2024 It was MOVED and SECONDED

THAT Council direct staff to prepare bylaw, policy and procedure amendments to align the City's short-term rental program with the new Provincial framework.

**CARRIED UNANIMOUSLY** 

#### 11/2024 It was MOVED and SECONDED

THAT Council endorse the work plan as outlined in this report titled 'Housing Policy Initiatives Work Plan and Timeline', dated January 16, 2024.

**CARRIED UNANIMOUSLY** 

8.6 Zoning Amendment Bylaw No. 2023-48
Development Variance Permit PL2023-9680
Development Permit PL2023-9674
Re: 275 Kinney Avenue

#### 12/2024 It was MOVED and SECONDED

THAT Council give first, second and third reading to "Zoning Amendment Bylaw No. 2023-48", for Lot B District Lot 116 Similkameen Division Yale District Plan 36190, located at 275 Kinney Avenue, a bylaw to rezone the subject property from R2 (Small Lot Residential) to RM2 (Low Density Multiple Housing);

AND THAT Council, subject to adoption "Zoning Bylaw Amendment Bylaw No. 2023-48", consider "Development Variance Permit PL2023-9680" for District Lot 116 Similkameen Division Yale District Plan 36190, located at 275 Kinney Avenue, a permit to vary Section 10.9.2.9 of Zoning Bylaw 2023-08 to reduce the rear yard from 6.0 m to 2.2 m; AND THAT Council, subject to adoption "Zoning Bylaw Amendment Bylaw No. 2023-48", approve "Development Permit PL2023-9674", for District Lot 116 Similkameen Division Yale District Plan 36190, located at 275 Kinney Avenue, a permit to approve the form and character of two side-by-side duplexes (four dwelling units).

#### 8.7 Zoning Amendment Bylaw No. 2023-49

Development Permit PL2023-9664

Re: 172 Green Avenue West

#### 13/2024 It was MOVED and SECONDED

THAT Council give first, second and third reading to "Zoning Amendment Bylaw No. 2023-49", for Lot 4 District Lot 116 Similkameen Division Yale District Plan 9696, located at 172 Green Avenue West, a bylaw to rezone the subject property from R1 (Large Lot Residential) to RM2 (Low Density Multiple Housing);

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2023-49", approve "Development Permit PL2023-9664", for Lot 4 District Lot 116 Similkameen Division Yale District Plan 9696, located at 172 Green Avenue West, a permit to approve the form and character of one duplex and one triplex (five dwelling units);

AND THAT Council require that a 0.9 m road dedication be completed prior to the issuance of the Occupancy Permit.

**CARRIED UNANIMOUSLY** 

8.8 Zoning Amendment Bylaw No. 2023-50

Development Permit PL2023-9633

Re: 587 Edna Avenue

#### 14/2024 It was MOVED and SECONDED

THAT Council give first, second and third reading to "Zoning Amendment Bylaw No. 2023-50", a bylaw to rezone Lot 1 District Lot 250 Similkameen Division Yale District Plan 3215, located at 587 Edna Avenue, from R2 (Small Lot Residential) to RD4 (Low Density Cluster Housing); AND THAT Council, prior to adoption of "Zoning Amendment Bylaw No. 2023-50", require the dedication of a 3.5m by 3.5m corner cut at the northeast corner of the subject property, adjacent to the two lanes, be registered with the Land Title Office;

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2023-50", approve "Development Permit PL2023-9633", a permit to approve the form and character of a four-unit cluster housing development on the subject property consisting of two side-by-side duplexes.

**CARRIED UNANIMOUSLY** 

#### 8.9 Official Community Plan Amendment Application

Re: 76 Duncan Avenue East

#### 15/2024 It was MOVED and SECONDED

THAT Council, following the Community Engagement for OCP Amendments Procedure, direct staff to commence public engagement for a proposed Official Community Plan amendment to change the future land use designation on 76 Duncan Avenue East from 'Infill Residential' to 'Mixed Use'.

#### 8.10 Official Community Plan Amendment Bylaw No. 2024-01

Zoning Amendment Bylaw No. 2024-02

Development Permit PL2023-9621

Re: 460 Conklin Avenue

#### 16/2024 It was MOVED and SECONDED

THAT prior to consideration of "Official Community Plan Amendment Bylaw No. 2024-01", and in accordance with Section 475 of the *Local Government Act*, Council 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 it is determined that the community engagement period carried out from October 18, 2023 to November 19, 2023 is sufficient;

AND THAT Council give first reading to "Official Community Plan Amendment Bylaw No. 2024-01", a bylaw that amends Map 1: Future Land Use of Official Community Plan Bylaw No. 2019-08, by amending the future land use designation for Lot 13 District Lot 1 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3867, located at 460 Conklin Avenue, from 'Detached Residential' to 'Ground Oriented Residential'.

THAT Council give first reading to "Zoning Amendment Bylaw No. 2024-02", Lot 13 District Lot 1 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3867, located at 460 Conklin Avenue, a bylaw to rezone the subject property from R1 (Large Lot Residential) to RM2 (Low Density Multiple Housing);

AND THAT Council forward "Official Community Plan Amendment Bylaw No. 2024-01" and "Zoning Amendment Bylaw No. 2024-02" to the February 6, 2024 Public Hearing.

AND THAT prior to adoption of "Official Community Plan Amendment Bylaw No. 2024-01" and "Zoning Amendment Bylaw No. 2024-02", Council require the following condition to be met:

1. A 0.5 m wide road dedication along the frontage of 460 Conklin Avenue be registered with the Land Title Office.

THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2024-02", approve "Development Permit PL2023-9621", a permit to approve the form and character of the proposed 6-unit townhouse, consisting of two, 2-storey buildings.

CARRIED Councillor Miller, Opposed

#### 9. Notice of Motion

9.1 Notice of Motion introduced by Councillor Boultbee for consideration on February 6, 2024:

THAT Council direct the City Manager to hire a third party consultant to perform a Core Review to evaluate and substantiate the City's service levels, staffing of the organization as a whole and the scope creep into provincial areas of jurisdiction and the attendant costs.

9.2 Notice of Motion introduced by Councillor Konanz:

THAT Council direct staff to send a letter to the Province requesting further consideration of Penticton's unique economy and the role that short-term rentals play in supporting our tourism industry.

#### 17/2024 It was MOVED and SECONDED

THAT Council consider the notice of motion introduced by Councillor Konanz.

#### 18/2024 It was MOVED and SECONDED

THAT Council direct staff to send a letter to the Province requesting further consideration of Penticton's unique economy and the role that short-term rentals play in supporting our tourism industry.

CARRIED

**Councillors Gilbert and Miller, Opposed** 

- 10. Business Arising
- 11. Public Question Period
- 12. Council Round Table
- 13. Adjourn to Closed Meeting

#### 19/2024 It was MOVED and SECONDED

THAT Council adjourn the January 16, 2024 Regular meeting of Council at 4:15 p.m. to a closed meeting of Council pursuant to the provisions of the *Community Charter* as follows: Section 90 (1)

- (e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; 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.

Certified correct:	Confirmed:
Angie Collison	Julius Bloomfield
Corporate Officer	Mayor



## **Minutes**

penticton.ca

## **Special Council Meeting**

held at City Hall, Room A 171 Main Street, Penticton, B.C.

Monday, January 29, 2024 at 3:00 p.m.

**Present**: Mayor Bloomfield

Deputy Mayor Watt Councillor Boultbee Councillor Gilbert Councillor Graham Councillor Konanz Councillor Miller

**Staff:** Anthony Haddad, City Manager

Angie Collison, Corporate Officer

Kelsey Johnson, Director of Community Services Blake Laven, Director of Development Services Kristen Dixon, General Manager of Infrastructure

Mike Larsson, Fire Chief

Cheryl Hardisty, Manager, Council and Executive Operations

Shane Mills, Senior Communications Advisor

#### 1. Call to Order

The Mayor called the Special Council Meeting to order at 3:04 p.m.

#### 2. Adoption of Agenda

#### 20/2024

#### It was MOVED and SECONDED

THAT Council adopt the agenda for the Special Council Meeting held on January 29, 2024 as presented.

**CARRIED UNANIMOUSLY** 

#### 3. Adjournment to a Closed Meeting

#### 21/2024

#### It was MOVED and SECONDED

THAT Council adjourn to a closed meeting of Council at 3:05 p.m. pursuant to the provisions of the *Community Charter* as follows: *Section 90(1)*(c) labour relations or other employee relations.

Certified correct:	Confirmed:	
Angie Collison	Julius Bloomfield	
Corporate Officer	Mayor	



## **Minutes**

penticton.ca

## **Accessibility Committee Meeting**

held via Zoom and in-person in Council Chambers City Hall, 171 Main Street Wednesday, January 10, 2024

at 9:30 am

**Present:** Trisha Kaplan, Chair

Leanne Williams, Vice-Chair

Kristi Bauman Randy Boras

Grant Pattingale (via Zoom)

Heather Miller Krista Russo

**Council Liaison:** Amelia Boultbee, Councillor

**Staff:** Blake Laven, Director of Development Services

Sarah Desrosiers, Social Development Coordinator

Hayley Anderson, Legislative Assistant

**Regrets:** James Ludvigson

1. Call to Order

The Chair called the Accessibility Committee to order at 9:30 am.

2. Adoption of Agenda

#### It was MOVED and SECONDED

THAT the Accessibility Committee adopt the agenda of January 10, 2024 as presented.

**CARRIED UNANIMOUSLY** 

#### 3. Adoption of Minutes

3.1 Minutes of the November 29, 2023 Accessibility Committee Meeting

#### It was MOVED and SECONDED

THAT the Accessibility Committee adopt the minutes of the November 29, 2023 meeting as presented.

#### 4. New Business

#### 4.1 Roundtable Check-in – standing item

The Chair led the Committee in a round table check-in to discuss accessibility thoughts or challenges not specifically on the agenda.

Heather Miller joined the meeting at 9:37 am.

#### 4.2 Review Feedback from Public Feedback Form

The Social Development Coordinator provided the Committee with an overview of the feedback provided through the public feedback mechanism that has been received to date.

Grant Pattingale joined the meeting at 10:13 am.

#### 4.3 Review of Essential Priorities

The Social Development Coordinator led the Committee in reviewing the Essential Priories from the Accessibility Plan 2023-2026.

Councillor Boultbee left the meeting at 10:58 am.

#### 5. **Next Meeting**

The next Accessibility Committee meeting is scheduled to be held on April 10, 2024 at 9:30 am via Zoom and in person.

#### 6. Adjournment

#### It was MOVED and SECONDED

THAT the Accessibility Committee adjourn the meeting held on January 10, 2024 at 11:03 am.

Certified Correct:		
Hayley Anderson Legislative Assistant		



## Minutes

penticton.ca

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

Tuesday, January 16, 2024
Recessed from the Regular Council Meeting at 1:00 p.m.

**Present**: Mayor Bloomfield

Deputy Mayor Watt Councillor Boultbee Councillor Gilbert Councillor Graham Councillor Konanz Councillor Miller

**Staff:** Anthony Haddad, City Manager

Angie Collison, Corporate Officer

Angela Campbell, Director of Finance & Administration Kristen Dixon, General Manager of Infrastructure Blake Laven, Director of Development Services Kelsey Johnson, Director of Community Services 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 January 16, 2024 be adopted as presented.

#### **CARRIED UNANIMOUSLY**

#### 3. **Delegations:**

#### 3.1 <u>Proclamation "Penticton BC Community Radio Week" February 1-7, 2024</u>

Claire Thompson, President, Peach City Community Radio Society, provided Council with a presentation on Peach City Community Radio Society and requested that Council proclaim February 1-7, 2024 as "Penticton BC Community Radio Week".

Mayor Bloomfield read the proclamation proclaiming February 1-7, 2024 as "Penticton BC Community Radio Week" in the City of Penticton.

#### 3.2 <u>South Okanagan Seniors Wellness Transition to OneSky</u>

Tanya Behardien, Executive Director, OneSky Community Resources, and Elmie Saaltink, President, South Okanagan Seniors Wellness Society, provided Council with an update on the South Okanagan Seniors Wellness Society's amalgamation with OneSky Community Resources Society effective March 31, 2024 and their commitment to continuing services.

#### 4. Adjourn to Regular Meeting

#### It was MOVED and SECONDED

THAT Council adjourn the Committee of the Whole meeting held January 16, 2024 at 1:24 p.m. and reconvene the Regular Meeting of Council.

Certified correct:	Confirmed:
Angie Collison	Julius Bloomfield
Corporate Officer	Mayor



## **Council Report**

penticton.ca

**Date:** February 6, 2024 File No: 7010

**To:** Mayor and Council

**From:** Anthony Haddad, City Manager

Subject: Safe & Resilient Council Priority: Public Safety Working Group Update

#### Staff Recommendation

THAT Council receive into the record the report dated February 6, 2024 titled "Safe & Resilient Council Priority: Public Safety Working Group Update", a report that outlines the public safety planning and actions that were implemented in 2023.

#### 2023-2026 Council Priorities

2023-2026 Council Priorities identified public safety as a priority through its strategic plan under 'Safe & Resilient'. Implementation of the City's public safety priorities will be important over the coming years and will include budgetary priorities and actions to ensure delivery of high quality community safety-related services to improve our overall community wellbeing.

#### **Background**

On December 20, 2022 and January 17, 2023, Council was presented with the Resource Review of the Penticton RCMP Detachment, Penticton Fire & Rescue, & Penticton Bylaw & Community Safety Officer Program that was completed during 2021 and 2022. The report provided a number of findings and recommendations related for the City/Community, RCMP, Fire & Rescue and Bylaw and Community Safety Officer Program.

On March 7, 2023, staff presented Council with the Framework for Public Safety (Attachment A) which revolved around Response, Social & Health, Community Action and Planning, each providing coordinated efforts to improve the perception and reality of public safety in Penticton. Within each of these areas, a range of different municipal, provincial and non-profit sector agencies are involved in leading and working together on a number of initiatives, programs and priorities to better our community, as highlighted in the Framework and brought together with the goal of improving communication and collaboration as part of the Operational Working Group.

On May 16, 2023, staff provided the first update of the actions and initiatives underway through the Public Safety Working Group. The Operational Working Group brought together many of the stakeholders that were identified in the 2022 Community Safety Resource Review and includes those representatives from organizations and departments that have a significant influence on the public safety priority over the coming years.

On September 12, 2023, staff presented to Council an update on the Public Safety initiatives, including the growing partnership between Interior Health (IHA) and Crown Counsel. As part of process to update Council and the community on the progress of the public safety relates initiatives the quarterly updates provided for an oversite of the range of programs, priorities and projects underway – their progress, evolution and impact they are having in the community.

The goal of the Public Safety Working group when established in early 2023 was to develop an understanding of the range of initiatives that are underway in the community and to ensure the interoperability of the public safety agencies continued to progress – stemming from the results of the Public Safety Resource Review. With Provincial agencies now at the table, a better understanding of the City and Provincial needs will assist with improved partnerships, clarity of roles and responsibilities and inroads being made into the challenges our community is facing.

#### **Analysis**

Moving into 2024, Council's investment in public safety will further take place with the new Public Safety & Partnerships portfolio being directly response for the City's Social Development and Bylaw Services functions, which involves the Community Safety Officer Program. The role of this department is to not only lead the Social Development and Bylaw Services teams but also work closely with local and regional partners to enhance the work that has been underway over the past couple of years.

We know that our public safety needs and the ongoing importance of our local and regional partners is going to be a priority for years to come. As was identified through the public safety resource review, with the complexity of our three public safety agencies and the need to continue working closer together – staff questioned how best to ensure alignment and collaboration within our City – but also across the Provincial agencies that support the work we need done. The creation of the Public Safety Working Group has highlighted the amount of work underway to tackle these issues, but also the importance of partnership and working collaboratively together within our City departments.

With new leadership across all of the City's public safety portfolios, we expect to see the next evolution of reporting on the public safety initiatives and alignment towards making Penticton a safer and more resilient community. On a regular basis in 2024, Council will begin to see reporting on RCMP and Bylaw activities highlighting the work underway, the progress that is being made and the challenges that both agencies continue to face. Reporting will also look to focus on progress of the initiatives that have been invested in by Council and the impact they are having out in the community. Reporting will be broken into the following components in line with the Public Safety Framework:

- Response (RCMP, Fire & Rescue, Bylaw & Community Safety Officers & Private Security)
- Social & Health (Social Development, Provincial Agencies & Non-Profit Organizations)
- Community Action (Provincial Lobbying, Community Engagement & Economic Development)
- Planning (Policy Development, Partnership Programs, Affordable Housing & Environmental Design)

Moving forward, the Public Safety & Partnership Department, through its new leadership, will work closely with RCMP and Fire Services to ensure we are able to respond to the pressing needs of the community provide value for service and continue the positive momentum that has been built around Council's public safety priority.

**Attachments: Attachment A** – Pubic Safety Framework

Respectfully submitted,

Anthony Haddad City Manager

Council Report Page 2 of 3

#### **Attachment A**

#### **Public Safety Framework**



Council Report Page 3 of 3



## **Council Report**

penticton.ca

**Date:** February 6, 2024 File No: 0550-02

**To:** Anthony Haddad, City Manager

**From:** Superintendent Beth McAndie – Officer in Charge: Penticton

**Subject:** RCMP Quarterly Update

#### **Staff Recommendation**

THAT Council receive into the record the report dated February 6, 2024 titled "RCMP Quarterly Update".

#### Strategic priority objective

**Safe & Resilient:** The City of Penticton will enhance and protect the safety of all residents and visitors to Penticton.

#### **Background**

Quarterly report attached.

#### **Financial implication**

Not applicable.

#### **Analysis**

Not Applicable.

#### **Attachments**

Attachment A – Quarterly Report

Respectfully submitted,

Superintendent Beth McAndie Officer in Charge Penticton South Okanagan Similkameen Regional RCMP Detachment Concurrence:

City Manager





# PENTICTON SOUTH OKANAGAN SIMILKAMEEN REGIONAL DETACHMENT

# QUARTERLY REPORT (PENTICTON)

October- December 2023





Total reported crime events in the municipality for the quarter was 3,463 which is down 4% from Q4 last year (3,614).

## 2023/24 Penticton Detachment Policing Priorities

- Crime Reduction (Property Crimes and Drugs): Identifying and managing repeat offenders
  through enhanced enforcement in partnership with community agencies (ie: Crown, Probation,
  Mental Health). The focus will be on: drug, property crime offenders, the regional Repeat Violent
  Offender Hub and Repeat Offender Management Program.
- **Family and Sexual Violence:** Focus on education, awareness and community support to foster a "wrap around" approach of harm reduction. Creating a supportive environment for victims of family and sexual violence to have the confidence to come forward and seek assistance from the police and community partners.
- Mental Health and Addictions: Working collaboratively with community partners in providing support to community members experiencing homelessness, addictions and mental health challenges.
- **Employee Wellness:** Policing can be very stressful for both our sworn police officers and our civilian employees who support police operations. The detachment has created a wellness committee whose objective is to share wellness strategies, facilitate wellness training, in addition to organizing wellness activities for all employees.

Superintendent Beth McAndie Officer in Charge Penticton South Okanagan Similkameen Regional RCMP Detachment.





Violent Crime	Q4 2022		% Change 2022 to 2023	Q4 YTD 2022	Q4 YTD 2023	% Change YTD 2022 to 2023		
Assault (Common & With Weapon/Cause Bodily Harm)	98	113	15%	489	499			
Sex Offences	28	19	-32%	102	103			
Uttering Threats	59	49	-17%	219	239	9		
Domestic Violence (Violent Crime Only)	27	45	67%	139	164	18		
Violent Crime - Total	232	243	5%	1006	1092	9		

Property Crime	Q4 2022	Q4 2023	% Chan 2022 to	Maria	Q4 YTD 2022	Q4 YTD 2023	% Change YTD 2022 to 2023	
Auto Theft	34	28		-18%	178	145		-19%
Bicycle Theft	28	23		-18%	161	109		-32%
Break & Enter - Business	40	34		-15%	181	115		-36%
Break & Enter - Residence	9	7		-22%	57	52		-9%
Break & Enter - Other	25	10		-60%	72	41		-43%
Mischief to Property	493	364		-26%	1673	1676		0%
Theft - Other	84	90		7%	401	383		-4%
Shoplifting	123	110		-11%	470	433		-8%
Theft from Vehicle	94	55		-41%	510	359		-30%
Fraud	70	81	7 10	16%	296	340		15%
Property Crime - Total	1051	827		-21%	4185	3802		-9%

Detachment (Municipal)						
Initial Call Type	# of Calls					
Unwanted Person	379					
Check Well-Being	257					
Theft	219					
Disturbance	196					
Alarm	182					
Suspicious Circumstances	145					
Assist Other Agency	145					
Abandoned 911	130					
Suspicious Person	125					
Mischief	121					

			% Change		
Criminal Code & CDSA	Q4 2022	Q4 2023	2022 to	2023	
Total Criminal Code & CDSA Files	1,689	1,406		-17%	







## **Council Report**

penticton.ca

**Date:** February 6, 2024 File No: 4000-05

**To:** Anthony Haddad, City Manager **From:** Tina Mercier, Bylaw Services Manager

Subject: Bylaw Services 2023 Year End

#### **Staff Recommendation**

THAT Council receive into the record the report dated February 6, 2024 titled "Bylaw Services 2023 Year End".

#### Strategic priority objective

**Safe & Resilient:** The City of Penticton will enhance and protect the safety of all residents and visitors to Penticton.

**Livable & Accessible:** The City of Penticton will proactively plan for deliberate growth; focused on an inclusive, healthy, safe and desirable place to live.

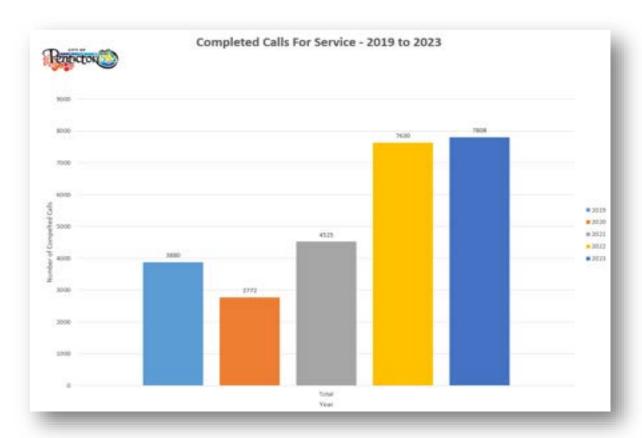
#### **Background**

The mandate of the Bylaw Services department is to ensure safety, security, cleanliness and livability within the City of Penticton. This mandate is aligned with Council's strategic priority of a Safe and Resilient community by enhancing and protecting the safety of all residents and visitors to Penticton.

Bylaw Services has been an evolving function within the City. With the creation of the Community Safety Officer program in 2018, and subsequent Council support and expansion of the program since, Bylaw Services has shifted its main focus from property maintenance, general bylaw enforcement and parking management, to include a response to many of the social issues our community is facing. The Department is divided into two functions: the General Bylaw Enforcement Officers (BEO) team and the Community Safety Officer (CSO) program, with a total officer complement of 17, plus relief staff. Bylaw Services operates out of a store front office at #101- 284 Main Street, allowing direct access from the public and providing a presence in the Downtown.

The 'See Something Say Something' campaign created in response to public demand for the City to answer the call on social disorder issues, has given the public an outlet to report issues to the department for action and assignment to the appropriate agency (CSOs, RCMP, Ambulance etc.). And Council's support for the CSO program has allowed the hours of service to extend from 6 AM to 11 PM, 7 days a week. While we are seeing an increase in calls for service from the public as a result of these initiatives, the result has been expedited response from officers to resolve concerns from the public throughout the day.

The snapshot below indicates completed calls for service from 2019-2023:



#### **2023 Achievements**

In alignment with the Council priority of a Safe & Resilient community, the Bylaw Services Department supports the Public safety framework in many ways including: increased bylaw authority, Project 529, 'See Something Say Something' campaign, hot spot patrols, Sharps disposal, Vulnerable Assessment Tool Intake, Youth Connection Program, CPTED reviews, etc. In the delivery of these services, we strive to collaborate with other public safety agencies and service providers in the community to move initiatives forward.

In addition to the programs delivered by the Department, the following initiatives were delivered in 2023:

- ✓ **Safe Public Places Bylaw No. 2023-06** This bylaw was passed to support a safe, secure and healthy community. Its given officers lawful authority to attend to calls for service on private property with public access to address social concerns (i.e. Solicitation, Abandoned property, public drug use). The bylaw also establishes expectations of the use of shared public spaces, promoting community safety for all members of the public.
- ✓ CP# 2023-03 Bylaw Enforcement Officer Procedures Policy- This policy was passed in March 2023 and outlines how officers engage with the public and persons suspected of a bylaw offence. The policy outlines an approach escalating from identification and education to the use of defensive force that the officer is trained to use when required.
- ✓ **Bylaw Enforcement Officer Bylaw No. 2023-07** This bylaw designated and assigned every employee hired as a Bylaw Enforcement Officer as a peace officer, and outlines the authority of officers. This peace officer designation provides additional protections for officers as they engage in their day-to-day work in the community. The bylaw is also an acknowledgment of the

Council Report Page 2 of 8

professionalism and training of the officers that work for the City. Council passed this bylaw in April 2023.

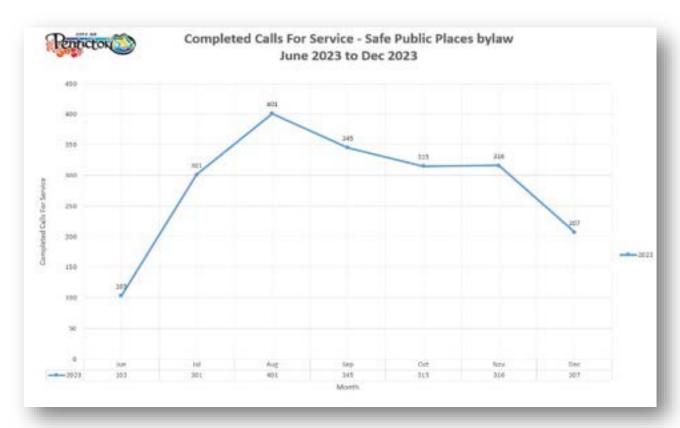
- ✓ Reorganization to provide improved oversight to the Community Safety Officer Program:

  Community Safety Officer Program supervisory role was initiated to offer front line and administrative support to the CSOs. Overseeing scheduling, safety and operations of the CSOs and ensuring front line CSO support.
- ✓ Implementation of Youth Community Safety Officer role- This is a federally funded grant position supported through Public Safety Canada's Building Safer Communities Fund and offered in conjunction with our Social development team. The role seeks to work with social service providers in the community mostly in collaboration with the Foundry Penticton, to support young people in the community. The new role is in its infancy and works closely with schools and youth services.
- ✓ Creation of Key Performance Indicators- How and when performance is managed is a critical part of our department's success. As highlighted in the 2021 Pubic Safety Resource Review, the development of both qualitative and quantitative measures were needed to track progress, identify areas of improvement, set and achieve goals, improve communication and accountability, and help make informed decisions within the department. Examples that have been used and are underway include: Call for Service numbers, referrals to community service organizations, hot spot patrols, public education campaigns, community events, and completion of files.
- ✓ **Standard Operating Procedures, Safe Work Procedures and Policies** several internal standards of practice were created to ensure a consistent and fair approach when managing our files and responses.

As depicted in **Attachment A** (Completed Calls for Service Year and Month Break down 2019 to 2023), the period from May-September generate the largest volume of calls for service. During these months, officers find themselves responding more reactively than proactively to calls based on call volume. With increased tourism, special events, and activities during these periods, there is a heightened need to ensure everyone's safety and to maintain community harmony.

With the passing of the Safe Public Places Bylaw in June 2023, Community Safety Officers were put in a position to respond more effectively to calls for service. By providing them the lawful bylaw authority to attend specific calls in locations privately owned but publically accessed, we saw more and more businesses request for assistance on their properties. This response option has allowed for more support to businesses throughout the city and alleviated some non-criminal calls for service to the RCMP (i.e. Loitering, drug use, solicitation, etc). As shown on RCMP data, calls for service to the police are down in this period year over year. In addition, Community Safety officers have been tasked with responding to check on welfare calls, also not criminal in nature but an additional response option other than emergency service providers. Officers can then assess the situation, and determine what next actions should be taken towards resolution. As depicted in the graph, we have captured the calls for service related to the new Safe Public Places bylaw, since its adoption, by month:

Council Report Page 3 of 8



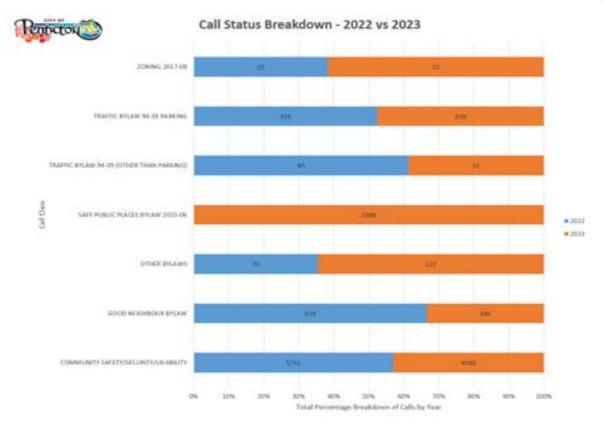
The team continues to offer this community response for residents and aims to alleviate non-criminal calls for service to free up the RCMP members response to higher level criminal investigations.

Based on specific data captured in 2023, the busiest times of day for intaking and responding to calls for service from officers range from 6am to 4pm, most specifically between 11am and 4pm however.

Time of Day	<b>V</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	<b>Grand Total</b>
<b>⊞ 6 AM - 11 AM</b>		102	109	108	177	207	210	234	238	198	167	157	85	1992
<b>■ 11 AM - 4 PM</b>		288	274	325	388	442	365	549	459	418	460	349	206	4523
<b>3 4 PM - 8 PM</b> → <b>3 PM</b>		43	56	45	44	55	101	68	105	71	65	32	45	730
<b>⊞ 8 PM - 11 PM</b>		25	37	30	25	66	38	76	65	58	51	23	17	511
<b>■ 11 PM - 12 AM</b>		1				1	2	1	1					6
<b>■ 12 AM - 6 AM</b>		7	1	1	1	14	11	1	2	1	2	2	3	46
Grand Total		466	477	509	635	785	727	929	870	746	745	563	356	7808

Further, when examining which bylaws are generating the most calls for service, it's evident that the new Safe Public Places Bylaw passed last year accounted for nearly 2,000 calls for service to the department. Prior to the passing the new bylaw, comparable data was captured till June 2023 under the category: Community Safety/Security/Livability. This accounted for 4,340 calls for service last year. Following this, the Good Neighbor Bylaw and the Traffic Bylaw generated the most calls for service.

Council Report Page 4 of 8



The 2023 year has proven to be very busy and several hot spot locations have been identified. As depicted on the Calls for Service 2023 hot spot map (Attachment B), there is increased calls in the downtown core, near the hospital, and near supportive housing facilities, primarily Compass Shelter. In an effort to support local businesses, officers spend hours proactively patrolling the hot spot zones which has been beneficial to business operations. Further, officers work closely with the RCMP, security service providers, and social service providers, to ensure all members of the public are treated with fairness, dignity and respect.

#### 2024 Look Ahead

With the move from Development Services, to reporting to the new Public Safety & Partnerships Director, more department support and a closer look at reporting processes, collaboration and interoperability will be coming this year.

Staff will also focus on ensuring a safe work environment for all officers in the field, which will involve keeping current with trends and hots spot locations, training, educational courses, updating safe work procedures and standard operating procedures (SOPs).

Penticton is also the host city for the May 2024 Conference and AGM for the bylaw profession organization; Local Government Compliance and Enforcement Association of BC (LGCEA of BC). Hundreds of bylaw and community safety colleagues from across the province will be joining us for the annual training conference. This will be an opportunity to showcase the work underway in Penticton and learn from colleagues across the province.

Further, staff will continue to provide day to day high quality and timely bylaw services for all members of our community.

Council Report Page 5 of 8

#### **Financial Implication**

This report is not recommending any expenditure of funds at this time. Any initiatives highlighted are captured within existing bylaw services department budgets.

#### **Analysis**

Bylaw Services continues to fulfill its mandate of ensuring safety, security, cleanliness and general community livability and harmony within the City of Penticton and strives to deliver on Council's strategic priority of a Safe and Resilient community.

This report was shared for information.

#### **Attachments**

Attachment A – Completed Calls for Service Year and Month Break down 2019 to 2023 Attachment B – Calls for Service 2023 Hot Spot Map

Respectfully submitted,

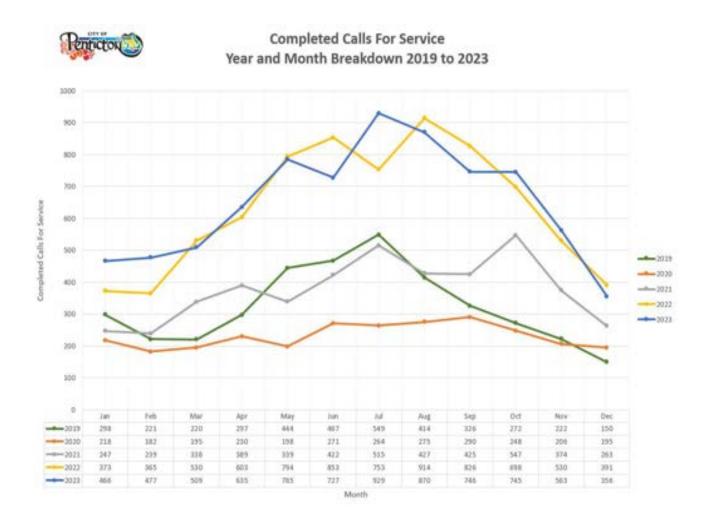


Tina Mercier Bylaw Services Manager

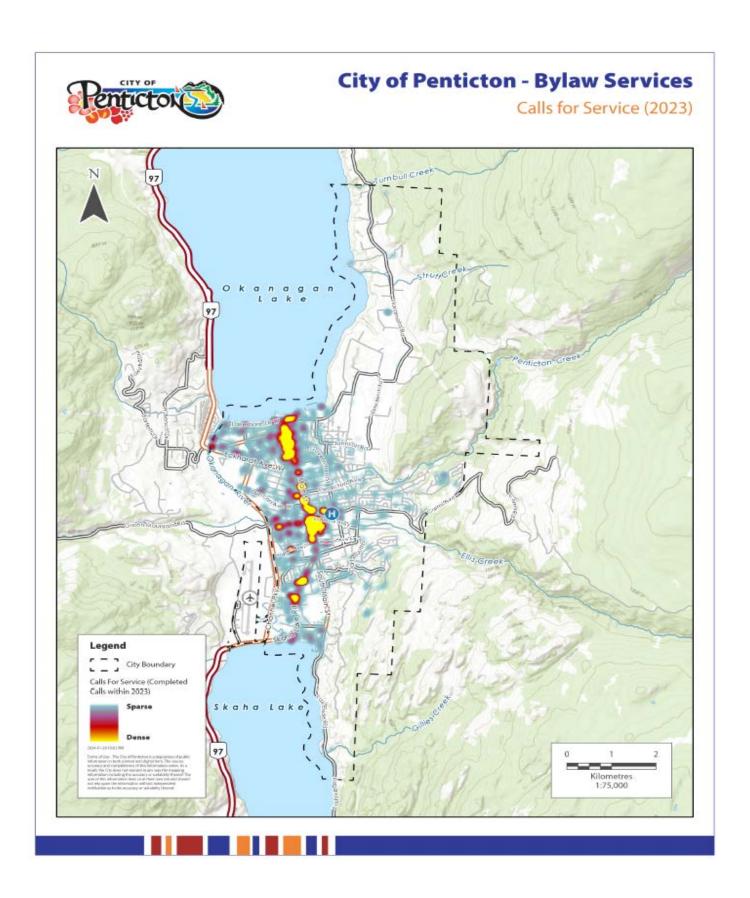
#### Concurrence

Director of	
Development	City Manager
Services	
	AH -
$\mathcal{BL}$	

Council Report Page 6 of 8



Council Report Page 7 of 8



Council Report Page 8 of 8



## **Council Report**

penticton.ca

**Date:** February 6, 2024 File No:

**To:** Anthony Haddad, City Manager

**From:** Jaime Cobble, Confidential Administrative Assistant/Emergency Support Services Coordinator

**Subject: UBCM ESS Grant for 2024** 

#### **Staff Recommendation**

THAT Council direct staff to apply for a Union of BC Municipalities' Community Emergency Preparedness Fund's Emergency Support Services (ESS) stream grant for approximately \$30,000 for 2024-2025;

AND THAT Council direct the Emergency Program Coordinator to sign and submit the application document:

AND THAT Council direct the City Manager to sign the agreement with the Union of BC Municipalities should the City be successful with its application.

#### Strategic priority objective

**Safe & Resilient:** The City of Penticton will enhance and protect the safety of all residents and visitors to Penticton.

#### **Background**

The City of Penticton's Emergency Support Services (ESS) team provided exemplary services to other municipalities and First Nations, the Province of British Columbia, Emergency Management and Climate Readiness (EMCR), residents of British Columbia, and peer ESS teams during the 2023 wildfire season (see Attachment A). Part of being able to provide these services has been financial investments made by the City, EMBC and Union of BC Municipalities (UBCM); the training and mutual aid support from regional ESS teams; and incredible investment of time, energy, and passion from the ESS team.

Over the past three years, the City has invested approximately \$67,500 from UBCM grants in the ESS program. To continue modernizing and supporting the City of Penticton's ESS team, there is an opportunity for the City to apply for a UBCM ESS grant for 2024/2025. Staff are requesting that Council support a grant application for \$30,000 for training of new and current team members, recruit new team members, purchase IT equipment, and enhance the ESS administration areas.

#### **Financial implication**

The Community Emergency Preparedness Fund (CEPF) is a suite of funding programs intended to support First Nations and local governments to better prepare for disasters and reduce risks from natural hazards in a changing climate. The ESS Equipment & Training grant can contribute 100% of cost eligible activities.

#### **Analysis**

Safe & Resilient is one of Council's priorities. Applying for the grant will contribute to emergency management preparedness by enhancing the readiness and response capacities of the City's ESS team. The grant will help the team obtain the resources, equipment, obtain the training, and better equip day-to-day administration to increase the team's capacity, continue to modernize, and support the community during responses. The ESS team has identified approximately \$17,000 in equipment and training that it requires to continue to modernize. The City must include a Certified Resolution from Council in the application package. Therefore staff recommend that Council resolve to apply for this UBCM grant for 2024-2025.

#### **Attachments**

Attachment A – Emergency Management Exemplary Service Award Nomination Summary Attachment B – Grant Guidelines

Respectfully submitted,

Jaime Cobble

Confidential Administrative Assistant/Emergency Support Services Coordinator

Concurrence

Director of Finance and Administration	Fire Chief	City Manager
AMC	ML	SH

Council Report Page 2 of 2

### **Emergency Support Services Team, City of Penticton**



#### High-resolution JPG (1.3M)

The Honourable Harjit S. Sajjan, President of the King's Privy Council for Canada and Minister of Emergency Preparedness (far left) and Minister responsible for the Pacific Economic Development Agency of Canada, and the Honourable Bloyce Thompson, Deputy Premier, Minister of Justice and Public Safety and Attorney General for Prince Edward Island (far right) are pictured with the 2022 award recipient of the Emergency Management Exemplary Service Award for the Outstanding Contribution to Emergency Management category.

## (Vicky Horton, Pat Handley, John Roger Handley, Deb Mac Donald, Jean Marie McLeod)

The Penticton Emergency Support Services (ESS) team provided exemplary service to the citizens of B.C. during the challenging 2021 wildfire season and the flooding events that followed. Volunteers provided supports to evacuees from 20 communities within B.C., including the First Nations communities who were affected by the Lytton wildfires. Working with local governments, First Nations, provincial ministries, local businesses and charities, the team collaborated and worked together to provide aid to residents who were affected, some for many months by these disasters. Over 4,000 hours were spent in various venues within the City of Penticton, providing for evacuees, at times in person, and through a very successful virtual process that enabled supports to be provided through

text messaging and emails. All commitments were successfully accomplished in 2021, due  $t^3$  he team's dedication, professionalism and selflessness.



#### **Community Emergency Preparedness Fund**

## **Emergency Support Services Equipment and Training 2024 Program and Application Guide (Updated Nov 2023)**

Application Deadline: January 26, 2024

#### 1. Introduction

The <u>Community Emergency Preparedness Fund</u> (CEPF) is a suite of funding programs intended to support First Nations and local governments to better prepare for disasters and reduce risks from natural hazards in a changing climate. Funding is provided by the Province of BC, and is administered by Union of BC Municipalities (UBCM).

As of April 2023, the funding streams include:

- Disaster risk reduction-climate adaptation
- Emergency operations centres equipment and training
- Emergency support services equipment and training
- Extreme temperature risk mapping, assessment, and planning
- Indigenous cultural safety and cultural humility training
- · Public notification and evacuation route planning
- Volunteer and composite fire departments equipment and training

Please refer to Appendix 1 for definitions of terms used in this guide. All defined terms are in **bold** in the program guide.

#### **Background**

**Emergency Support Services** (ESS) is a First Nations Government and Local Authority based provincial emergency response program designed to meet the basic needs of British Columbians impacted by disasters by providing short-term support in a compassionate manner. ESS is designed to provide support for disasters ranging from a single house fire to provincial level events involving large evacuations. These supports enable people to re-establish themselves as quickly as possible after an emergency or disaster.

Under the *Emergency Program Act*, municipalities and regional districts are responsible for responding to emergencies in their areas, including providing emergency support services. Under the 10-year agreement between Indigenous Services Canada and the Province, First Nations in BC may elect to provide **emergency support services** to their residents.

#### **Emergency Support Services Equipment and Training Funding Stream**

The intent of this funding stream is to support eligible applicants to build local capacity to provide **emergency support services** through ESS volunteer/responder recruitment, retention and training, and the purchase of ESS equipment.

The focus of the ESS funding stream for the 2024 intake continues to be support of the modernization of local ESS programs in order to move toward digital registration and reporting through the Evacuee Registration & Assistance (ERA) Tool.



Additionally, the intake will focus on promoting knowledge sharing, enhancing mutual aid, and for applicants to act as host communities.

#### 2. Eligible Applicants

All First Nations (bands and Treaty First Nations) and local governments (municipalities and regional districts) in BC are eligible to apply.

Eligible applicants can submit one application per funding stream intake. This includes applying as a partnering applicant in a regional application.

#### 3. Grant Maximum

The Emergency Support Services Equipment and Training funding stream can contribute a maximum of 100% of the cost of eligible activities to a maximum of \$30,000.00.

The Evaluation Committee may recommend that an application be approved in part, based on available funding and the merit of the proposed project.

To ensure transparency and accountability in the expenditure of public funds, all other contributions for eligible portions of the project must be declared and, depending on the total value, may decrease the value of the funding. This includes any other grant funding and any revenue that is generated from activities that are funded by the CEPF.

#### 4. Eligible Projects

To qualify for funding, proposed activities must support eligible applicants to build local capacity to provide **emergency support services** through ESS volunteer/responder recruitment, retention and training, the purchase of ESS equipment, and be:

- A new or a subsequent phase of a project (retroactive funding is not available);
- Capable of completion by the applicant within one year from the date of grant approval;
- Where applicable, eligible for required approvals, authorizations, and permits; and,
- In alignment with Emergency Support Services policies and operational guidelines.

#### **Regional Projects**

Funding requests from two or more eligible applicants for regional projects may be submitted as a single application for eligible, collaborative projects. In this case, the maximum funding available would be based on the number of eligible applicants included in the application. It is expected that regional projects will demonstrate cost-efficiencies in the total grant request.

The primary applicant submitting the application for a regional project is required to submit a resolution as outlined in <u>Section 7</u> of this guide. Each partnering applicant is required to submit a resolution that clearly states their approval for the primary applicant to apply for, receive, and manage the grant funding on their behalf.

#### 5. Requirements for Funding

As part of both the development of the application package and the delivery of the approved project, local governments are encouraged to proactively engage with local First Nations and Indigenous organizations. Engagement by local governments both locally and regionally can help build relationships with First Nations, benefit both communities, and enhance reconciliation. More information on engagement best practices is available <a href="here">here</a>.

As part of the Approval Agreement, approved projects must agree to the following requirements for funding:

- Any in-person activities, meetings, or events must meet public health orders and/or guidance;
- Activities must comply with all applicable privacy legislation under the Freedom of Information and Protection of Privacy Act in relation to the collection, use, or disclosure of personal information while conducting funded activities. Personal information is any recorded information about an identifiable individual other than their business contact information. This includes information that can be used to identify an individual through association or inference; and,
- Where applicable, the Qualified Professionals that manage the proposed project must be subject
  matter experts and any professional activities must be developed and signed by a qualified
  professional as per the *Professional Governance Act*.

#### 6. Eligible and Ineligible Costs and Activities

#### **Eligible Costs and Activities**

Eligible costs are direct costs that are approved for funding, properly and reasonably incurred, and paid by the applicant to carry out eligible activities. Eligible costs can only be incurred from the date of application submission until the final report is submitted.

Table 1 identifies activities that are eligible for funding. Other activities that support the intent of the program may be considered for funding. Eligible activities must be cost-effective.

#### **Table 1: Activities Eligible for Funding**

#### 1. Purchase of supplies and purchase and installation of equipment

For the purpose of CEPF funding, if minor renovations of **group lodging** facilities or **reception centres** are proposed, the facilities must be located in a **First Nation owned building** or **publicly owned building** or an asset owned by the primary applicant or a sub-applicant.

- Purchase of supplies and equipment required to build ESS capacity, including:
  - Reception centre kits and group lodging kits;
  - Storage containers for supplies and equipment;
  - Portable generators;
  - Trailers for the purpose of transportation, storage, and mobile ESS operations;
  - Personal protective equipment for ESS responders (PPE for members of the public is not eligible).
- Purchase of supplies and equipment required to support ESS modernization (e.g., computers, printers, and mobile devices); and,
- Minor renovations (wiring, cabling, installation of shelving, etc.) in order to support installation of eligible equipment.

#### 2. Training and exercises for ESS Responders

Applicants are encouraged to identify qualified local providers for training. The following list includes the commonly used course names.

For all virtual courses, eligible costs include: course/registration fee (if any), required course materials, and travel (including accommodations and per diems) only if required for internet connection or access to necessary technology. For all in-person courses, eligible costs include: course/registration fee, required course materials, and travel (including accommodations and per diems).

- ESS Courses
  - o EMRG-1600: Intro to ESS
  - o EMRG-1607: Level 1 ESS
  - EMRG-1610: Intro to Reception Centres
  - o EMRG-1612: Intro to Group Lodging
  - EMRG-1615: Registration and Referrals
  - o EMRG-1620: ERA for Responders
  - o EMRG-1622: ERA for Management
  - o EMRG-1681: ESS Director

- Emergency Management Courses
  - EMRG-1100: Intro to Emergency Management in Canada
  - o EMRG-1200: ICS Level 100
- Mental Health Courses
  - Psychological First Aid
  - Psychological First Aid Train the Trainer
- Updated November 2023 Network of Emergency Support Services Teams conference (NESST)
- Exercises designed to increase the capacity of ESS (i.e. mock reception centre and/or group lodging activations, table-top exercises, mock registration of evacuees using the Evacuee Registration and Assistance Tool.)

### 3. Volunteer Recruitment and Retention Activities

- Purchasing awards and small gifts for ESS responders;
- Hosting volunteer recognition events including venue rentals, food, and non-alcoholic beverages.

# **Additional Eligible Costs and Activities**

The following expenditures are also eligible provided they relate directly to the eligible activities identified in Table 1:

- Incremental applicant staff and administration costs (e.g., creating a new position or adding new responsibilities to an existing position);
- Consultant/contractor costs. Please note: if you intend to hire a qualified professional to support proposed activities, professional consultant rates will only be considered for activities that represent respective professions. For other activities (e.g., planning events) consultant rates are expected to be commensurate with the type of activity being undertaken;
- Identification/identification of community and cultural values. This includes seeking advice from Indigenous Knowledge Holders and other experts (e.g., health authorities, First Nations Health Authority, etc.) and the community (e.g., equity-denied populations, Indigenous organizations, Indigenous Nations, local governments, pet-care organizations, organizations involved in a web of support network), etc.;
- Honoraria for cultural leaders, Elders, Indigenous knowledge keepers, and/or cultural keepers.
   Note: these honoraria should reflect the role of Indigenous Peoples as subject matter experts and be equitable to consultant rates;
- Costs related to local cultural protocols (e.g., gifts, cultural ceremonies);
- Honoraria for equity-denied populations or service organizations that support equity-denied populations;
- Translation costs and the development of culturally appropriate education, awareness, or engagement materials;
- Presentations to Band Council, Treaty First Nation government, local government Council or Board, or community organizations, etc.;
- Where applicable, costs related to required approvals, authorizations, and permits; and,

 Public information costs. Please note: public information costs (e.g., workshops, printed materials) need to align with the intent of the funding stream and provide benefit to the community at large.

# **Ineligible Costs and Activities**

Any activity that is not outlined in <u>Table 1</u> or is not directly connected to activities approved in the application is not eligible for grant funding. This includes:

- Routine or ongoing operating costs or activities (e.g., heating, cooling, and lighting; security; software or service subscriptions; or membership fees);
- Routine or ongoing planning costs or planning activities that are not incremental to the project;
- Regular salaries and/or benefits of applicant staff or partners;
- Duplication of recently developed information, maps, imagery (e.g., LiDAR) provided the information remains accurate;
- Project-related fees payable to the applicant(s) (e.g., permit fee for installation of eligible equipment);
- Costs related to individual or household preparedness or mitigation work, including workshops and purchase of emergency supplies (e.g., first aid kits, evacuation supplies) for community members or households;
- Development of curriculum for Kindergarten to Grade 12 education;
- Major capital improvements or major renovations to existing facilities, and/or construction of new, permanent facilities;
- Purchase of promotional items, door/raffle prizes, give-away items, and/or gifts for community members (except costs related to local cultural protocols);
- Delivery of emergency support services during an emergency;
- Activities intended to increase the capacity of third-party organizations to deliver emergency support services on behalf of the approved applicant;
- Training through EMCR sponsored courses;
- · Purchase of vehicles; and,
- Emergency preparedness marketing campaigns.

# 7. Application Requirements and Process

UBCM is in the process of implementing an online application tool. Information on this tool will be available later in 2023.

### **Application Deadline**

The application deadline is <u>January 26, 2024</u>. Applicants will be advised of the status of their application within 90 days of the application deadline.

### **Required Application Contents**

EMCR and GeoBC respect the First Nations principles of OCAP®. Any product, data, or information which may include Indigenous knowledge may be submitted at the discretion of the applicant.

All applicants are required to submit an electronic copy of the complete application, including:

• Completed Application Form with all required attachments;

- Band Council resolution, Treaty First Nation resolution, or local government Council or Board resolution, indicating support for the current proposed activities and willingness to provide overall grant management;
- Detailed budget that indicates the proposed expenditures from CEPF and aligns with the
  proposed activities outlined in the Application Form. Although additional funding or support is not
  required, any other grant funding or in-kind contributions must be identified;
- <u>For regional projects only</u>: Band Council resolution, Treaty First Nation resolution, or local government Council or Board resolution, from each partnering applicant that clearly states their approval for the primary applicant to apply for, receive, and manage the grant funding on their behalf. Resolutions from partnering applicants must include this language.

# **Submission of Applications**

Applications should be submitted as Word, Excel, or PDF files. Total file size for email attachments cannot exceed 20 MB.

All applications should be submitted to Local Government Program Services, Union of BC Municipalities by e-mail: <a href="mailto:cepf@ubcm.ca">cepf@ubcm.ca</a>.

# **Review of Applications**

UBCM will perform a preliminary review of applications to ensure the required application contents have been submitted and to ensure that basic eligibility criteria have been met. Only complete application packages will be reviewed.

As required, the Evaluation Committee will assess and score all eligible applications. Point values and weighting have been established within each of these scoring criteria. Only those applications that meet a minimum threshold point value will be considered for funding.

Higher application review scores will be given to projects that:

- Align with the intent of the Emergency Support Services Equipment and Training funding stream:
  - Support the modernization of local ESS programs in order to move toward electronic registration and reporting through the Evacuee Registration and Assistance (ERA) Tool;
  - Clearly demonstrate how the capacity of the eligible applicant to deliver emergency support services in their community and act as a host community will be increased;
- Demonstrate evidence of engagement with First Nations and/or Indigenous organizations in <u>advance of submitting the application and as part of the proposed project</u> (e.g., collaborative planning tables; incorporating First Nation values and perspectives in proposed activities; existing outreach, plans, engagement reports or processes; including First Nation engagement costs in the budget; completion of Indigenous Cultural Safety and Cultural Humility Training);
- Effectively engage with neighbouring jurisdictions, and other impacted or affected parties (e.g., equity-denied populations, pet-care organizations, organizations involved in a web of support network) as appropriate to the project. Rural and remote communities may want to consider engaging with regional districts and/or health authorities, and First Nation applicants may want to consider engaging with the First Nations' Emergency Services Society or the First Nations Health Authority;
- Contribute to a comprehensive, cooperative, and regional approach; and,
- Are cost-effective.

As required, the Evaluation Committee may consider the provincial, regional, and urban/rural distribution of proposed projects, and previous CEPF funding. Recommendations will be made on a priority basis. All funding decisions will be made by UBCM.

UBCM may share all applications with the Province of BC and the First Nations' Emergency Services Society.

# 8. Grant Management and Applicant Responsibilities

Grants are awarded to approved applicants only. The approved applicant is responsible for completion of the project as approved, and for meeting reporting requirements.

Approved applicants are responsible for proper fiscal management, including maintaining acceptable accounting records for the project. UBCM reserves the right to audit these records.

# **Notice of Funding Decision and Payments**

All applicants will receive written notice of funding decisions. Approved applicants will receive an Approval Agreement, which will include the terms and conditions of any grant that is awarded. The Approval Agreement is required to be signed and returned to UBCM within 30 days.

Grants are paid at the completion of the project and only when the Final Report requirements have been met.

Please note that in cases where revisions are required to an application, or an application has been approved in principle only, the applicant has 30 days from the date of the written notice of the status of the application to complete the application requirements. Applications that are not completed within 30 days may be closed.

# **Progress Payments**

To request a progress payment, approved applicants are required to submit the <u>Interim Report Form</u>. The form will require the following information:

- Description of activities completed to date;
- Description of funds expended to date; and,
- Written rationale for receiving a progress payment.

# **Changes to Approved Projects (Amendment Requests)**

Approved grants are specific to the project as identified in the approved application, and grant funds are not transferable to other projects. Generally speaking, this means funds cannot be transferred to an activity that was not included in the approved application or to a new or expanded location.

Approval from UBCM and/or the Evaluation Committee will be required for any variation from the approved project. Depending on the complexity of the proposed amendment, requests may take up to 90 days to review.

To propose changes to an approved project, applicants are required to submit the <u>Interim Report Form</u>. If UBCM determines the amendment is eligible for consideration, applicants will be required to submit:

- Amended application package, including updated, signed Application Form, required attachments, and an updated Band Council resolution, Treaty First Nation resolution, or local government Council or Board resolution;
- <u>For regional projects only</u>: evidence of support from partnering applicants for proposed amendments will be required; and,
- Written rationale for proposed changes to activities and/or expenditures.

Applicants are responsible for any costs above the approved grant unless a revised application is submitted and approved prior to work being undertaken.

### **Extensions to Project End Date**

All approved activities are required to be completed within the time frame identified in the Approval Agreement and all extensions beyond this date must be requested in writing and be approved by UBCM.

The <u>Interim Report Form</u> will be required to be submitted for all extension requests over six months. Extensions will not exceed one year from the date of the original Final Report deadline.

# 9. Final Report Requirements and Process

All funded activities must be completed within one year of notification of funding approval and the Final Report is due within 30 days of project completion.

EMCR and GeoBC respect the First Nations principles of OCAP®. Any product, data, or information which may include Indigenous knowledge may be submitted at the discretion of the applicant.

### **Final Reports**

Applicants are required to submit an electronic copy of the completed Final Report, including the following:

- Completed Final Report Form with all requirement attachments;
- Detailed financial summary that indicates the actual expenditures from CEPF and other sources (if applicable) and that aligns with the actual activities outlined in the final report form;
- Copies of any training or capacity-building materials that were produced with grant funding;
- Photos of funded activities and/or completed projects; and,
- Links to media related to the funded project.

### **Submission of Reports**

Reports should be submitted as Word, Excel, or PDF files. Total file size for email attachments cannot exceed 20 MB.

All reports should be submitted to Local Government Program Services, Union of BC Municipalities by email: cepf@ubcm.ca.

# **Review of Final Reports**

UBCM will review Final Reports to ensure the required report contents have been submitted.

UBCM may share all report materials with the Province of BC and the First Nations' Emergency Services Society

### 10. Additional Information

Union of BC Municipalities

E-mail: cepf@ubcm.ca

Phone: 604-270-8226 ext. 220

# **Appendix 1: Definitions**

Please refer to <u>CEPF Definitions</u> for defined terms used throughout the Community Emergency Preparedness Fund program and application materials.

The following definitions apply to the Emergency Support Services Equipment and Training funding stream.

**Cultural Safety**: Indigenous cultural safety is the process of making spaces, services, and organizations safer and more equitable for Indigenous people by considering current and historical colonial impact and seeking to eliminate structural racism and discrimination. (BC Centre for Disease Control)

**Emergency Operations Centres:** Designated facility established by an organization or jurisdiction to coordinate the overall organizational or jurisdictional response and support to an emergency response (<u>Emergency Support Services Program Guide</u>).

For the purpose of CEPF funding, EOCs must be located in a **First Nation owned building** or **publicly owned building** or an asset owned by the primary applicant or a sub-applicant.

**Emergency Support Services**: Services provided on a short-term basis to evacuees in emergency situations (<u>Emergency Support Services Program Guide</u>).

**First Nations land**: First Nation reserve land, land owned by a Treaty First Nation (as defined by the *Interpretation Act*), land under the authority of an Indigenous National Government, or other land owned by a First Nation or Treaty First Nation.

**First Nations owned buildings**: Buildings owned by a Treaty First Nation (as defined by the *Interpretation Act*) or buildings owned by a First Nation band.

**Group Lodging:** Congregate care facility for the lodging and feeding of evacuees (<u>Emergency Support Services Program Guide</u>).

For the purpose of CEPF funding, if minor renovations of group lodging facilities are proposed, the group lodging must be located in a **First Nation owned building** or **publicly owned building** or an asset owned by the primary applicant or a sub-applicant.

**Hazard**: A process, phenomenon, or human activity that may cause loss of life, injury, or other health impacts, property damage, social and economic disruption, or environmental degradation (<u>Sendai</u> <u>Framework for Disaster Risk Reduction</u>).

**Mitigation**: the lessening or minimizing of the adverse impacts of a hazard (modified from <u>Sendai</u> Framework for <u>Disaster Risk Reduction</u>).

**Publicly owned buildings**: Buildings owned by a local government or public institution (such as health authority or school district).

**Publicly owned land**: Provincial Crown land, land owned by a local government, or land owned by a public institution (such as a health authority or school district).

**Publicly, provincially, and First Nations owned Critical Infrastructure**: Assets owned by the Provincial government, local government, public institution (such as health authority or school district), First Nation, or Treaty First Nation that are either:

- Identified in a Local Authority Emergency Plan;
- Essential to the health, safety, security, or economic wellbeing of the community and the effective functioning of society.

**Reception Centre:** A safe gathering place where evacuees can register, are interviewed to determine their immediate emergency needs, and are referred to suppliers for assistance (<a href="Emergency Support Services Program Guide">Emergency Support Services Program Guide</a>).

For the purpose of CEPF funding, if minor renovations of reception centre facilities are proposed, the reception centre must be located in a **First Nation owned building** or **publicly owned building** or an asset owned by the primary applicant or a sub-applicant.



# **Council Report**

penticton.ca

**Date:** February 6, 2024 File No: RMS 5360

**To:** Anthony Haddad, City Manager

**From:** David Kassian, Sustainability Supervisor

Subject: Solid Waste Collection Contract – 2025 - 2032

### **Staff Recommendation**

THAT the 2024 – 2028 Financial Plan be amended for years 2025-2028 to include forecasted expenses resulting from the execution of the 2025 – 2032 Waste Collection Services Agreement.

# Strategic priority objective

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

# **Background**

The City's current Waste Collection Contract is in effect from July 1, 2018 to June 30, 2025. The lead-time to transition to a new contract is roughly two years, which allows for the preparation and completion of the Request for Proposals (RFP) process, as well as adequate time for the successful contractor to procure collection vehicles, which can take up to 18 months.

The City of Penticton collaborated with the Regional District of the Okanagan Similkameen (RDOS), Summerland, Oliver, Osoyoos, and Keremeos to complete a regional RFP for waste collection services. This was done to leverage economies of scale, as there are efficiencies with vehicle procurement and route design. With assistance and input from the region, City of Penticton staff led the RFP process, including the development and administration of the RFP and the resulting draft contract.

The collection services contract includes curbside garbage, recycling, yard waste, and large item collection, multifamily recycle collection, as well as cart deliveries and maintenance services. Four proponents submitted proposals for this competitive RFP. The evaluation scores were used to determine the top ranked proponent and overall best value. Once the top ranked proponent was selected, each individual government partner will negotiate and authorize their own contract, which will reflect their unique service levels and needs.

For Penticton, staff began the negotiation process with the top ranked proponent, Waste Connections of Canada, on January 4, 2024 and have now established service levels and unit pricing. The City's purchasing

policy allows for staff to execute this competitively sourced contract, subject to funds being available in the City's financial plan. This report has been brought forward to Council to amend the 2024-2028 financial plan to allow the contract to be executed.

### **Financial implication**

At the end of the current agreement (June 30, 2025), the estimated annual collection cost is expected to be approximately \$1,370,000. The estimated annual cost of the new Agreement when it commences is \$1,580,000. These are both estimates as both contracts allow for a CPI increase for 2024, which will not be known until early 2025. This equates to a roughly 16% increase, or \$210,000, relative to what is currently budgeted in the 2024-2028 Financial Plan. Revised figures will be provided and updated through the 2025-2029 budget process.

The current waste collection contract held annual increases to a maximum of 3% per year, while recent increases to the BC Transportation Consumer Price Index (BCTCPI) have shown substantially higher costs for transportation, including a 10.2% increase in 2022 related to the pandemic. As a result, staff anticipated that the costs for the new collection contract would be higher, to address the deficit between the current contract costs and higher than permitted inflationary increases. Of note, the new Agreement is also subject to annual rate adjustments, which will use a five-year rolling average of the BCTCPI, with a maximum of a five percent increase per year.

The current annual user fees for curbside collection properties are \$193, and \$36 for multifamily properties, and this report has no implications to the 2024 fees and charges. Further, an increase in collection costs will not necessarily equate to the same increase in user fees, as the user fees also include tipping/disposal fees and other revenues/expenses. Fees and charges for 2025 will be brought forward later this fall.

# **Climate Impact**

The RFP category 'Collection Vehicles and Equipment' provided the ability for a higher score for proposals with the greatest quantity of new fuel-efficient and lower emission vehicles and equipment. The top ranked proponent has indicated the following measures that will reduce greenhouse gas emissions from the use of their fleet:

- Fleet will have an 'idle shutdown' feature, that automatically turns the vehicle off if excessively idling
- Single packer trucks will reduce the frequency of trips to the landfill
- Use of intelligent on-board systems and service management software will be used to identify and implement route efficiencies

The measures proposed by the top ranked proponent will reduce fuel usage, which reduces the amount of greenhouse gases generated by their collection fleet.

The collection contract also allows for the future transition to food waste collection. Food waste in Penticton is currently mixed in the garbage waste stream, and landfilled. When food waste decays in a landfill, it emits methane gas, which is a very potent greenhouse gas. Upon commissioning of the future RDOS compost facility, food waste will be composted instead of landfilled as recommended in the City's Community Climate Action Plan, which is anticipated to reduce emissions by up to 20,000 tonnes per year.

Council Report Page 2 of 3

# **Analysis**

The selection of a waste collection contractor was completed through a regional, competitive RFP process. The service levels and terms for Penticton have been negotiated, and the City is prepared to execute the contract subject to the necessary financial plan amendment.

Overall, Penticton customers will not see any significant changes to service delivery, and the following highlight the parameters of the new contract:

- Contract Term: July 1, 2025 to June 30, 2032, with the option to extend the contract by an additional year. The contract extension option is at the sole discretion of the City.
- The collection fleet will change in truck construction from a split body (2 compartments) truck to single packer (1 compartment) trucks. The purpose of this change is to minimize contamination of the recycling, yard waste, and future mixed food and yard waste streams. Single hopper trucks have a large compartment that holds one waste stream only, and can create route efficiencies by requiring less trips to the landfill.
- Secured pricing to adjust service levels to accommodate the introduction of Mixed Food and Yard
  Waste collection without the requirement to renegotiate pricing. While the completion date of the
  RDOS compost facility has not yet been identified, it is anticipated to commence within the duration
  of the contract term. Pricing has been secured for both single-family (curbside) and multi-unit
  residential properties.

Overall, the regional competitive procurement process has been leveraged to provide best value to both Penticton and the region as a whole. The new collection contract with Waste Connections will ensure a seamless transition with no anticipated impacts to customer experience. While prices for collection services have increased, the increases are within expectations given inflationary cost drivers, particularly in the past few years. Staff are prepared and authorized to enter in to the collection contract, subject to the budget amendments as recommended.

There are no alternate recommendations that would allow the City to maintain existing service levels (primarily collection frequency). However, an alternative has been provided should Council wish to explore service level reductions that would result in a lower financial impact.

#### Alternate recommendations

That Council direct staff to bring back service level reductions that would align with a desired financial target.

Respectfully submitted,

David Kassian Sustainability Supervisor

General Manager of Infrastructure	Director of Finance & Administration	City Manager
KD	AMC	Æ

Council Report Page 3 of 3



# **Council Report**

penticton.ca

**Date:** February 6, 2024 File No: 5500-01

**To:** Anthony Haddad, City Manager

From: Draydan Power, Manager of Energy & Environment

**Subject:** Electric Utility Overview

### **Staff Recommendation**

THAT Council receive into the record the report dated February 6, 2024 titled "Electric Utility Overview".

### **Strategic Priority Objective**

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

**Organizational Excellence:** The City of Penticton will support a culture of service excellence built on good governance, leadership and sound financial decisions.

# **Background**

The City of Penticton owns and operates a local distribution electric network that services approximately 20,000 homes and businesses. Power is purchased at a wholesale rate from FortisBC at four substations (Westminster, Carmi, Huth, and Waterford), where it is converted from transmission voltage to distribution voltage through FortisBC owned substation scale transformers. The City distributes electricity at 12.47 kV to homes and businesses through 19 distribution feeder circuits. The Energy & Environment division includes 19 full-time employees: 17 in the electric utility and two in the sustainability group.

This report is intended to clarify some of the questions that were raised during the Utility Rate Review and subsequent discussions, and highlight the future challenges and opportunities for the City's electric utility.

# **Financial Implication**

None, this report is for information only.

### **Climate Impact**

In order to meet the goals of the Community Climate Action Plan and Corporate Energy and Emissions Plan, the City will need to move away from greenhouse gas emitting fuel sources for heating and transportation and transition to electric-based solutions. This is aligned with the provincial CleanBC Roadmap to 2030, including programs like the Zero Carbon Step Code where new developments are built

to escalating requirements limiting the use of greenhouse gas emitting sources for heating and cooking, and the Zero Emission Vehicles Act from 2019, which was updated in 2021 mandating new vehicle sales in BC to be 26% zero emissions in 2026, 90% in 2030, and 100% by 2035. Innovative technology and solutions will be required to meet the accompanying electric demand of these goals, which BC Hydro expect will increase demand by 15% or more by 2030.

### **Analysis**

# Power Supply

The electricity consumed in Penticton is generated by hydroelectric generating stations along the Columbia River between Castlegar and Nelson in the Kootenays. These stations are operated by FortisBC and owned by FortisBC, Columbia Power, Columbia Basin Trust, and BC Hydro. Electricity is stepped up to higher voltages for transmission across the Boundary area through BC Hydro and FortisBC transmission lines.

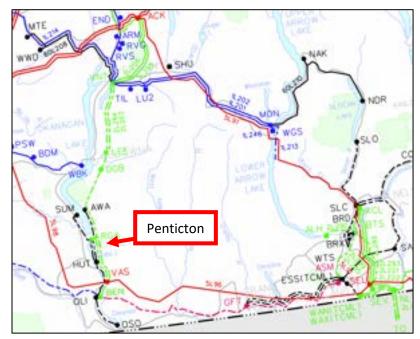


Figure 1 – Bulk Provincial Transmission System

The provincial bulk electric system can be seen above in Figure 1. The colours indicate the voltage of each transmission line: red lines are 500 kV, green lines are 230 kV, pink lines are 161 kV, blue lines are 138 kV, and black lines are 69 kV. Electricity is primarily transmitted across the interior using BC Hydro owned 500 kV lines to Vaseux Lake (VAS) and Ashton Creek (ACK) for efficiency, then stepped down to FortisBC transmission voltages (69 kV – 230 kV) before reaching Penticton. The nearest BC Hydro serviced municipalities are West Kelowna and Peachland, with the nearest transmission substation for connection in West Kelowna and Vaseux Lake (Osoyoos).

FortisBC can supply the City from its bulk electric system through the northeast of Okanagan Lake, southeast of Skaha Lake, or southwest of Skaha Lake as shown in Figures 1 and 2. Figure 2 is an excerpt from the "Power Grid Resiliency Study" that was completed by the City in 2022. The 69 kV line that can be seen to the northwest of Okanagan Lake also services Summerland.

Council Report Page 2 of 6





Figure 2 – FortisBC System Supply

Figure 3 – Penticton Substation Locations

The City interconnects with FortisBC at four substations throughout Penticton. Electricity is stepped down at these FortisBC owned substations to distribution voltage, 12.47 kV, then distributed through Cityowned equipment. The location of these substations can be seen in Figure 3. This level of redundancy contributes to Penticton's high reliability ratings.

### FortisBC Bulk Billing

The City of Penticton purchases power through FortisBC Rate Schedule 40. The total cost of supply includes a basic charge of \$5,128.54 per connection, energy charges of \$0.0611 per kWh, and demand charges which are further broken into a wires charge of \$10.19 per kVA and power supply charge of \$5.47 per kVA. The wires charges are determined by the **greater** of the current month's maximum demand *or* 80% of the maximum demand from the previous 11 months, whereas the power supply charges are determined by the **current** month's maximum demand. It is this "or" portion of the calculation that allows our peak day to impact the City's billing for an entire year.



Annually, the City of Penticton's total charges are approximately 64% energy costs and 36% demand costs, with the remaining being made up by basic charges. The 34% demand charges are driven by our current month's peak or the worst day in the previous rolling year. Penticton typically peaks twice annually, both during the winter and the summer, and this peak is anticipated to become more prevalent as weather events change and become more extreme relative to our average consumption. A breakdown of the total Fortis charges over the last three years is shown below in Table 1, and shows that 21 of the City's monthly bills over this timeframe included demand charges based on the previous rolling year peak.

Council Report Page 3 of 6

Table 1 – 2021 to 2023 FortisBC Power Supply Charges

Year	Total Charges	Energy	Wires Demand	Power Supply Demand	Demand Premium
2021	\$32,871,379	\$19,872,393 (63%)	\$7,584,460 (24%)	\$3,698,606 (12%)	6 Months
2022	\$34,661,516	\$21,031,022 (64%)	\$7,987,937 (24%)	\$3,840,031 (12%)	6 Months
2023	\$35,012,535	\$21,417,183 (64%)	\$7,962,443 (24%)	\$3,802,574 (11%)	9 Months

An example of how a monthly bill can be impacted can be easily demonstrated by using a lower month of consumption, such as April. In 2023, the total charges were \$2,477,441. Basic charges accounted for \$20,514, or roughly 0.8% of the total charges. Energy charges were \$1,550,307, or 62.6%. Power supply demand charges were based on the monthly demand peak of 47,246 kVA and amounted to \$258,435.62, or 10.3%. Wires demand charges were based on 80% of the **December 2022** demand peak (80,329 kVA), which was 64,263 kVA and amounted to \$654,842.01, or 26.3%. If the wires charge was based on the peak demand of that month, it would have been only \$481,436.74, or about \$170,000 less.

This demand premium billing methodology is also used for commercial and industrial customers in the City of Penticton. Similar to the City's water system, the bulk power suppliers have sized their infrastructure to meet peak demands regardless of how much the City, or its downstream customers, consume. This calculation is intended to smooth their recovery of those costs.

### Demand-Side Management and Distributed Energy Resources

Reducing the costs of supply (i.e. the FortisBC bill) can be broken into two categories: **energy reduction** (to reduce energy costs) and **demand mitigation** (to reduce the demand charges, and in particular the peak demand that influences the wire charges).

**Energy reduction** can be done by upgrading to more energy efficient equipment in homes and businesses and changing the behaviour of residents and business owners. This is known as Demand-Side Management (DSM). The City has some DSM tools in place such as billing for demand for commercial class customers, partnering with residents and business owners on loans for equipment upgrades (as done in the Home Energy Loan Program), and through educational efforts to reduce consumption. However it became clear through our engagement discussions as part of the rate review that more can be done, and additional DSM solutions are being explored.

**Demand mitigation** can be accomplished at both the customer and system levels, and is much more effective with advanced metering technologies. As mentioned above, the City is investigating ways to educate residents and business owners on how to reduce their peak demand as well as total energy consumption. This includes exploring the use of smart meters, as they allow for both customers and the City to better understand when and how energy is being used. In addition, the City is exploring incentive programs to motivate residents to perform some large demand activities during off-peak hours (e.g. charging an electric vehicle). At the electric system scale, the City is assessing the feasibility of energy storage systems such as batteries that can charge overnight during periods of low demand, and discharge during periods of high demand, to reduce the amount of supply from FortisBC particularly during peak demands. The City is also investigating other sources of energy supply, such as solar, micro hydro, vehicle-

Council Report Page 4 of 6

to-grid technology, and co-generation. These are Distributed Energy Resources, and are intended to work together to offset electrification of heating, cooling, and transportation.

### System Performance

Customer service is a key focus for the City, and the electric utility is no exception. Having a distribution network operated by experienced local Powerline Technicians and Meter/Traffic Technicians, combined with the geography of Penticton, have led to fast response times for connection requests and key outage metrics significantly better than regional and national averages.

- SAIDI: System Average Interruption Duration Index
  - o Measurement of how long an outage is for the average customer
  - o City of Penticton (2023): 0.146
  - o Regional (2022): 7.25
  - o National (2022): 12.88
- SAIFI: System Average Interruption Frequency Index
  - o Measurement of how frequent outages occur for the average customer
  - o City of Penticton: (2023): 0.117
  - o Regional (2022): 2.10
  - o National (2022): 2.98

### Benefits of Utility Ownership

Electric utilities commonly collect an annual return on the equity of their assets. Privately owned utilities use this return as a dividend for shareholders, while publicly owned utilities such as the City of Penticton typically use this return as an annual dividend to the general fund. Following the Utility Rate Review, to improve transparency, a policy formalizing this practice was adopted by Council on December 12<sup>th</sup>, 2023 as CP#2023-10. In addition, the rate review showed that generally, Penticton rates were competitive relative to other private and municipal comparators, particularly for residential customers, as shown below.



Figure 3 – Utility Rate Review Electricity Rate

Council Report Page 5 of 6

Beyond the financial benefit to the City, ownership of an electric utility provides unique integration with other City departments. Collaborating closely with Public Works and Engineering to complete projects together reduces the amount of construction in a given area and improves cost efficiencies and scheduling coordination. For example, the electric utility is able to adjust its capital programs to align with other infrastructure renewal projects, or vice versa. Internal project managers are also able to address conflicts and coordination much more effectively than external third parties. In addition to these benefits, the utility is able to provide cost-effective electric services within short timelines to City facilities and infrastructure.

Finally, owning and operating the utility allows the City, and the officials elected in our community, to control the policies and practices of the utility. This includes setting rates for each of the customer classes, determining asset management investment levels, and determining business improvement initiatives. All of these would otherwise be determined by a private company, regulated by BC Utilities Commission, whose priorities may not align with the City's.

### Conclusion

The effects of climate change, and the corresponding mitigation and adaptation efforts, will inevitably increase the demands on our electrical system. The techniques and technologies to manage these increased demands are rapidly evolving, and by owning the electrical utility, the City is well positioned to tackle these challenges in a way that supports the high level of customer service and reliability our customers expect, while maintaining competitive rates.

Draydan Power Manager of Energy & Environment

### Concurrence

ager
C
-

Council Report Page 6 of 6



# **Council Report**

penticton.ca

**Date:** February 6, 2024

**To:** Anthony Haddad, City Manager **From:** Kristen Dixon, GM of Infrastructure

**Subject:** Neighborhood Traffic Management Policy

### **Staff Recommendation**

THAT Council rescind the 2016 Transportation Safety Policy and approve Council Policy CP#2024-01 Neighborhood Traffic Management Policy.

# Strategic priority objective

**Vision:** A vibrant, resilient and healthy waterfront city focused on safety, livability and vibrancy.

**Safe & Resilient:** The City of Penticton will enhance and protect the safety of all residents and visitors to Penticton.

**Livable & Accessible:** The City of Penticton will proactively plan for deliberate growth; focused on an inclusive, healthy, safe and desirable place to live.

**Vibrant & Connected:** The City of Penticton will support vibrant and diverse activities creating opportunities for connection in community.

# **Background**

As outlined in the City's Official Community Plan, Master Transportation Plan, and Community Climate Action Plan, the City is working to prioritize walking and biking, and to convert more trips to these active modes and away from single-occupant vehicles (OCP Goal 4.2.1 – Complete Transportation Approach).



Currently, there are 184 km's of collector and residential roads in the City of Penticton. Of these, 77km's have no pedestrian infrastructure at all. The City has 15km of cycling facilities, and less than half is categorized as all ages and abilities. While the City continues to work towards building complete streets, the cost of infrastructure

combined with the current investment levels and the scale of the deficiency, means it will take many, many years to address. In the context of neighborhood traffic management, these infrastructure deficiencies become particularly important, as many residential roads require all road users to mix, which includes mixing vulnerable road users (such as walking seniors and children) with motor vehicles of all shapes and sizes.

As a result, it is not surprising that each year the City receives roughly 25-30 requests for traffic calming, particularly on residential roads. Since the City began tracking them in 2015, the City has received approximately 230. Of this, roughly 130 have been closed (meaning they were either addressed or denied), and there remains almost 100 outstanding. Within the existing approved funding, the City typically addresses 3-4 larger requests and 3-4 minor requests annually.

The primary concerns raised in these requests usually relate to speeding, or the volume of traffic in the neighborhood, and the impacts these actions have on the safety of other road users (namely pedestrians and cyclists). These complaints are also linked to concerns about the inability to enjoy front yards, noise complaints, and other nuisances that arise from these behaviors. To address these concerns, the City developed a traffic calming policy and process in 2016. However, the current policy is dated, restrictive, prescriptive, and often leads to denial of the majority of requests. This policy no longer supports the needs of the Community, nor does it align with the City's and Council's priorities for a safe and livable community. This report proposes a revised policy which better aligns with these objectives, and is supported by the rapidly changing professional and technical literature and research on this topic.

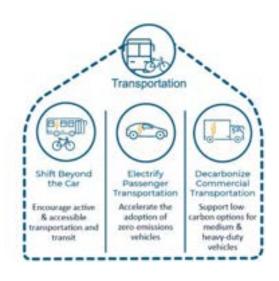
### **Financial implication**

None. Funding for implementation of traffic calming is included in the 2024-2028 Financial Plan.

### **Climate Action**

The City's Community Climate Action Plan (completed in 2021) identified that roughly 54% of Penticton's emissions were created by vehicles. In addition to electrification, in order to achieve the targets in the Community Climate Action Plan relating to vehicle emissions, the City is striving to reduce vehicle kilometers travelled by 13%. The City plans to do this by:

- Eliminating approximately a quarter of these kilometers travelled by better land use planning (locating housing close to services/commercial)
- Converting almost half of these kilometers travelled to active transportation (biking, walking, scooters etc)
- Converting the remaining quarter to transit trips



### **Analysis**

A revised policy, attached as Appendix A, has been drafted that supports Council's priorities, as well as the goals and policies of the Official Community Plan, the Master Transportation Plan, and the Community Climate Action Plan. It also aligns with industry best practices. Relative to the previous prescriptive policy, this proposed policy is a simplified document that speaks to the objectives of neighborhood traffic management, and will be

Council Report Page 2 of 3

supplemented by a separate departmental policy and technical design manual that will prioritize projects and develop tailored solutions for each neighborhood/street through engagement with those who are impacted.

The corresponding departmental policy and design manual will consider both long term and short term solutions, focused on outcomes, in order to more rapidly respond to the Community's concerns. This may look like reduced speeds and speed humps on some streets, curb extensions at intersections and crosswalks for others, or traffic buttons or diverters at intersections. Staff has built the policy and design manual from the plethora of existing best practices including the BC Community Road Safety Toolkit, the BC Active Transportation Design Guidelines, Transportation Association of Canada Guide to Traffic Calming, and other municipal examples including from the City of Edmonton and Ottawa and intends to treat these as living documents which can be adjusted as projects in Penticton are evaluated. Staff are also working on a complimentary initiative that will actively involve the community and key stakeholders, such as the School District and the DPBIA, to include tactical urbanism where possible in connection with traffic management treatments.

The proposed Council policy, which is more accurately titled "Neighborhood Traffic Management Policy" will seek to ensure Penticton residential roads are tailored to their unique characteristics and needs, by using a variety of physical measures to support the appropriate vehicle speeds and volumes, while increasing transportation equity. This revised policy is also intended to make neighborhood traffic management more accessible to residents, with a flexible framework to help address a long back-log of complaints/requests that the previous policy largely precluded. Finally, the policy seeks to support a continuous improvement cycle whereby perfection is not a barrier to progress. Collectively, these changes will result in more rapid deployment of changes to our residential streets that align with Council and the Community's priorities.

#### Alternate recommendations

Council could consider leaving the existing policy in place.

# **Attachments**

Attachment A – Council Policy CP#2024-01 Neighborhood Traffic Management Policy

Respectfully submitted,

Kristen Dixon, P.Eng, MBA GM of Infrastructure

Concurrence

City Manager

AH

Council Report Page 3 of 3



# Council Policy CP#2024-01

penticton.ca

Category: OPERATIONS

Subject: Neighbourhood Traffic Management Policy

# **Purpose**

The purpose of the Neighbourhood Traffic Management Policy is to ensure that Penticton's streets are livable, contribute to community capacity, and offer safe and inclusive travel choices. The policy will support livable, healthy, and safe neighbourhoods by providing guidance for a systematic and transparent process to identify, assess, respond to, and report on community traffic issues.

### Scope

This Council policy applies to all those who are involved in the visioning, design, piloting and iterating, building, maintenance, and evaluation of Penticton's streets including members of City Council, staff, consultants and the public.

#### **Definition**

"Neighbourhood Traffic Management" means physical measures that minimize traffic shortcutting and speeding to enhance safety for residents and all road users. Neighbourhood Traffic Management also includes initiatives that raise awareness and educate drivers about appropriate behaviour in residential neighbourhoods.

# **Policy Statement**

The City of Penticton commits that when the City and its partners engage, plan, design, pilot, experiment, iterate, activate, retrofit, build, operate, maintain, and evaluate our streets, our decisions will maintain and, wherever financially and physically feasible, enhance the livability of these streets, particularly in locations where screening data or the reported experiences of residents indicate that these outcomes are not being met.

The City of Penticton will strive to mitigate the community impacts of the transportation system by managing traffic in residential neighbourhoods.

The City will work to understand the diverse needs of all Citizens when developing design guides and documents; drafting regulations; engaging; piloting and iterating; and making decisions on the funding, operations, and design of streets. The City will:

- 1. Seek public input and honour local knowledge by aligning with Council's approved Community Engagement Policy and best practices in public engagement.
- 2. Work with various stakeholders on initiatives that create a sense of ownership and pride in public infrastructure.
- 3. Ensuring technical guides and administrative policies reflect diverse mobility needs and transportation equity for all users and modes.

- 4. Develop programs that will enhance safety and community livability in accordance with Penticton's Transportation Master Plan, Official Community Plan and the Community Climate Action Plan.
- 5. Apply engineering design to solve measured and perceived safety concerns, like vehicle speeding, and develop resident-accessible programs to change the experience and culture on their street.
- 6. Prioritize Neighbourhood Traffic Management initiatives based on both quantitative and qualitative criteria that reflect the diversity of Penticton's neighbourhoods in an equitable way.
- 7. Whenever possible, implementation of Neighbourhood Traffic Management initiatives will rely on a collaborative relationship with the City's Capital Construction & Maintenance Programs to leverage the cost effectiveness of both programs.
- 8. Acknowledge that a flexible approach to managing project funding, scope, and timelines is necessary to ensure that each neighbourhood's unique traffic issues are recognized, assessed, and responded to in a manner that respects local context.
- 9. Allocate funding as budget permits to meet the demands and the vision of this policy to address safety concerns like vehicle speeding and infrastructure deficiencies like building missing sidewalks.

Policy administration and implementation will be monitored, supported and actioned by the City of Penticton's Engineering Department by:

- 1. Managing intake forms, data collection, and community programs whereby residents and community groups can share concerns and access services to enhance their neighbourhood streets.
- 2. Prioritizing projects: Creating a framework for prioritization that considers the extent of the challenges, adjacent land uses, vulnerability and volume of users, cost and ease of implementation, and alignment with other capital projects or maintenance programs.
- 3. Developing progressive design options: applying proven solutions and testing new ideas from other cities and design manuals will reveal the approaches that are most cost effective for different neighbourhood types.
- 4. Foster a culture of experimentation: Penticton neighbourhoods were built in different ways and at different times. Collaborating to solve measured and perceived resident problems will mean applying some existing solutions and some that will be new. Testing, iterating, and evaluating will help enhance active travel choices and the safety of all users.
- 5. Completing post-implementation evaluations: best practices are evolving quickly in North America and evaluation of new interventions will help answer which design decisions work best and belong in Penticton neighbourhoods. Specifications and design practices will be updated as practices are shown to be effective.

This Policy will be reviewed and updated as required when the City updates its Transportation Master Plan.

	Approval History		
	Replaces: Transportation Safety Policy	29/2016	
	Approved by Council on:	Resolution No.:	
Cortifi	ad Carract		
cerum	ed Correct:		
Angie	e Collison, Corporate Officer		



# **Council Report**

File No: RMS/436 Bennett Ave

penticton.ca

**Date:** February 6, 2024

**To:** Anthony Haddad, City Manager

From: Jordan Hallam, Planner II

Address: 424 and 436 Bennett Avenue

**Subject:** Zoning Amendment Bylaw No. 2024-03

### **Staff Recommendation**

THAT Council give first, second, and third reading to "Zoning Amendment Bylaw No. 2024-03", for Lot 37 District Lot 250 Similkameen Division Yale District Plan 881, located at 424 Bennett Avenue, and for Lot 36 District Lot 250 Similkameen Division Yale District Plan 881, located at 436 Bennett Avenue, a bylaw to rezone the subject properties from R2 (Small Lot Residential) to RD3 (Residential Infill);

AND THAT prior to adoption of "Zoning Amendment Bylaw No. 2024-03", the following condition be met:

1. A 0.5 m wide road dedication along Bennett Avenue is registered with the Land Title Office.

### **Strategic Priority Objective**

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

# **Proposal**

The applicant is proposing to construct a single-family dwelling with a secondary suite, and a carriage house (3 dwelling units) on 424 and 436 Bennet Ave respectively (Figure 1). In order to proceed with the proposed development, the applicant has requested to rezone the properties from R2 (Small Lot Residential) to RD3 (Residential Infill).

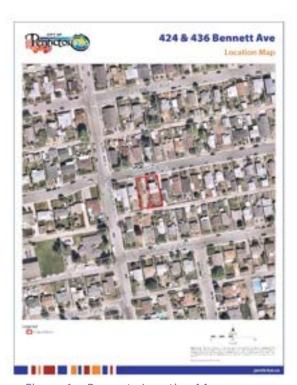


Figure 1 – Property Location Map

# **Background**

The subject properties (Figure 1) are currently zoned R2 (Small Lot Residential) and is designated as 'Infill Residential' (Figure 3) by the Official Community Plan (OCP). 436 Bennett Ave contains a single family home that was constructed in the 1940's. 424 Bennett Ave is currently vacant with no buildings.



Figure 2 – Conceptual Rendering of Proposed Development

The surrounding area is a mixture of uses, including

mostly single family dwellings directly adjacent, infill development, single family, duplexes, townhouses, and apartments. The properties are within walking distance of Carmi Elementary School and KVR Middle School, providing green space for future tenants and residents. The lands are also located within close proximity of the downtown area and grocery stores. This area is also well serviced by pedestrian, cycling and transit networks.

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
Infill Residential	Transitional lower- height residential areas with new housing types compatible with existing single detached houses in character and scale but providing more units per lot.	Single detached flouses with or without secondary surfes and/or carriage houses     Duplexes with or without sustes     Triplexes     Lower-density rowhouses     Small scale neighbourhood commercial building (e.g. comer store, coffee shop)	Residential     Limited retail/ service	To 4 units per single lot Consolidation of lots possible for lower scale multifamily developments Generally up to 2 % storeys	+ R1 + R2 + R3 + RD1 + RD2 + RD3 + C2

Figure 3 – OCP Land Use Designation

# No Public Hearing

The proposed rezoning aligns with the underlying OCP designation of the City's OCP, therefore the City is prohibited from holding a public hearing as per the *Local Government Act*.

The Local Government Act still requires the City to mail public notice letters to nearby residents and post a public notice on the City's website that a Public Hearing is not being held, which staff have completed prior to the Council meeting. Any written submissions received in response to those notice letters will be shared with Council.

Council Report Page 2 of 11

# **Financial Implication**

The applicant is responsible for all development costs, including any service upgrades.

# **Climate Impact**

The development proposes single-family dwelling with a secondary suite, and a carriage house (3 dwelling units) on the properties, increasing density in a core area of the city and is well served by transit and in close proximity to services and employment.

These buildings will be required to meet Step 3 of the BC Energy Step Code. Step 3 requires new builds to be at minimum 20% more efficient than standard, with a goal of being Net Zero Ready for new construction by 2032.

# **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 development permit applications are supported by Council. These items have been communicated to the applicant.

#### Road Dedication

A 0.5 road dedication is required to allow the planting of boulevard trees along Bennett Ave. Staff worked with the applicant to ensure a total of 4 boulevard trees are planted on along the front of the properties.

### **Analysis**

### Zoning Amendment

The Official Community Plan (OCP) designation for the subject property is 'Infill Residential', which supports transitional lower-height residential areas with new housing types compatible with existing single detached houses in character and scale but providing more units per lot (Figure 3). Duplexes, carriage houses, and triplexes are some of the building types envisioned in this designation. The applicant is proposing to construct one single detached dwelling with a secondary suite, and one carriage house on each subject properties. The development and density proposed on the property are aligned with the vision of properties designated within the 'Infill Residential' 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	Focus new residential development in or adjacent to existing developed areas.
4.1.1.1	
OCP Policy	Encourage more intensive "infill" residential development in areas close to the
4.1.3.1	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.

Council Report Page 3 of 11

OCP Policy	Ensure through the use of zoning that more-intensive forms of residential development
4.1.3.5	are located close to transit and amenities, such as parks, schools and shopping.
OCP Policy	Work with the development community – architects, designers and buildings – to create
4.1.4.1	new residential developments that are attractive, high-quality, energy efficient,
	appropriately scaled and respectful of their context.
OCP Policy	Recognize that some traditionally single-family neighbourhoods will see intensification
4.1.5.1	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	Encourage land use planning that results in neighbourhoods that can be easily serviced
4.2.5.2	by transit.

The B.C. Provincial Government recently introduced "Small-Scale, Multi-Unit Housing" for municipalities to allow four units per lot effective June 30, 2024. In this case, the subject properties would be permitted to construct four units once these changes take place later in 2024.

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 RD3 to allow a total of 3 dwelling units on the property is consistent with the increased density and building forms envisioned by the 'Infill Residential' designation.

### **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.

1. THAT Council deny first reading to "Zoning Amendment Bylaw No. 2024-03".

### **Attachments**

Attachment A – Zoning Map

Attachment B – Official Community Plan Map

Attachment C – Photos of Property

Attachment D – Letter of Intent and Development Permit Analysis (applicant)

Attachment E – Draft Proposed Plans

Attachment F – Zoning Amendment Bylaw No. 2024-03

Respectfully submitted,

Jordan Hallam Planner II

Director of Development Services	GM of Infrastructure	City Manager
$\mathcal{BL}$	KD	AH

Council Report Page 4 of 11



Council Report Page 5 of 11



Council Report Page 6 of 11



Council Report Page 7 of 11

Bennett Ave



Council Report Page 8 of 11

# Attachment D - Letter of Intent and Development Permit Analysis (applicant)

Planning Department City of Penticton 171 Main Street Penticton BC V2A 5A9 Phone: 250-490-2501 February 10, 2023 To Whom It May Concern, Re: 436/424 Bennett Avenue As mentioned in the DPA, the intended zoning change is from R2 to RD3, which would allow for a home with a suite and a carriage house off the alley at the rear of the properties. I would like to build 3 rental units per property in a modern fashion that are very functional. Each building will have solar panels on the roof and EV charging stations for each parking location. The landscaping will be well suited for the Okanagan with drought resistant trees and native grass with sitting areas to enjoy. The community will benefit from long term housing. Regards, Jesse Chapman Personal Real Estate Corporation (250) 490-6178

Council Report Page 9 of 11

Planning Department City of Penticton

171 Main Street Penticton BC V2A 5A9 Phone: 250-490-2501

February 23, 2023

To Whom It May Concern,

Re: 436/424 Bennett Avenue

G1 The property runs on a north south access with the southern property line adjacent to the ally, which is perfect for solar (PV) collection. The design of the buildings has low sloped roofs facing south to allow for maximum solar benefit. G2 consideration was given to the neighbouring houses, however continuity in design is not present in this neighborhood, there are many styles of roof line and several types of siding. It appears that this neighborhood was constructed over many decades and does not have a particular style. So, in our design, we took the best principals from the neighborhood and used them in our plan with the addition of modern efficiency and finish.

G3 The yard/patio space between buildings will have morning sun, afternoon shade and evening sun. The upper deck on the carriage house will have sun for the full day in the winter when the sun is low on the horizon, and in the summer will have morning sun with afternoon shade. Each dwelling will have space for gardening and/or landscaping depending on the residents. Shade trees have also been included in the design to provide privacy, space for birds and potentially food. G8 The front yard of the principal unit will be an excellent place to have a group gathering with a built in BBO and ground-level patio area. This area will be shaded in the summer afternoon, which is a must in the Okanagan. The mid-yard for the suite is approx. 300 sqft and private, allowing for a more intimate setting. And the carriage house exterior space mid yard is approx. 200 sqft enough space for intimate friends to have a get together, the carriage house also has an upper deck for morning coffee.

G13 We are very excited about this design, all units will have ground level entrances, i.e. the secondary suite in the house is spread over 2 floors so the fire separation is through walls rather than floors, walls are much easier to insulate for sound, this feature goes hand in hand with ground level entrances.

G16 Parking for 4 cars per property has been provided, EV charging stations will be installed on the properties all accessible from the rear of the property i.e., off the laneway. The driveways will not be paved but will be lined with permeable block to allow for drainage and a more attractive look.

Council Report Page 10 of 11

G 20 The design we have submitted does not show windows on the east and west elevations, these windows will be added when the project comes to the building permit stage and will be dictated by the fire code allowances. Passive solar strategies implemented so far in this project are overhangs on the south facing openings, shade trees, and north south roof lines. The building is very boxy, this will give us a very tight building envelope making the building very efficient to build and to heat/cool. The single slope roof is also very easy to construct, maintain, operate as a source of power as well as water collection for future use as needed.

IR1 Front and rear setbacks for this project are constant with the existing neighborhood. IR2 This development will provide 6 dwelling units in the middle of town close to the hospital which is very attractive to people needing medical care and those that provide medical care. The location is on a public transit route and only a few blocks from 2 grocery stores and elementary/high school. Each property currently has 7 bedrooms with an optional extra bedroom in the carriage house. The carriage house has approx. 56% of the principal houses foot print and is about a meter shorter than the principal house so they complement each other in looks but the principal is the obvious dominant. IR7 The carriage house is the only dwelling with an upper-level balcony, this balcony faces the ally. The layout inside the buildings has the bedrooms facing north or south with washrooms on the east and west. By doing this, we minimize incursions in privacy with the neighbours and focus views toward the street and the private area between dwellings.

Thank you for considering this project, we are excited to build a highly efficient project that will benefit local renters.

Regards,

Jesse Chapman

Jesse Chapman Personal Real Estate Corporation (250) 490-6178

Council Report Page 11 of 11

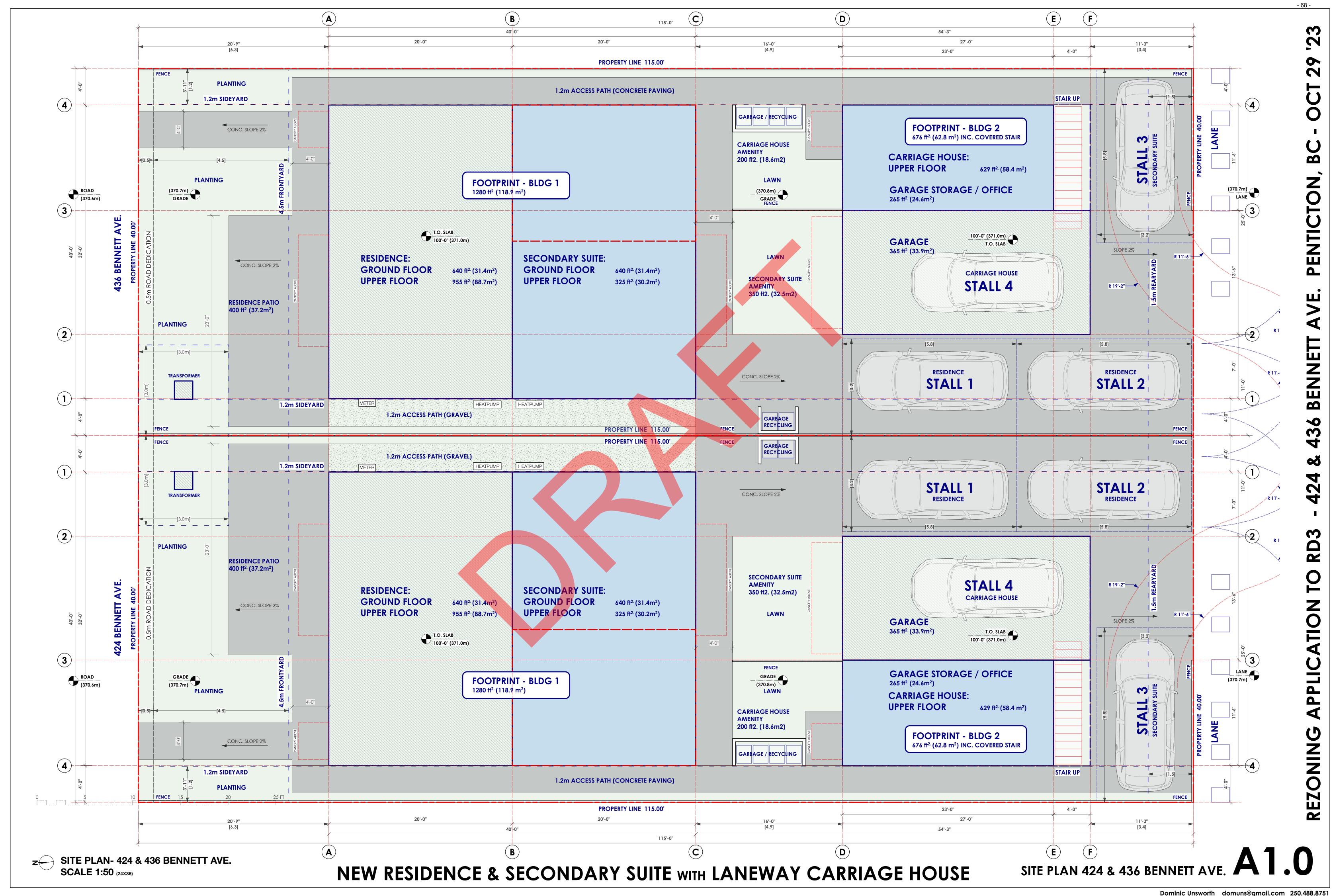


DEVELOPMENT MODEL VIEW FROM SOUTH WEST



**SOLAR PV ENERGY FOCUS NET-ZERO CONSTRUCTION** 

DEVELOPMENT MODEL VIEW FROM SOUTH WEST



# The Corporation of the City of Penticton

# Bylaw No. 2024-03

# A Bylaw to Amend Zoning Bylaw 2023-08

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

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

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

### 1. Title:

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 2024-03".

### 2. Amendment:

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

Rezone Lot 37 District Lot 250 Similkameen Division Yale District Plan 881, located at 424 Bennett Avenue, and Lot 36 District Lot 250 Similkameen Division Yale District Plan 881, located at 436 Bennett Avenue, from R2 (Small Lot Residential) to RD3 (Residential Infill) as shown on Schedule 'A'.

2.2 Schedule 'A' attached hereto forms part of this bylaw.

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

Notice of intention to proceed with this bylaw was published on the 26<sup>th</sup> day of January, 2024 and the 2<sup>nd</sup> day of February, 2024 in an online news source and the newspaper, pursuant to Section 94.2 of the *Community Charter*.

Julius Bloomfield	l, Mayor



should not rely upon the information without independent verification as to the accuracy or suitability thereof.

# 424 and 436 Bennett Ave.

Zoning Amendment Bylaw No. 2024-03

Corporate Officer: Date: Lot 2 Bennett Ave Lot 30 Lot 31 Manitoba St Lot 32 Lot 33 Lot 34 Lot 35 Lot 36 Lot 37 Lot 38 Lot 39 Lot 15 Laneway Lot 50 Lot 49 Lot 48 Lot 47 Lot 46 Laneway Lot 45 REM Lot 41 Lot 44 Lot 43 Terms of Use: The City of Penticton is a depository of public information in both printed and digital form. The source, Monday, January 15, 2024 1:57 PM <sup>0 2.5 5</sup> accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and

Coordinate System: NAD 1983 CSRS UTM Zone 11N

# corpadmin

Subject:

424 & 436 Bennett Ave

From: Peter Benson

Sent: Tuesday, January 30, 2024 4:11 PM To: corpadmin < corpadmin@penticton.ca>

Subject: 424 & 436 Bennett Ave

Caution! This message was sent from outside your organization.

#### Greetings!

While I support the idea of infilling to generate additional housing, I am concerned that this proposal is a bit of "overkill" especially in light of the surrounding housing being the single family type. I think two units per lot would be more appropriate. I also don't see any mention of parking. There is already considerable street parking in the area. I assume that if you approve this development without public hearing then anyone else in the area could propose the same arrangement and be approved. Are you sure you want this area to be filled with similar developments? Sincerely,

Peter Benson

Owner, 497 Bennett Ave.

Sent from my iPad

February 1, 2024

Re: Public Notice for February 6, 2024 424 & 436 Bennett Avenue Zoning Amendment Bylaw 2023-03

Dear City Council;

As long time home owners on Bennett Avenue, we would like to ask that the City & Council to be very mindful of this development, as this is the first property in many years to be redeveloped and will set the precedence for all future developments for this street and the immediate surrounding area.

While we are in support for the project to increase the rental pool and acknowledge the developer's effort to accommodate onsite parking and thoughtfulness towards environmental considerations. We are concerned that this development, which also includes 2 carriage houses, in addition to the already 4 separate livings spaces, is just a bit too much overcrowding for the proposed site.

With the potential of hosting up to 6 more individual families, plus taking into consideration the future of more multi developments to come for this street, will the increase use of the city's current infrastructure services be able to accommodate and handle the added use of power, water and sewage without effecting the existing neighborhood?

While the developer mentions that the front and rear setbacks are constant with the existing neighborhood, he does not mention if the side setbacks between the neighboring properties on the east and west side of the development are within an acceptable distance, along with the building's height to allow the two neighboring properties not to be over shadowed and respects their need for privacy?

Lastly, how will the city monitor and support the neighborhood against the excess noise and pollution during the teardown and development period so all of the existing residents can still enjoy peace in our homes and yards during the outdoor seasons?

We thank you and trust our comments will be taken into consideration.

Respectfully,

Sylvia & Don Sasyniuk 383 Bennett Avenue

Penticton BC

# LATE SUBMISSION Agenda Item 8.8 - Zoning Amendment Bylaw No. 2024-03 re 424 and 436 Bennett Avenue

From:

Josh Buhnai

Sent:

Monday, February 5, 2024 12:15 PM

To:

corpadmin

**Subject:** 

Rezoning proposal Bennett Avenue

Caution! This message was sent from outside your organization.

This is a response and or concerns of the development of the following 2 lots:

424 Bennett Avenue Lot 37 District lot 250 District plan 881

436 Bennett Avenue Lot 36 District lot 250 District plan 881

As we all know, builders build these homes as big as they can on the lot with very little or next to no parking for the residents/occupants. The homes that are built are atrocious in size and don't even fit in with the rest of the neighborhood. The address 201 Penticton Avenue is a prime example of this, with hardly any parking for the residents on the property.

I have concerns of street parking that this development of these (2 lots above) will have on the neighborhood. The proposal all of 3 dwellings on each lot is going to increase the amount of vehicles on a residential street which already has limited parking. Many homes on this street do not have driveways or have a single driveway. Therefor the residents have no choice but to park on the street already. I see there is a carriage house with a garage below it. Not too many people use the garage for cars. Lots use it for storage now in days. Adding 6 dwellings will added easily 8 to 12 more vehicles that will require parking. Most families have 2 vehicles as both parents need to work just to survive. I ask you not to approve the current proposal to rezone these 2 lots on Bennett Avenue.

Thank you,

Joshua Buhnai 436 Penticton Avenue Penticton, BC

# LATE SUBMISSION Agenda Item 8.8 - Zoning Amendment Bylaw No. 2024-03 re 424 and 436 Bennett Avenue

From:

Jordan Hallam

Sent:

Monday, February 5, 2024 3:27 PM

To:

corpadmin

Cc:

**Audrey Tanguay** 

Subject:

FW: 424/436 Bennett Ave.

#### Good afternoon,

I received the below email in response to the proposal at 424/436 Bennett Ave that is going to Council tomorrow.

Thanks,

# Jordan Hallam, BA

Planner II

City of Penticton | 171 Main Street | Penticton, BC | V2A 5A9 p: 250.490.2429 | f: 250.490.2502 | e: jordan.hallam@penticton.ca

City Hall is open to the public from 9am to 4pm: however, arranging appointments with Development Services staff is highly recommended. For more information contact Development Services at 250 490 2501 or <a href="mailto:development@penticton.ca">development@penticton.ca</a>.

penticton.ca

From: william maddock

Sent: Monday, February 5, 2024 3:23 PM

To: Jordan Hallam < Jordan. Hallam@penticton.ca>

Subject: 424/436 Bennett Ave.

Caution! This message was sent from outside your organization.

Allow sender | Block sender

#### Hello Jordan;

I own 323 Bennett Ave. and have lived he for 8 years. I bought here because it is a nice quiet neighbourhood of single family homes on small and medium sized lots. Now we have a realtor / developer trying to turn this neighbourhood into a multi family low income neighbourhood with ugly boxes that look like dentist offices virtually covering the whole lots. Plus apparently we don't get any official say in what happens in our area of the city( no public hearing) I guess I could tear down my house and put up some matching boxes and sell them and move to Beaverdell to get away from this madness. Keep all your duplex fourplex madness down on Westminister with all the rest of the developer madness. Sorry but I think this proposal is butt ugly with too many units on very small lots in the wrong area of the city.

Bill Maddock

323 Bennett Ave.



# **Council Report**

File No: RMS/200 Abbott St

penticton.ca

**Date:** February 6, 2024

**To:** Anthony Haddad, City Manager

From: Jordan Hallam, Planner II

**Address:** 200 Abbott Street

Subject: Zoning Amendment Bylaw No. 2024-04

**Development Permit PL2023-9684** 

**Development Variance Permit PL2023-9683** 

#### **Staff Recommendation**

THAT Council give first, second, and third reading to "Zoning Amendment Bylaw No. 2024-04", for Lot 1 District Lot 202 Similkameen Division Yale District Plan 7492, located at 200 Abbott Street, a bylaw to rezone the subject property from RD2 (Duplex Housing: Lane) to RD4 (Low Density Cluster Housing);

AND THAT Council, subject to adoption "Zoning Bylaw Amendment Bylaw No. 2024-04", consider "Development Variance Permit PL2023-9683" for Lot 1 District Lot 202 Similkameen Division Yale District Plan 7492, located at 200 Abbott Street, a permit to vary the following sections Zoning Bylaw 2023-08:

- Section 10.7.2.6: to reduce the front yard from 4.5 m to 3.0 m, and;
- Section 10.7.2.8: to reduce the exterior yard from 4.5 m to 3.5 m;

AND THAT Council, subject to adoption of "Zoning Amendment Bylaw No. 2024-04", approve "Development Permit PL2023-9684", for Lot 1 District Lot 202 Similkameen Division Yale District Plan 7492, located at 200 Abbott Street, a permit to approve the form and character of cluster housing (four dwelling unit rowhouse);

AND THAT Council direct staff to issue "Development Permit PL2023-9684";

AND THAT Council require that a 5 m x 5 m corner cut be completed prior to the issuance of the Occupancy Permit.



Figure 1 – Property Location

# Strategic Priority Objective

#### **Livable and Accessible:**

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

#### **Proposal**

The applicant is proposing to construct a cluster housing (four dwelling unit rowhouse) development on the subject lot (Figure 1). In



Figure 2 – Rendering of the proposed development

order to advance with the development, the applicant has requested to rezone the property from RD2 (Duplex Housing: Lane) to RD4 (Low Density Cluster Housing). Further, the applicant requires variances to reduce the front yard from 4.5 m to 3.0 m, a variance to reduce the exterior yard from 4.5 m to 3.5 m, and a Development Permit approval for the form and character of the buildings, which has been included for Council's consideration.

### **Background**

The subject property is presently zoned R2 (Small Lot Residential) and is designated as 'Infill Residential' (Figure 3) by the Official Community Plan (OCP). The property contains a boarded up single family dwelling.

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
infill Residential	Transitional lower- beight residential areas with new housing types compatible with existing single detached houses in character and scale but providing more units per lot	Single detached houses with or without secondary suites and/or carriage houses     Duplexes with or without suites     Triplexes     Lower-density rowhouses     Small-scale neighbourhood commercial building (e.g., corner store, coffee shop)	Residential     Limited retail/ service	1 to 4 unifs per single lot     Consolidation of lots possible for lower scale multifamily developments     Generally up to 2 % storeys	+ R1 + R2 + R3 + RD1 + RD2 + RD3 + C2

Figure 3 – OCP Land Use Designation

Council Report Page 2 of 20

The surrounding area features a mixture of uses, including mostly single family dwellings, multifamily, and infill development. The property is within walking distance of downtown, Ellis Street, and close driving distance of Uplands Elementary School. The property's proximity to these amenities makes it suitable for increased density. This area is also well serviced by transit running along Abbott Street.

#### No Public Hearing

The proposed rezoning aligns with the underlying OCP designation of the City's OCP, therefore the City is prohibited from holding a public hearing as per the *Local Government Act*.

#### **Financial Implication**

The applicant is responsible for all development costs, including any service upgrades and the payment of Development Cost Charges (DCC's) to help offset the added demand on City services from the proposed development.

#### **Climate Impact**

The development proposes cluster housing (four dwelling units) on the property, increasing density in a core area of the city and is well served by transit and in close proximity to services and employment. The proposed development has a bicycle parking compound for Class 1 bicycle parking spaces, resulting in 4 Class 1 spaces, and 1 Class 2 space. Each dwelling unit is required to provide 1 (4 total) Level 2 Electric Vehicle ready spaces.

These buildings will be required to meet Step 3 of the BC Energy Step Code. Step 3 requires new builds to be at minimum 20% more efficient than standard, with a goal of being Net Zero Ready for new construction by 2032.

#### **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, variance permit and development permit applications are supported by Council. These items have been communicated to the applicant. A 5 m x 5 m corner cut on the northwest corner of the property is required.

# **Development Statistics**

The following table outlines the proposed development statistics on the plans submitted with the development application:

	RD4 Zone Requirement	Provided on Plans
Minimum Lot Width*:	19.5 m	15.9 m
Minimum Lot Area*:	540 m <sup>2</sup>	534.2 m <sup>2</sup>
Maximum Lot Coverage:	40%	39.7%
Maximum Density:	0.8 Floor Area Ratio (FAR)	.78 FAR

Council Report Page 3 of 20

	Total Required: 1 per dwelling unit	Total Per Dwelling: 4 spaces
Vehicle Parking:	plus 0.25 spaces/unit for visitors	Total Visitor: 1 spaces
venicle i arking.		
	Total Required: 5 spaces	Total Provided: 5 spaces
Level 2 Electric Vehicle (EV)	Total Required: 1 per dwelling unit	Total EV Ready Chargers
Ready Chargers:	Total Required: 5 chargers	Provided: 5 chargers
	Total Class 1: 0.5 per unit	
	Total Class 1 Required: 2	Total Class 1 Provided: 4 spaces
Bicycle Parking:		(in bicycle shed)
	Total Class 2: 0.1 per unit	Tatal Class 2 Described 2 areas
	Total Class 2 Required: 0	Total Class 2 Provided: 2 spaces
	Total Required: Minimum 3.0 m wide	
	and one tree for every 10.0 m buffer	
	area. One shrub for every meter of	Total Provided: 3.0 m wide, 4
Landscape Buffer (south):	buffer area.	trees, and 48 shrubs.
	Total Required: Minimum 3.0 m	
	wide, 3 trees, and 36 shrubs.	
Required Setbacks	wide, 5 trees, and 50 sindbs.	
Front Yard (Abbott St):	4.5 m	3.0 m – variance requested
Exterior Side Yard (north):	4.5 m	3.5 m – variance requested
Interior Side Yard (south):	3.0 m	3.0 m
Rear Yard (lane):	6.0 m	6.0 m
Maximum Building Height	12 m	9.9 m
Other Information:	*Lot width and lot area are only applicable at the time of subdivision.	

### **Analysis**

#### Zoning Amendment

The Official Community Plan (OCP) designation for the subject property is 'Infill Residential', which supports transitional lower-height residential areas with new housing types compatible with existing single detached houses in character and scale but providing more units per lot (Figure 3). Single detached houses with or without secondary suites and/or carriage houses, duplexes with or without suites, triplexes, and lower-density rowhouses are some of the building types envisioned in this designation. The applicant is proposing to construct cluster housing (four dwelling unit rowhouse) on the subject property. The development and density proposed on the property are aligned with the vision of properties designated within the 'Infill Residential' 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:

Council Report Page 4 of 20

OCP Policy	Focus new residential development in or adjacent to existing developed areas.
4.1.1.1	
OCP Policy	Encourage more intensive "infill" residential development in areas close to the
4.1.3.1	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	Ensure through the use of zoning that more-intensive forms of residential development
4.1.3.5	are located close to transit and amenities, such as parks, schools and shopping.
OCP Policy	Work with the development community – architects, designers and buildings – to create
4.1.4.1	new residential developments that are attractive, high-quality, energy efficient,
	appropriately scaled and respectful of their context.
OCP Policy	Recognize that some traditionally single-family neighbourhoods will see intensification
4.1.5.1	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	Encourage land use planning that results in neighbourhoods that can be easily serviced
4.2.5.2	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 RD4 to allow a total of 4 dwelling units on the property is consistent with the increased density and building forms envisioned by the 'Infill Residential' designation.

Staff also wish to acknowledge the recent Province of BC announcements that will require the City of Penticton to update their zoning bylaw by June 30, 2024 to allow for up to 4 units on any single or two family zoned properties and potentially 6 on lots in close proximity to frequent transit. While there are still details to be worked out, the proposed development will likely be permitted by the zoning changes when the changes occur. The applicants made their application prior to these announcements and have indicated a willingness to continue through the zoning process, rather than wait for the larger changes to occur.

Given that there is adequate policy through the OCP to support the proposed development, staff recommend that Council give first, second, and third reading to "Zoning Amendment Bylaw No. 2024-04".

#### Development Permit Variance

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 variance to reduce the front yard setback from 4.5 m to 3.0 m and are recommending support for the following reason:

#### 1. Parking

Council Report Page 5 of 20

The requested variance is to reduce the front yard setback from 4.5 m to 3.0 m. To accommodate four units and the requirement to have five parking spaces (one for visitor), the building had to be pushed toward Abbott St to allow all the parking off the rear lane. Staff consider the request minor and do not anticipate negative impact on the neighboring properties.

Staff have also reviewed the requested variance to reduce the exterior yard setback from 4.5 m to 3.5 m and are recommending support for the following reasons:

#### 1. Unique shape of property

The requested variance is to reduce the exterior yard setback from 4.5 m to 3.5 m. The property has a unique shape in that it is not a rectangle and the northern property line (red outline) is reduced as it goes towards the lane (Figure 4). Staff consider this a hardship as the building had to be reduced in

size. Additionally, exterior side yards have greater setback requirements than interior side yards making this proposal more challenging for the applicant. Staff do not anticipate negative impacts on the neighboring properties if the variance is granted.

As such, staff recommend that Council consider approving the Development Variance Permits after adoption of the Zoning Amendment Bylaw.

#### Support Development Permit

The proposed development is considered within the Multifamily Residential Development Permit Area of



Figure 4 - Property Shape

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.

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 an analysis within their letter of intent (Attachment 'E'), which outlines the project and its conformance to the OCP design guidelines.

Council Report Page 6 of 20

As such, staff recommend that Council consider approving the Development Permit 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.

1. THAT Council deny first, second, and third reading of "Zoning Amendment Bylaw No. 2024-04".

#### **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 and Development Permit Analysis (applicant)

Attachment F - Draft Development Permit PL2023-9684

Attachment G – Draft Development Variance Permit PL2023-9683

Attachment H - Zoning Amendment Bylaw No. 2024-04

Respectfully submitted,

Jordan Hallam Planner II

#### Concurrence

Director of Development Services	GM of Infrastructure	City Manager
$\mathcal{BL}$	KD	Æ

Council Report Page 7 of 20



Council Report Page 8 of 20



Council Report Page 9 of 20

Attachment C – Photos of Property





Council Report Page 10 of 20



Council Report Page 11 of 20

#### Attachment D – Development Permit Analysis (staff)

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 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 3.0 m from the front yard with a variance, the minimum required is a 4.5 m front yard setback, which helps to maintain a connection with the street. They have proposed a front door on the unit closest to Abbott Street that faces the street to add a pedestrian scale to the development.
- The subject property is a corner lot, with the side units facing Westminster Ave E, 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.

#### Guideline G11

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

- Abbott Street to the west side of the development, and Westminster Ave E to the north provides pedestrian access to the development.
- The proposed development has a sidewalk access from Abbott St and Westminster Ave E to allow barrier-free pedestrian access to all building unit entrances.

#### 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 proposed development provides private outdoor amenity area to the south behind each dwelling unit.
- Each dwelling unit has a front door for access from either Abbott St or Westminster Ave E, and the rear lane.

# Guideline G33

Water Conservation and Plant Maintenance: Xeriscaping, Irrigation & Mulching

- The proposed development includes a landscaping plan that provides adequate and appropriate designs.
- The plans indicate a fully automatic underground irrigation system, which helps to reduce overwatering and utilizes a drip system.

#### Guideline G35

Tree planting...

Council Report Page 12 of 20

• Trees and shrubs have been provided at the front of the property as well along the north, and south property lines with the landscape buffer.

#### Guideline 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.

• The proposed development includes approximately 28.0 m<sup>2</sup> of outdoor grass amenity space for each unit. Each amenity space is separated by a fence to allow privacy for every unit.

#### Guideline 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 court yards.

• The proposed development has a tree proposed in the yard for each unit and multiple shrubs. This creates visual interest for the residents or tenants living in the units, and provides area of shade during the summer months.

#### Guideline MF4

Visitor parking should be:

- In public view,
- Easily accessible near the main entry to the site, and
- Clearly indicated by pavements markings and/or signs
- The proposed development has one visitor parking space off the lane.
- The visitor parking space is in good public view from the lane for drivers who come to visit residents or tenants of the proposed development.

Council Report Page 13 of 20



November 28, 2023

Giroux Design Group Inc.

City of Penticton 171 Main Street Penticton BC, V2A SA9

Re: 200 Abbott Street Rezoning and Development Permit Application

To City of Penticton Planning Department,

This letter is regarding the proposal to rezone and develop the property located at 200 Abbott Street from RD2 Duplex Housing: Lane to RD4 Low Density Cluster Housing. The OCP for the property is Infill Residential which allows for a four unit townhouse development.

The development will provide 4 townhouse units, each with 3 bedrooms. The area of town is suitable for a development such as this as there are a number of new infill developments. It is close to downtown and trails and will be suitable for a wide demographic of the population. The townhouses are a mix of two and three storey units and the building has been designed to follow the contour of the property and maintain the existing rock retaining wall along the south and west property lines. The lot has an irregular shape that necessitates three variances to the required setbacks. The first is to the side exterior setback facing Westminster Ave from 4.5 meters to 3.5 meters. The City planning department was consulted about this variance before planning of the units began to confirm whether it was reasonable. The city boulevard is very large where the setback is requested and will not create any issues to the community. A second setback reduction is required from the northwest corner of the property. The City website indicated a 1.5 meter corner cut was required, however after the application was made this changed to a 5.0 meter corner cut which is significant. Because of this large corner cut another variance is required to reduce the setback from the corner cut from 4.5 m to 1.8 m. We feel this is a reasonable request as the corner cut creates a hardship to the development. A third setback is required for the front yard setback from 4.5 m to 3.0 m, this is needed as the original submission was for RM2 zoning which requires a 3.0 m front yard, after discussion with the planning department the application was changed to RD4 zoning and this variance became necessary.

We believe the project meets the intent of providing modest densification to an area of town that has a mix of single family homes, townhouses and high-density apartment buildings. In contrast to nearby apartment buildings, this development will provide much needed family housing in the area with private outdoor green areas and amenity space for families with children.

Thank you for considering our proposal.

Best regards,

Tony Giroux ASTTBC CTech, IRIO, BCASO Owner/Registered Building Designer Giroux Design Group Inc.

Council Report Page 14 of 20

#### 200 ABBOTT STREET: DEVELOPMENT PERMIT ANALYSIS

#### Site Planning

#### Designing in Context

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

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

The City Planning Department was consulted early on in the planning stages while considering options and variances for the project. The slope of the lot, the easement on the south property line, and the wedge shape of the lot pose challenges to development that were considered in this proposal.

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

Each unit has a private yard with morning and afternoon sun allowing all residents to enjoy a period of sun and shade each day in an outside environment. A common amenity space at the north east corner of the property also has exposure to the sun throughout the day. The building is located on a corner lot which allows for solar access to North side of the units.

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

The units have a view primarily facing north towards Okanagan Lake.

#### Framing Space

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

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

The existing buildings on the street are varied in the setbacks from Abbott. The front setback for the proposed development is similar to the setbacks for the newer developments at 248, 256, 262, 290 Abbott Street and 323 Nanaimo Ave E. The proposed 3.0 m setback allows for easy pedestrian access to the building. The Westminster Ave. building face is setback further than the duplex at 201 Westminster Ave., the property at 211 Westminster Ave is offset to the south.

Council Report Page 15 of 20

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.

Parking spaces for each unit are visible from the respective units. Each unit will have it's own gated private yard for additional protected outdoor space. The common area at the northeast corner of the property is open to view and the landscaping on the property does not leave areas for concealed illicit activity. A gated and locked bicycle compound is provided.

#### **Prioritizing Pedestrians**

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

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

The development is within walking distance to the downtown core, and easily accessible to the KVR trail and Penticton Creek trail. Okanagan Lake Park and the Art Gallery are approximately 6 blocks away from the development.

- G12. Where feasible, indicate pedestrian ways with continuity of paving treatments/paving materials.
  - 1.2 m wide sidewalks provides access to the units from the City sidewalk that runs along the west and north property lines.
- 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).

Entrance to the units are level with the City sidewalk.

#### Cars and Parking

The following guidelines are intended to reduce the impacts of automobile infrastructure – including access and parking – and to further support a high quality pedestrian realm. (see Figure 5-3 and Figure 5-4)

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

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

Outdoor parking is provided for the units with 3 spaces accessed from Westminster Ave and two spaces from the lane. The spaces accessed from Westminster Ave are separated by at least 1.0 m.

Council Report Page 16 of 20

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.

Parking is easily accessible to each unit with landscaping and walloways along and between the spaces along Westminster Ave. There is no parking in the front yard of the development.

#### Architecture

#### Design for Our Climate

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

G20. Designs should respond to Penticton's setting and climate through use of:

- passive solar strategies;
- · optimized placement of windows to maximize natural light;
- energy-efficient building design;
- · passive solar principles;
- landscape design and plantings that provide cooling through shade in summer months;
- · selecting roof materials to minimize heat loading and increase reflectivity.; and,
- · strategies for cross-ventilation.

The units have windows facing both north and south, allowing for solar gain throughout the year. Each unit has it's own private yard giving the option for indoor/outdoor living. Some of the new trees are deciduous providing shade in the summer and sun in the winter. Windows are openable on the north and south facades of the building allowing for cross ventilation. Buildings are designed to Step 3 of the Energy Code.

#### Friendly Faces, Friendly Neighbours (Orientation & Massing)

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

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

The end unit to the west of the development is oriented with the front door and additional windows facing Abbott Street with landscaping in the front yard and City boulevard.

Council Report Page 17 of 20

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.

On all sides of the buildings cantilevered projections, porches, and varied cladding materials breakup the mass of the building giving the buildings visual interest on all sides. Cantilevered projections over the drive aisle help add more visual interest and provide more living space per unit. The building is designed to follow the contour of the sloping lot to reduce the visual impact.

#### Eyes on the Street

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

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

The entrances to each townhouse unit is at ground level, with a driveway for vehicle access in front of each respective unit. Sidewalks are provided between the street and the building entrances. A public sidewalk runs along the west and north property lines.

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).

Windows on all levels of the street facing units provide for visual overlook onto Abbott Street, Westminster Ave, the lane and the public realm.

Council Report Page 18 of 20

#### Landscape Architecture

#### Enhance the Urban Forest

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

#### 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.

9 new trees are included in the landscape plan with a mix of deciduous and carniferous trees. These trees and other proposed landscaping provide buffering between the public realm and adjacent properties.

#### Utilities, Mechanical Services and Servicing

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

GS4/SS. 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.

Electrical transformer is placed in the front yard and wrapped with viryl decorative wrap with a 1.2 m fence screen to the east. The water meters are placed in the side exterior yard in the front northwest corner of the property behind a 1.8 m high privacy fence, also wrapped in decorative vinyl wrap.

GS8. 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 are placed on a concrete apron on the southeast corner of the property. Bins will be moved to the edge of the driveways on collection days.

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

A 6' high wood fence with a locked gate is located at the south west corner of the property to house the garbage and recycling bins. The fence screen will be of the same material as the privacy fencing to fit into the landscape theme.

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

The compound will be locked with each unit having a key for access.

Council Report Page 19 of 20

#### Fences

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

G63. All plans should show intended fencing.

Fencing is shown on landscape plans. Fencing along the east, west and south property lines is 6' tall wood privacy fence with the exception that the fence is 4' high in the front yard. There is no fence on the front (north) property line. There are 6' fences between each private yard in the side setbacks.

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.

Amenity space is provided with each unit having it's own private fenced yard. In addition to the private amenity space there is a common amenity area at the northeast corner of the property with landscaping and a lawn suitable for play or relaxing. The development is located within walking distance to trails and parks.

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 fenced private yards each have a landscaped section placed to maximize the usefulness of the yard as a play area for children or pets, or for outdoor enjoyment for all age groups. Two of the rear yards have tiered levels to follow the contour of the property and work with the easement restrictions on the south property line. The landscaping is a mixture of ornamental grasses that are variant in shape, size, and colour. A mixture of evergreen and deciduous trees creates visual interest year round.

#### 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

Visitor parking is located at the rear of the property and accessible to all units. This space will be clearly marked for visitors. Directly across the street on Westminster Ave is an electrical transformer station, additional street parking is available along this property if needed.

Council Report Page 20 of 20





# **Development Permit**

Permit Number: DP PL2023-9684

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 202 Similkameen Division Yale District Plan 7492

Civic: 200 Abbott Street

PID: 009-985-280

- 3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of cluster housing (four dwelling 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.
- 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).

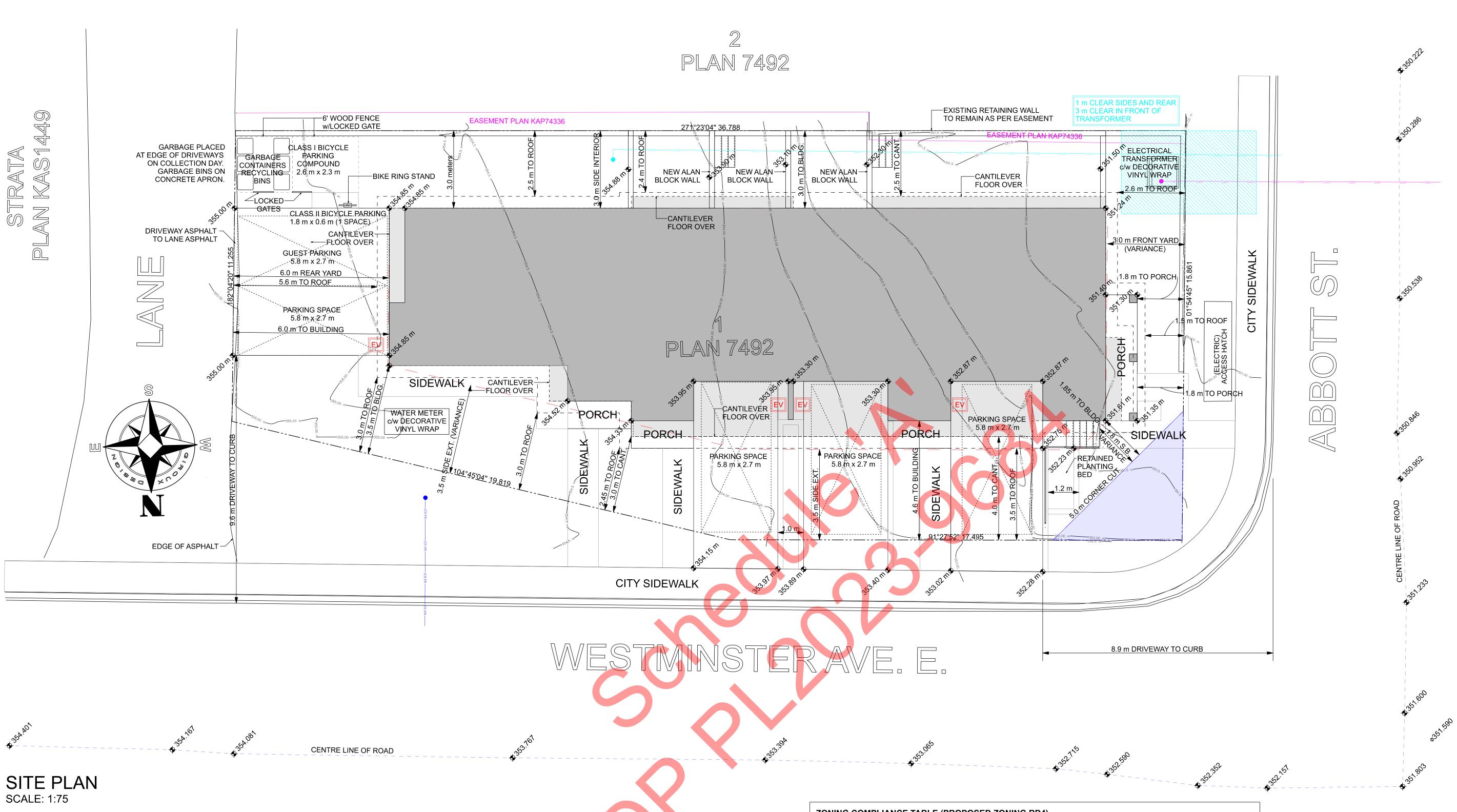
DP PL2023-9684 Page 1 of 9

#### **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 C	ty Council, the 6th day of February, 2024.
Issued this	day of February, 2024.
Angela Collison Corporate Office	

DP PL2023-9684 Page 2 of 9



SCALE: 1:75

CIVIC ADDRESS: 200 ABBOTT STREET, PENTICTON, BC LEGAL DESCRIPTION: LOT 1 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 7492 PID: 009-985-280

ELECTRIC VEHICLE READY REQUIREMENTS IN ACCORDANCE WITH ZONING BYLAW NO. 2023-08

TO ENSURE NEW HOMES ARE BUILT WITH READY ACCESS TO A POWER SUPPLY CAPABLE OF PROVIDING LEVEL 2 EV CHARGING, THE FOLLOWING REQUIREMENTS MUST BE MET:

-MINIMUM NUMBER OF ENERGIZED OUTLETS FOR LEVEL 2 CHARGING: 1 PER DWELLING UNIT. -CONSTRUCTION REQUIREMENTS THAT INCLUDE: ELECTRICAL PANEL CAPACITY, WIRING, AND CONTINUOUS CONDUIT OR RACEWAY (AS APPLICABLE) FROM THE PANEL TERMINATING AT AN ENERGIZED OUTLET NEAR THE DESIGNATED EV PARKING SPACE(S). ADDITIONAL ELECTRICAL AND EV CHARGING INFRASTRUCTURE IS REQUIRED TO ENERGIZE THE CIRCUIT AND TO SUPPLY POWER TO FUTURE LEVEL 2 EVSE AND EVEMS (IF APPLICABLE).

-A POINT CONNECTED TO A SOURCE OF VOLTAGE IN AN ELECTRICAL WIRING INSTALLATION AT WHICH CURRENT IS TAKEN AND CAN BE CONNECTED TO SUPPLY UTILIZATION EQUIPMENT. AN OUTLET INCLUDES A COVERED TERMINATION BOX, NEMA 14-50R RECEPTACLE, OR NEMA 6-50R RECEPTACLE. ADDITIONAL TERMINATION MEANS MAY BE APPROVED BY THE CITY OF PENTICTON ELECTRIC UTILITY MANAGER.

-ELECTRIC VEHICLE CHARGING AT 208 V OR 240 V THROUGH SUPPLY UTILIZATION EQUIPMENT THAT MEETS THE DEFINITION OF LEVEL 2 BY THE STANDARD "SAE ELECTRIC VEHICLE AND PLUG IN HYBRID ELECTRIC VEHICLE CONDUCTIVE CHARGE COUPLER", J1772.

REGULATION	REQUIRED/CURRENT	PROPOSED/PROVDIDED	VARIANCE REQUIRED
OCP DESIGNATION	INFILL RESIDENTIAL	INFILL RESIDENTIAL	NO
ZONING	RD2	RD4	YES
LOT AREA (SUBDIVISION ONLY)	540 m2	538.83 m2	N/A
MINIMUM LOT WIDTH (SUBDIVISION ONLY)	18.0 m	15.81 m	N/A
MAXIMUM LOT COVERAGE	40%	40% (215 m2)	NO
MAXIMUM DENSITY	0.80 FAR	0.80 FAR (430.4 m2)	NO
MAXIMUM HEIGHT	12 m	8.6 m	NO
MINIMUM FRONT YARD	4.5 m	3.0 m	YES
MINIMUM INTERIOR SIDE YARD	3.0 m	3.0 m	NO
MINIMUM EXTERIOR SIDE YARD	4.5 m	3.0 m	YES
MINIMUM REAR YARD	6.0 m	6.0 m	NO
PARKING SPACES (1 PER UNIT+0.25 GUEST)	5	5	NO
BICYCLE PARKING (CLASS I/CLASS II)	2/1	2/1	NO
AMENITY AREA (20 m2 PER UNIT)	80 m2	132 m2	NO
	1	·	1

AMENITY SPACE SHALL BE PROVIDED AT THE RATE OF 20 M2 FOR EACH DWELLING UNIT. 25% OF THE REQUIRED AMENITY SPACE MUST BE PROVIDED AT THE GROUND FLOOR LEVEL. A MAXIMUM OF 20% OF THE TOTAL REQUIRED AMENITY SPACE MAY BE PROVIDED AS AMENITY SPACE, INDOOR. COPYRIGHTED DOCUMENTS ILLEGAL TO REPRODUCE



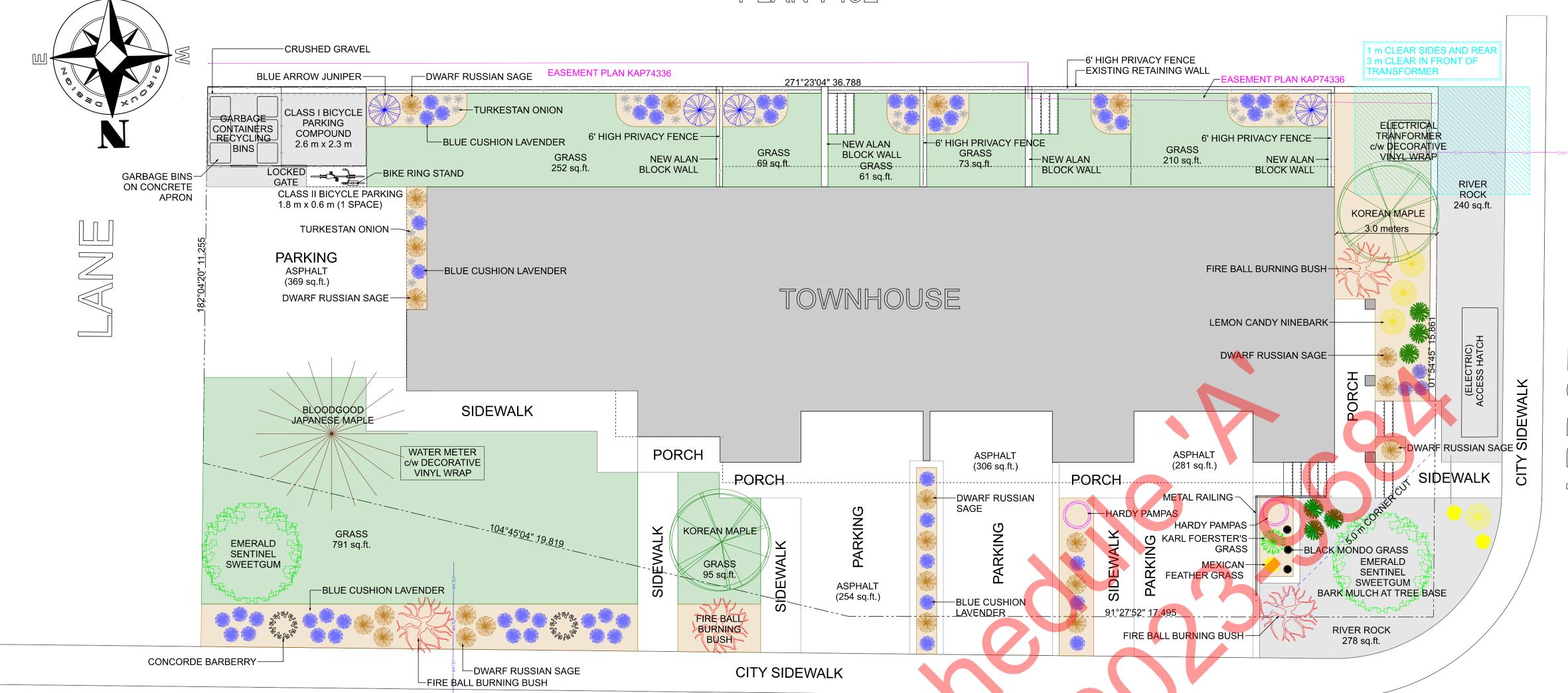
PLAN NO. WP-5804 SLAB SHEET NO. **A1** 

GR

NDIS

Ø

Ø



WESTMINSTER AVE. E.

LANDSCAPE SCHEDULE

PLANTINGS:
Black Mondo Grass (Ophiopogon planiscapus 'Nigrescens') 3 qty.
Blue Cushion Lavender (Lavandula angustifolia 'Blue Cushion') 54 qty.
Concorde Barberry (Berberis thunbergii 'Concorde') 2 qty.
Dwarf Russian Sage (Perovskia atriplicifolia 'Little Spire') 24 qty.
Elijah Blue Fescue (Festuca glauca 'Elijah Blue') 40 qty.
Fire Ball Burning Bush (Euonymus alatus 'Fire Ball') 4 qty.
Golden Globe Arborvitae (Thuja occidentalis 'Golden Globe') 6 qty.
Golden Meadow Fotxtail (Alonecurus pratensis 'Aureovariegatus') 9 qty. Golden Meadow Fotxtail (Alopecurus pratensis 'Aureovariegatus') 9 qty.

Bloodgood Japanese Maple (Acer palmatum var. atropurpureum 'Bloodgood') 1 qty. Blue Arrow Juniper (Juniperus scopulorum 'Blue Arrow') 4 qty. Emerald Sentinel Sweetgum (Liquidambar styraciflua 'Clydesform') 2 qty.

Recycling Container 2

Property Area (5800 sq.ft.) Asphalt (1213 sq.ft.) Crushed Gravel (132 sq.ft.) Grass (1585 sq.ft.) Landscape Fabric (1012 sq.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

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)

ASPHALT.

Hardy Pampas (Erianthus ravennae) 2 qty.
Karl Foerster's Grass (Calamagrostis x acutiflora Karl Foerster) 1 qty.
Lemon Candy Ninebark (Physocarpus opulifolius 'Podaras 3') 3 qty.
Mexican Feather Grass (Stipa tenuissima) 3 qty. Turkestan Onion (Allium karataviense) 26 qty.

Korean Maple (Acer pseudosieboldianum) 2 qty.

GARBAGE DISPOSAL: Garbage Bin Roll Out Dumpster 1 qty.

GROUND COVER/HARD SURFACES: Planting Beds-Bark Mulch (678 sq.ft.) River Rock-2" Rainbow (518 sq.ft.)

6' High 'Good Neighbour' Privacy Fence (180 lin.ft.)

CLEAR STEM HEIGHT OF 1.5 m

DRIVEWAY ASPHALT TO EXTEND TO STREET AND LANE

GROUP

© **G**Reprand/c
perm
draw
draw
the b
one,

SIGN (sign Since 1950.



PLAN NO. WP-5804 SHEET NO.

**A3** 

COPYRIGHTED DOCUMENTS ILLEGAL TO REPRODUCE

COPYRIGHTED DOCUMENTS ILLEGAL TO REPRODUCE

Basement Floor Plan

Page 5 of 9

DESIGN GROUP ding Design Since 1950.

PLAN NO. **WP-5804** SHEET NO. **A4** 

COPYRIGHTED DOCUMENTS ILLEGAL TO REPRODUCE Main Floor Plan

PLAN NO. WP-5804 SHEET NO. **A5** 

GROUP

SIGN Since 1950.

Page 6 of 9

SCALE: 1/4" = 1'-0"
MAIN FLOOR LIVING AREA: 1910 sq ft.

UPPER FLOOR PLAN SCALE: 1/4" = 1'-0" UPPER FLOOR LIVING AREA: 2306 sq ft.

> COPYRIGHTED DOCUMENTS ILLEGAL TO REPRODUCE

PLAN NO. WP-5804 SHEET NO.

DP PL2023-9684

GROUP

SIGN Since 1950.

**A6** 

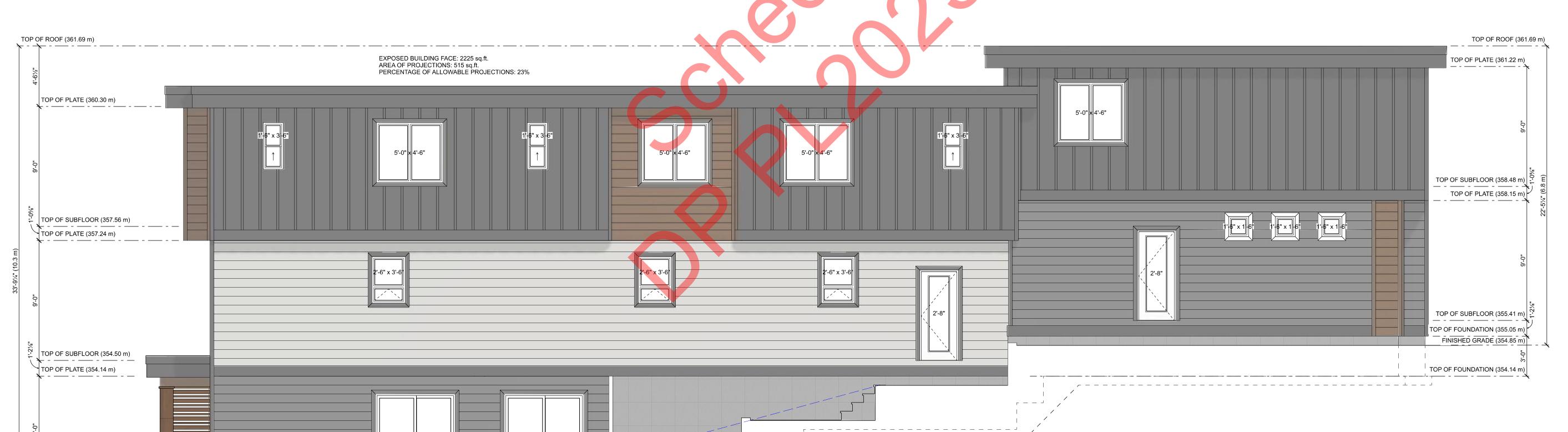


COPYRIGHTED DOCUMENTS
ILLEGAL TO REPRODUCE

Exterior Elevations (West & North)

Ø

PLAN NO. **WP-5804** SLAB SHEET NO. **A7** 



SOUTH ELEVATION SCALE: 1/4" = 1'-0"

TOP OF FOUNDATION/BASEMENT SLAB (351.70 m)

FINISHED GRADE (351.40 m)

COPYRIGHTED DOCUMENTS ILLEGAL TO REPRODUCE

Exterior Elevations (East & South)

DP PL2023-9684

Page 9 of 9

PLAN NO. WP-5804 SHEET NO.



# **Development Variance Permit**

Permit Number: DVP PL2023-9683

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 202 Similkameen Division Yale District Plan 7492

Civic: 200 Abbott Street

PID: 009-985-280

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 cluster housing (four dwelling units), as shown in the plans attached in Schedule 'A':

a. Section: 10.7.2.6: to reduce the front yard from 4.5 m to 3.0 m, and;

b. Section: 10.7.2.8: to reduce the exterior yard from 4.5 m to 3.5 m.

#### **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.

DVP PL2023-9683 Page 1 of 3

Authorized by City Council, the 6th day of February, 2024.

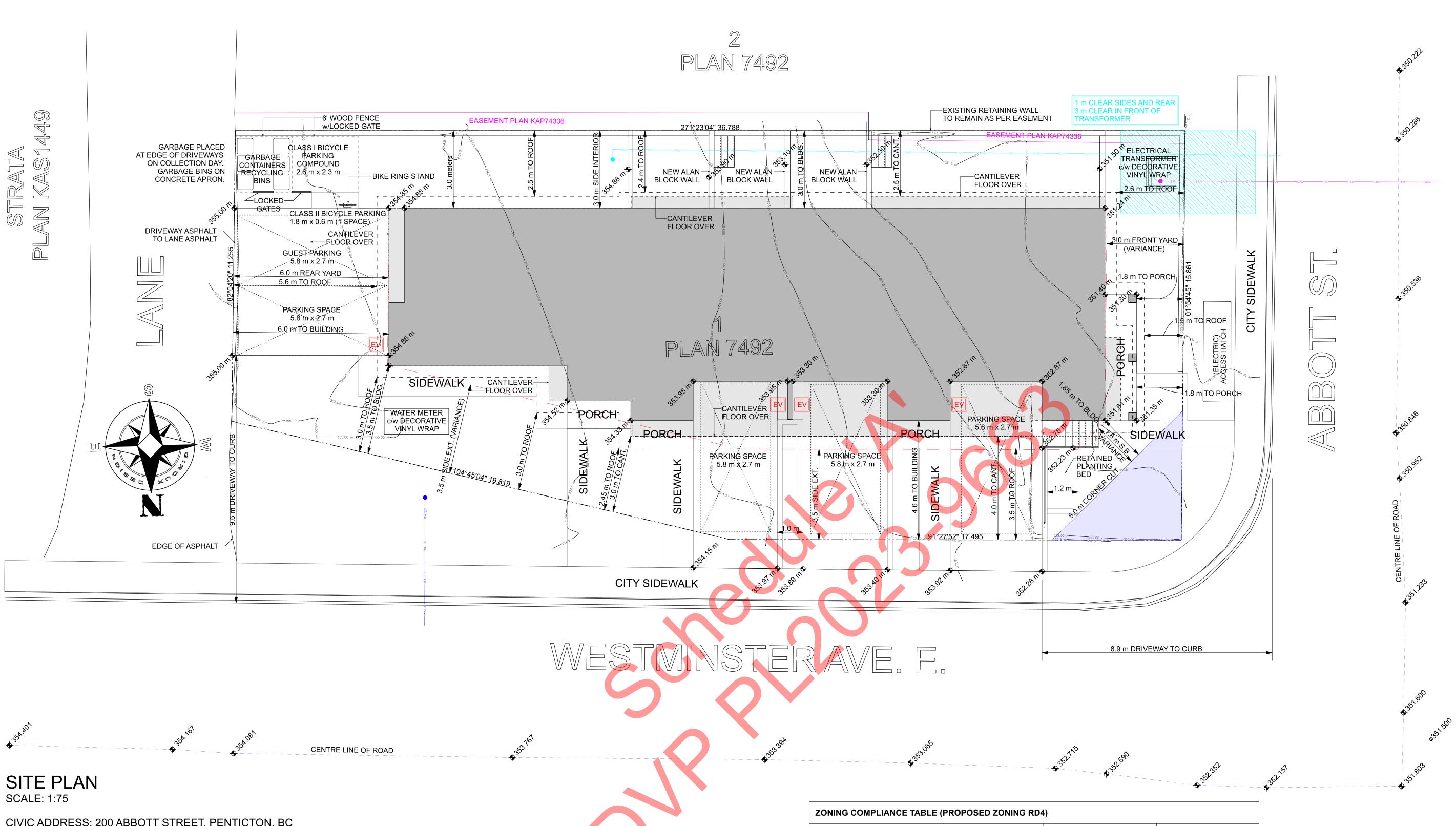
Issued this \_\_\_\_ day of February, 2024.

\_\_\_\_

Angela Collison Corporate Officer



DVP PL2023-9683 Page 2 of 3



CIVIC ADDRESS: 200 ABBOTT STREET, PENTICTON, BC LEGAL DESCRIPTION: LOT 1 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 7492 PID: 009-985-280

ELECTRIC VEHICLE READY REQUIREMENTS IN ACCORDANCE WITH ZONING BYLAW NO. 2023-08

TO ENSURE NEW HOMES ARE BUILT WITH READY ACCESS TO A POWER SUPPLY CAPABLE OF PROVIDING LEVEL 2 EV

CHARGING, THE FOLLOWING REQUIREMENTS MUST BE MET:

-MINIMUM NUMBER OF ENERGIZED OUTLETS FOR LEVEL 2 CHARGING: 1 PER DWELLING UNIT. -CONSTRUCTION REQUIREMENTS THAT INCLUDE: ELECTRICAL PANEL CAPACITY, WIRING, AND CONTINUOUS CONDUIT OR RACEWAY (AS APPLICABLE) FROM THE PANEL TERMINATING AT AN ENERGIZED OUTLET NEAR THE DESIGNATED EV PARKING SPACE(S). ADDITIONAL ELECTRICAL AND EV CHARGING INFRASTRUCTURE IS REQUIRED TO ENERGIZE THE CIRCUIT AND TO SUPPLY POWER TO FUTURE LEVEL 2 EVSE AND EVEMS (IF

APPLICABLE). -A POINT CONNECTED TO A SOURCE OF VOLTAGE IN AN ELECTRICAL WIRING INSTALLATION AT WHICH CURRENT IS TAKEN AND CAN BE CONNECTED TO SUPPLY UTILIZATION EQUIPMENT. AN OUTLET INCLUDES A COVERED TERMINATION BOX, NEMA 14-50R RECEPTACLE, OR NEMA 6-50R RECEPTACLE. ADDITIONAL TERMINATION MEANS MAY BE APPROVED BY THE CITY OF PENTICTON ELECTRIC UTILITY MANAGER.

-ELECTRIC VEHICLE CHARGING AT 208 V OR 240 V THROUGH SUPPLY UTILIZATION EQUIPMENT THAT MEETS THE DEFINITION OF LEVEL 2 BY THE STANDARD "SAE ELECTRIC VEHICLE AND PLUG IN HYBRID ELECTRIC VEHICLE CONDUCTIVE CHARGE COUPLER", J1772.

REGULATION	REQUIRED/CURRENT	PROPOSED/PROVDIDED	VARIANCE REQUIRED
OCP DESIGNATION	INFILL RESIDENTIAL	INFILL RESIDENTIAL	NO
ZONING	RD2	RD4	YES
LOT AREA (SUBDIVISION ONLY)	540 m2	538.83 m2	N/A
MINIMUM LOT WIDTH (SUBDIVISION ONLY)	18.0 m	15.81 m	N/A
MAXIMUM LOT COVERAGE	40%	40% (215 m2)	NO
MAXIMUM DENSITY	0.80 FAR	0.80 FAR (430.4 m2)	NO
MAXIMUM HEIGHT	12 m	8.6 m	NO
MINIMUM FRONT YARD	4.5 m	3.0 m	YES
MINIMUM INTERIOR SIDE YARD	3.0 m	3.0 m	NO
MINIMUM EXTERIOR SIDE YARD	4.5 m	3.0 m	YES
MINIMUM REAR YARD	6.0 m	6.0 m	NO
PARKING SPACES (1 PER UNIT+0.25 GUEST)	5	5	NO
BICYCLE PARKING (CLASS I/CLASS II)	2/1	2/1	NO
AMENITY AREA (20 m2 PER UNIT)	80 m2	132 m2	NO

AMENITY SPACE SHALL BE PROVIDED AT THE RATE OF 20 M2 FOR EACH DWELLING UNIT. 25% OF THE REQUIRED AMENITY SPACE MUST BE PROVIDED AT THE GROUND FLOOR LEVEL. A MAXIMUM OF 20% OF THE TOTAL REQUIRED AMENITY SPACE MAY BE PROVIDED AS AMENITY SPACE, INDOOR. COPYRIGHTED DOCUMENTS ILLEGAL TO REPRODUCE



PLAN NO. WP-5804 SLAB SHEET NO. **A1** 

G R

Since 1950

Ø

### Bylaw No. 2024-04

### A Bylaw to Amend Zoning Bylaw 2023-08

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

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

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

### 1. Title:

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 2024-04".

### 2. Amendment:

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

Rezone Lot 1 District Lot 202 Similkameen Division Yale District Plan 7492, located at 200 Abbott Street, from RD2 (Duplex Housing: Lane) to RD4 (Low Density Cluster Housing) as shown on Schedule 'A'.

2.2 Schedule 'A' attached hereto forms part of this bylaw.

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

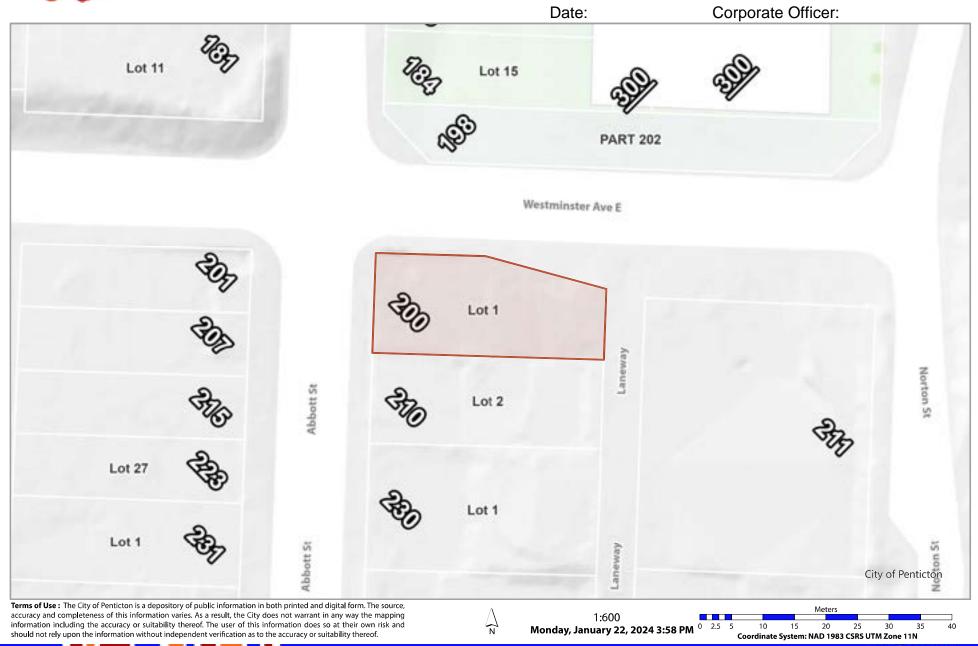
Notice of intention to proceed with this bylaw was published on the 26<sup>th</sup> day of January, 2024 and the 2<sup>nd</sup> day of February, 2024 in an online news source and the newspaper, pursuant to Section 94.2 of the *Community Charter*.

Julius Bloomfield, Mayor
Angie Collison, Corporate Officer

## **200 Abbott St.**



## Zoning Amendment Bylaw No. 2024-04



### corpadmin

Subject:

Submission re: Proposal @ 200 Abbott Street

From: Derek Evans

Sent: Sunday, January 28, 2024 7:06 PM To: corpadmin <corpadmin@penticton.ca>

Subject: Submission re: Proposal @ 200 Abbott Street

Caution! This message was sent from outside your organization.

Thank you for providing us with information on the proposed development of a four-unit townhouse at 200 Abbott Street. We appreciate the opportunity to register our views and concerns. My wife and I (Pat Deacon and Derek Evans) live in a townhouse at 115-253 Norton Street, around the corner from the property in question.

We have no objection per se to the proposed development. We believe it is in keeping with the current policies for higher density housing, and is coherent with the trends in this neighbourhood. That said, we do have some serious concerns and recommendations for Council's consideration.

1. We are seriously concerned about the performance of the current owner during the past year (which we assume is the proponent of the development - YAMCO). The developer erected a sign on the property providing a website, a phone number, and an email address. We and several other neighbours have attempted to contact the owner repeatedly during the past year to inform them of various incidents or concerns on their property (break & entering, squatting, fire, snow removal). None of the contact points on the sign have ever been functional, and the owner has had no actual presence on the property during this year. Contract workers have occasionally appeared to carry out one task or another, but they have had no knowledge of the owner and no ability to engage with neighbours. Does the Council actually check to ensure that developer contract details are bona fide?

The property has never been secured during this period. It has been left vacant and unfenced since YAMCO took possession, and this continues to be the case. Squatters and others have been able to enter at will, creating jeopardy for the neighbourhood. There have been numerous interventions required by the RCMP and the Penticton Fire Service. This includes a serious fire at the building during the past month, following which the building has since been left with open windows. The property remains unsecured as of today. The current owners have also completely disregarded their obligations for snow removal on the sidewalks bordering the property forcing pedestrians, including those needing to access the Westminster steps, into the street. This is completely contrary to the character of our neighbourhood - this property is the only place where sidewalks have not been cleared in the entire neighbourhood during the recent winter weather. That says it all!

We recommend that Council require the highest level of surety for this development. We have no confidence in the responsibility of the current owner, and the last thing we need is another development left half-done with a stop-work order to scar our neighbourhood. We further recommend that Council require a higher level of supervision for all aspects of the proposed development due to neighbourhood lack of confidence arising from the experience of the developer's behaviour during the past year.

- 2. The population and diversity of the neighbourhood has increased substantially during the past several years. This is a good thing, and has included an increase in the number of children in the area including our grandchildren. The proposed development will mean that the block bordered by Westminster, Abbott, Nanaimo and Norton will have had 26 new residential units added during the past two years. With greater density, and children, there is a direct and urgent need for more green space and recreational facilities. We recommend that Council require and provide for investment in the "park" that is directly across Westminster from the proposed development (adjacent to the electrical substation). This should include signage, benches, children's play equipment, and supervision. There is no other park area in the neighbourhood, and we recommend that Council consider other opportunities for increasing green space in the area.
- 3. The Penticton Creek restoration project is wonderful except that the removal of the Nanaimo Street bridge has reduced access points to the neighbourhood to three: Westminster from Ellis, Abbott from Vancouver Hill, and the difficult intersection of Eckhart/Haven Hill and Pickering. This is especially problematic because of the increased traffic in the neighbourhood resulting from densification. When Council approved the removal of the Nanaimo Street bridge two years ago, it made provision for future consideration of restoration of a pedestrian/bike link. As seniors with disabilities, we find the removal of the bridge is a serious impediment we endeavour to walk or bike, but the removal of the bridge has doubled the length of our trip to Main Street services. We recommend that Council urgently follow up on the commitment to reconsider with a view to restoring a pedestrian/bike link at Nanaimo Street.

Many thanks for the opportunity to input on this matter.

Derek G. Evans 115-253 Norton Street Penticton, BC CANADA, V2A 4H8

### corpadmin

### Subject:

200 Abbott Street rezoning

From: Tammy Tanner <

Sent: Wednesday, January 31, 2024 4:29 PM To: corpadmin < corpadmin@penticton.ca> Subject: 200 Abbott Street rezoning

Caution! This message was sent from outside your organization.

Hello.

I have concerns regarding the parking and the infrastructure with this new development.

With all the multi housing projects in our neighborhood there are issues with the intersection of Westminster Avenue East and Abbott Street.

Often you can't see vehicles when trying to cross due to parked vehicles blocking your line of sight.

Additionally there are issues with street parking, which results in people parking on our building's property.

I fully support multi housing as we have a housing crisis, I am simply pointing out that there are already issues and will be more.

Additionally, I hope the developer is going to do a better job of keeping the property clean during construction and actually check on the property. Rather than what has been happening since they bought it. There have been multiple issues that they don't address such as: vulnerable people accessing the property, rodents and then the fire.

Thank you for considering my concerns.

Tammy Tanner 101 - 211 Norton Street Penticton, BC V2A 4H8

### LATE SUBMISSION

### Regular Agenda Item 8.9 - Zoning Amendment Bylaw No. 2024-04 / DVP PL2023-9683 / DP PL2023-9684 re 200 Abbott Street

From:

Rick Gartrell

Sent:

Monday, February 5, 2024 3:41 PM

To:

corpadmin

**Subject:** 

200 Abbott St. Rezoning

Caution! This message was sent from outside your organization.

My name is WIlliam Gartrell and I reside at 230 Abbott St near the proposed development site. Let me first say I am not against the rezoning in and of itself, however I am very concerned by Penticton's Parking Code in relation to ongoing development.

I understand the need for density or infill development. In the past I have observed the ongoing Guernsey Living Lane development on the corner of Abbott Street and Westminster Ave. E, the recent 16 unit development in the 200 block of Norton Street and the five unit development on the corner of Abbott St and Nanaimo.

Given all the development within a two block radius there is far more traffic congestion in the neighbourhood especially since the Nanaimo Ave. bridge was removed.

Parking has become an issue as Penticton's current parking code of 1 onsite parking space per unit is not meeting the needs of the public or owners of these developments as often there is more than 1 vehicle per family. As a result, street parking is becoming more and more problematic. This hampers the safety of the current bus system on Abbott St, turning onto Westminster E, a current school bus stop, snow removal, waste disposal and street sweeping.

Council needs to amend its current Parking Code to increase the number of onsite parking spots required per unit or come up with another solution to this increasing problem.

## Sincerely,

## RIck (William) Gartrell

Rick Gartrell 230 Abbott St., Penticton, B.C. V2A4J4

### Bylaw No. 2023-48

### A Bylaw to Amend Zoning Bylaw 2023-08

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

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

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

### 1. Title:

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 2023-48".

### 2. Amendment:

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

Rezone Lot B District Lot 116 Similkameen Division Yale District Plan 36190, located at 275 Kinney Avenue, from R2 (Small Lot Residential) to RM2 (Low Density Multiple Housing) as shown on Schedule 'A'.

2.2 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	16	day of	January, 2024
READ A SECOND time this	16	day of	January, 2024
READ A THIRD time this	16	day of	January, 2024
RECEIVED the approval of the Ministry of Transportation on the	17	day of	January, 2024
ADOPTED this		day of	, 2024

Notice of intention to proceed with this bylaw was published on the 5<sup>th</sup> day of January, 2024 and the 10<sup>th</sup> day of January, 2024 in an online news source and the newspaper, pursuant to Section 94.2 of the *Community Charter*.

Approved pursuant to s	ection 52(3)(a) of the Transportation Act
this 17th day of January	y, 2024
Robert	Bitte
for Minister of Transpor	tation & Infrastructure

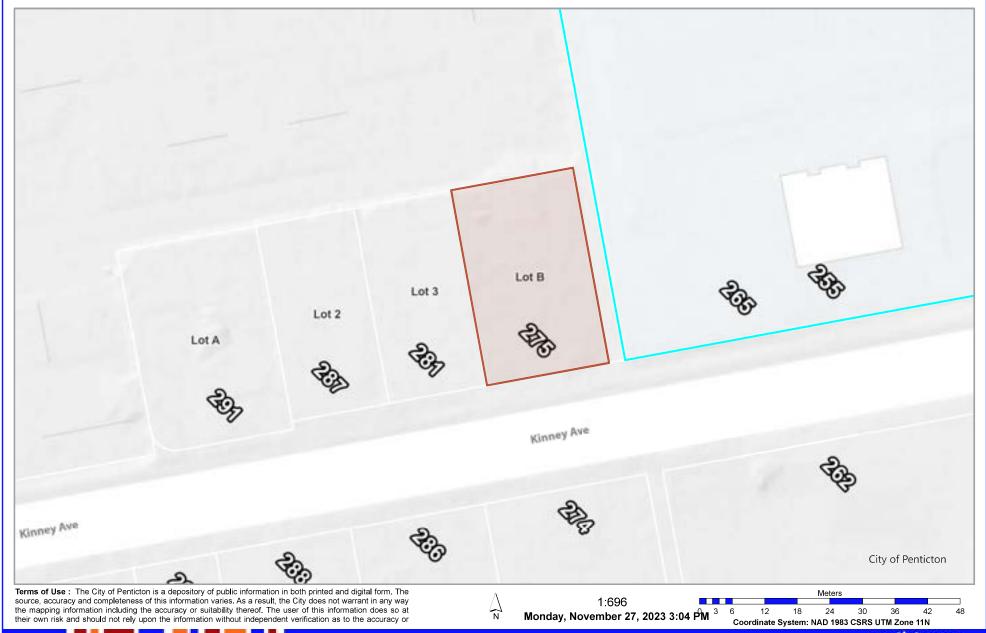
Julius Bloomfield, Mayor

Angie Collison, Corporate Officer



## Schedule A: Zoning Amendment Bylaw 2023-48

Date: Corporate Officer:





### **Development Variance Permit**

Permit Number: DVP PL2023-9680

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 B District Lot 116 Similkameen Division Yale District Plan 36190

Civic: 275 Kinney Avenue

PID: 002-784-629

- 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 two side-by-side duplexes, as shown in the plans attached in Schedule 'A':
  - a. Section 10.9.2.9: to reduce the rear yard setback from 6.0 m to 2.2 m.

### **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.

DVP PL2023-9680 Page 1 of 3

Authorized by	City Council, the	e day of	, 2024.
Issued this	day of	, 2024.	

Angela Collison Corporate Officer



DVP PL2023-9680 Page 2 of 3



Augmented 3D Design & Construction

210 Hastings Avenue Penticton, BC

01 23.09.28 ISSUE FOR DP/REZONING 02 23.10.31 ISSUE FOR DVP REV 1

NOT FOR CONSTRUCTION

DVP PL2023-9680

11' 5 3/4" 32' 3 3/4" BLDG LCTN **BUILDING LOCATION** PROPERTY LINE - 22.79m (74' 9 1/4") 5' 0" FENCE LANDSCAPE BUFFER 10° 26' 26" 5' 0" FENCE LANDSCAPE BUFFER 4FT WALKWAY PROPOSED REAR YARD SETBACK (2.21 m) CLASS 1 BICYCLE — PARKING SPACE (VERT.) **UNIT 104** YARD (667.6 SF) **UNIT 104** REAR YARD SETBACK (6.0m) **BUILDING B** 5' 0" FENCE BUILDING FOOTPRINT: 1210 SF MAIN FLOOR ELEVATION 342.85m ı PLAN 36190 **UNIT 103** YARD (701.0 SF) CLASS 1 BICYCLE — PARKING SPACE (VERT.) UTILITY METER SHED (25 SF) LANDSCAPE BUFFER 4FT WALKWAY **PLAN 9913** LANDSCAPE BUFFER CLASS 1 BICYCLE — PARKING SPACE (VERT.) **UNIT 102** YARD UNIT 102 **BUILDING A** MAIN FLOOR ELEVATION: 342.85m EXISTING MAPLE TREE **UNIT 101** CLASS 1 BICYCLE -PARKING SPACE (VERT.) MAILBOXES CLASS 2 BICYCLE PARKING RACK ANCHORED TO THE GROUND 4FT WALKWAY TYPICAL LEVEL 2 EV CHARGER OUTLETS —
NEMA 14-50 RECEPTACLE, NEMA 6-50 RECEPTACLE
OR JUNCTION BOX SIDE YARD SACK (1.5m **104 PARKING 102 PARKING** (2.7m x 5.8m) (2.7m x 5.8m) FRONT YARD SETBACK (4.5m) \_ \_ J 101 PARKING 103 PARKING (2.7m x 5.8m) (2.7m x 5.8m) LANDSCAPE BUFFER 32' 6 1/2" **VISITOR PARKING** (2.7m x 5.8m) **BUILDING LOCATION** PROPERTY LINE - 22.81m (74' 10") 190° 23' 50" 11' 3 1/2" **BLDG LCTN** LANDSCAPED LANDSCAPED PUBLIC BOULEVARD PUBLIC BOULEVARD LOCATION TBC EXISTING FIRE HYDRANT

NEW DRIVEWAY LETDOWN

**KINNEY AVE** 

SCALE : 1/8" = 1'-0"

SIDEWALK (5FT)

SIDEWALK (5FT)

ىلى ىلى

1 SITE PLAN

RD4 LOW DENSITY CLUSTER HOUSING REQUIRED PROVIDED ON PLANS MINIMUM LOT WIDTH 18.0 m (59.06ft) 22.81m (74.835ft) 540 sqm (5812.51SF) 832.8 sqm (8965 SF) MINIMUM LOT AREA 28.1% (2520 SF) MAXIMUM LOT COVERAGE 40% 0.52 FAR MAXIMUM FAR 0.8 FAR MAXIMUM HEIGHT 10.5m (34.45ft) 7.12m (23.35 ft) SETBACKS: MINIMUM FRONT YARD 4.5m (14.76ft) 9.32m (30.58ft) MINIMUM INTERIOR SIDE YARD 1.5m (4.92ft) 3.00m (9.84ft) MINIMUM EXTERIOR SIDE YARD 4.5m (14.76ft) 2.21m (7.25ft) MINIMUM REAR YARD 6.0m (19.69ft) AMENITY SPACE 20 m<sup>2</sup> PER UNIT > 20 m<sup>2</sup> (REFER TO PLAN)

\*NOTE: SHEDS AREA'S INCLUDED IN LOT COVERAGE

**PARKING REQUIREMENTS** CLUSTER HOUSING: 1 STALL PLUS 0.25 VISTOR STALL PER UNIT

REQUIRED: 5 STALLS PROVIDED: 5 STALLS

- EXISTING DRIVEWAY LETDOWN TO

BE REMOVED AND SIDEWALK POURED

SITE PLAN

### Bylaw No. 2023-49

### A Bylaw to Amend Zoning Bylaw 2023-08

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

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

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

### 1. Title:

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 2023-49".

### 2. Amendment:

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

Rezone Lot 4 District Lot 116 Similkameen Division Yale District Plan 9696, located at 172 Green Avenue West, from R1 (Large Lot Residential) to RM2 (Low Density Multiple Housing) as shown on Schedule 'A'.

2.2 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	16	day of	January, 2024
READ A SECOND time this	16	day of	January, 2024
READ A THIRD time this	16	day of	January, 2024
RECEIVED the approval of the Ministry of Transportation on the	17	day of	January, 2024
ADOPTED this		day of	, 2024

Notice of intention to proceed with this bylaw was published on the 5<sup>th</sup> day of January, 2024 and the 10<sup>th</sup> day of January, 2024 in an online news source and the newspaper, pursuant to Section 94.2 of the *Community Charter*.

Approved pursuant to:	section 52(3)(a) of the Transportation Act
this 17th day of Janua	ry, 2024
Robert	Bitte
for Minister of Transpo	rtation & Infrastructure

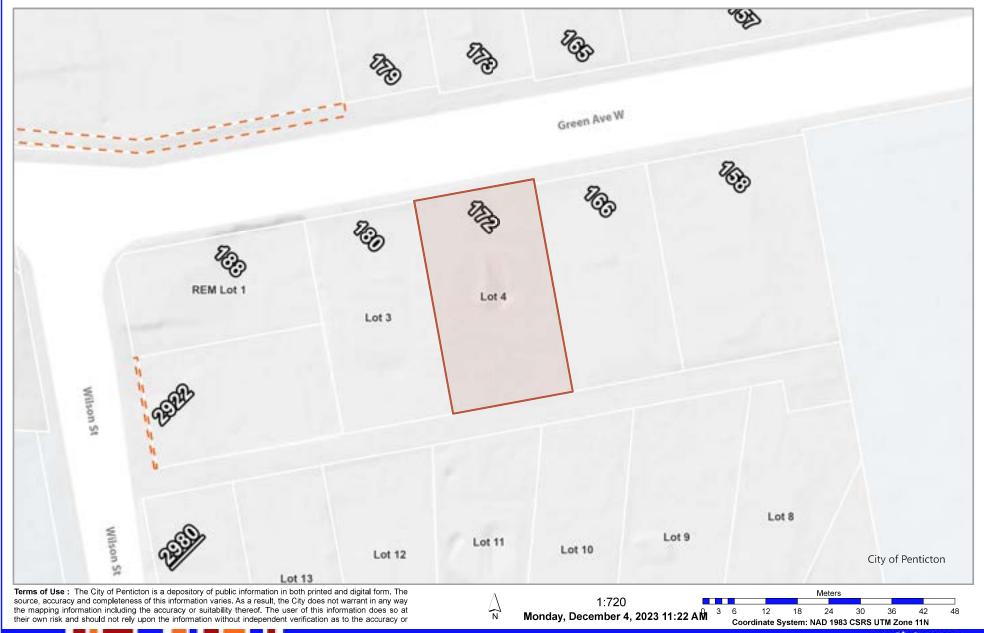
Julius Bloomfield, Mayor

Angie Collison, Corporate Officer



## Schedule A: Zoning Amendment Bylaw 2023-49

Date: Corporate Officer:



### Bylaw No. 2024-01

### A Bylaw to Amend Official Community Plan Bylaw No. 2019-08

WHEREAS the Council of the City of Penticton has adopted an Official Community Plan Bylaw pursuant to the *Local Government Act*;

AND WHEREAS the Council of the City of Penticton wishes to amend "Official Community Bylaw No. 2019-08";

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

### 1. Title:

This bylaw may be cited for all purposes as "Official Community Plan Amendment Bylaw No. 2024-01."

### 2. Amendment:

"Official Community Plan Bylaw No. 2019-08" is hereby amended as follows:

2.1 To change the following designations as follows:

Amend Map 1: Future Land Use by changing the future land use designation for Lot 13 District Lot 1 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3867, located at 460 Conklin Avenue, from "Detached Residential" to "Ground Oriented Residential" as shown on Schedule 'A'.

2.2 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	16	day of	January, 2024
A PUBLIC HEARING was held this	6	day of	February, 2024
READ A SECOND time this		day of	, 2024
READ A THIRD time this		day of	, 2024
ADOPTED this		day of	, 2024

Notice of intention to proceed with this bylaw was published on the 26<sup>th</sup> day of January, 2024 and the 2<sup>nd</sup> day of February, 2024 in an online news source and the newspaper, pursuant to Section 94.2 of the *Community Charter*.

Angie Collison, Corporate Officer	



# Schedule A: OCP Amendment Bylaw 2024-01

Date: Corporate Officer:



### Bylaw No. 2024-02

### A Bylaw to Amend Zoning Bylaw 2023-08

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

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

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

### 1. Title:

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 2024-02".

### 2. **Amendment:**

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

Rezone Lot 13 District Lot 1 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3867, located at 460 Conklin Avenue, from R1 (Large Lot Residential) to RM2 (Low Density Multiple Housing) as shown on Schedule 'A'.

2.2 Schedule 'A' attached hereto forms part of this bylaw.

READ A FIRST time this	16	day of	January, 2024
A PUBLIC HEARING was held this	6	day of	February, 2024
READ A SECOND time this		day of	, 2024
READ A THIRD time this		day of	, 2024
RECEIVED the approval of the Ministry of Transportation on the		day of	, 2024
ADOPTED this		day of	, 2024

Notice of intention to proceed with this bylaw was published on the 26<sup>th</sup> day of January, 2024 and the 2<sup>nd</sup> day of February, 2024 in an online news source and the newspaper, pursuant to Section 94.2 of the *Community Charter*.

Approved pursuant to section 52(3)(a) of the Transportation Act	Julius Bloomfield, Mayor
this day of, 2024	
for Minister of Transportation C. Infrastructura	
for Minister of Transportation & Infrastructure	Angie Collison, Corporate Officer



# Schedule A: Zoning Amendment Bylaw 2024-02

Date: **Corporate Officer:** 

