Agenda

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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 www.penticton.ca

Tuesday, May 21, 2024
at 1:00 p.m.

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

2. **Introduction of Late Items**

3. **Adoption of Agenda**

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

5. **Reconvene the Regular Council Meeting**

6. **Adoption of Minutes:**

6.1	Minutes of the May 7, 2024 Regular Council Meeting	1-7	Adopt

7. **Consent Agenda**

Recommendation: THAT Council approve the Consent Agenda: 8-11

1. *Minutes of the May 7, 2024 Committee of the Whole Meeting; and*
2. *Minutes of the May 7, 2024 Public Hearing.*

8. **Staff Reports:**

Collyer 8.1 Official Community Plan Amendment Bylaw No. 2024-21 (Housing Update Amendment) 12-97

Staff Recommendation:

1. *THAT Council, prior to consideration of "Official Community Plan Amendment Bylaw No. 2024-21" and in accordance with Section 475 of the Local Government Act, consider whether early and on-going consultation in addition to the required Public Hearing is necessary with:*
   a. *One or more persons, organizations or authorities;*
   b. *Regional District of Okanagan Similkameen;*
   c. *Local First Nations;*
   d. *School District #67;*
   e. *The provincial or federal government and their agencies;*

2. *AND THAT it is determined that the public engagement period carried out from March 4, 2024 to April 14, 2024 is sufficient;*
3. *AND THAT Council give first reading to "Official Community Plan Amendment Bylaw No. 2024-21", a bylaw that:*
   a. *Replaces the map titled "2019 OCP Growth Areas and Infill Areas", as referenced on page 3-44 of the Official Community Plan, with the version included as Schedule 'A' of this bylaw;*
   b. *Replaces the map titled "Strategic Investment Areas" of the Official Community Plan, as referenced on page 3-45 of the Official Community Plan, with the version included as Schedule 'B' of this bylaw;*
   c. *Removes the words "and the Spiller Road" from Section 3, paragraph titled "New Hillside Neighbourhoods", as referenced on page 3-46 of the Official Community Plan;*
   d. *Repeals and replaces the Land Use Designations table, as included on pages 3-48 to 3-52 of the Official Community Plan, with the version included as Schedule 'C' of this bylaw;*
   e. *Repeals and replaces the policies in Sections 4.1.1, 4.1.2, 4.1.3, 4.1.4, 4.1.5 and 4.1.6 of the Official Community Plan with the version included as Schedule 'D' of this bylaw;*
   f. *Repeals and replaces "Map 1: Future Land Use" with the updated map included as Schedule 'E' of this bylaw;*
4. *AND THAT Council forward "Official Community Plan Amendment Bylaw No. 2024-21" to the Monday, June 3, 2024, Public Hearing;*
5. *AND THAT Council direct staff to allocate unused funds budgeted for the OCP Housing Update to the upcoming Social Housing Plan ($10,000) and OCP Indigenization projects ($30,000), and adjust the 2024-2028 Financial Plan accordingly;*
6. *AND THAT Council direct staff to transfer up to $50,000 from the Off-Street Parking Reserve to complete a Downtown Parking Utilization and Needs Study to assess the current and future public parking needs, including opportunities for a downtown parkade, and adjust the 2024-2028 Financial Plan accordingly;*
7. *AND THAT Council direct staff to review the form and function of the streets within the designated Transit-Oriented Areas, and along the Skaha Lake Road corridor, to support residents and businesses in existing and new developments in those areas;*
8. *AND THAT Council direct staff to send a letter to the Minister of Transportation and Infrastructure requesting additional transit expansions funding for BC Transit to support Penticton's Network Restructure Plan, which will directly support the designation of Transit-Oriented Areas in Penticton.*

Collyer 8.2 Zoning Bylaw No. 2024-22 98-248

Staff Recommendation: THAT Council give first reading to "Zoning Bylaw No. 2024-22", a bylaw intended to repeal and replace "Zoning Bylaw No. 2023-08";
AND THAT Council forward "Zoning Bylaw No. 2024-22" to the June 3, 2024 Public Hearing.

Johnson 8.3 Civic Places & Spaces: Priority #1 – Community Safety Building Update 249-390

Staff Recommendation: THAT Council receive into the record the report dated May 21, 2024, titled "Civic Places & Spaces: Priority #1 - Community Safety Building Update";
AND THAT Council direct staff to proceed with the next phase of the project, which includes detailed design and the development of a business case for each of the following protective service facilities and site locations:

- *Fire Hall Headquarters located at Fire Hall #2 (Dawson Avenue)*
- *Satellite Fire Hall located at Fire Hall #1 (Nanaimo Avenue)*
- *Community Safety Building located at 450 Martin Street*

Campbell 8.4 Signing Officers and Banker for 2024 and Subsequent Years 391-392

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

A Signers

- *Anthony Haddad, City Manager*
- *Angela Campbell, Director of Finance and Administration*
- *Karri Stoppler, Manager of Finance*
- *Courtney Jones, Financial Planning & Budget Specialist*

B Signers

- *Julius Bloomfield, Mayor*
- *Amelia Boultbee, Councillor*
- *Isaac Gilbert, Councillor*
- *Ryan Graham, Councillor*
- *Helena Konanz, Councillor*
- *James Miller, Councillor*
- *Campbell Watt, Councillor*

Signing officers for memberships 2491165 and 2357879 (City of Penticton) will be for the calendar year ending December 31, 2024 and subsequent years until changed.

AND THAT Council approve:

- *Cliff Last, Director of Finance, South Okanagan Events Centre*
- *Susan Coombes, Senior Finance Manager, South Okanagan Events Centre*
- *Dean Clarke, General Manager, South Okanagan Events Centre*
- *Kevin Webb, Assistant General Manager, South Okanagan Events Centre*
- *Mary Richards, PTCC Director of Sales, Penticton Trade and Convention Centre*
- *Anthony Haddad, City Manager, City of Penticton*
- *Angela Campbell, Director of Finance and Administration, City of Penticton*
- *Karri Stoppler, Manager of Finance, City of Penticton*

Signing officers for membership 2491223 (South Okanagan Events Centre) for the calendar year ended December 31, 2024 and subsequent years until changed.

Coates/Plant	8.5	2024 In-year Grant Requests *Staff Recommendation: THAT Council approve the following in-year grant requests for 2024 as listed below:* - *$500 cash and $102 in-kind to the Community Recreational Initiatives Society;* - *$1,000 cash to the Conseil Jeunesse Francophone de la C.-B.: BC Francophone Games;* - *$5,000 cash and $1,100 in-kind to the Penticton Paddle Sports Association Canadian Outrigger Racing Association (CORA) Distance Championships;* - *$1,550 in-kind to The Penticton Peach Festival Society Royalty/Ambassador Program;* - *$1,230 in-kind to the Ukraine Nightingale Project;* - *$2,000 cash to the Wine Country Writers' Festival Society; and* - *$5,000 cash to the Throwdown Series*	393-397
Collison	8.6	RDOS Bylaw No. 2065.03, 2024 – Noxious Weed Control Service Establishment Amendment *Staff Recommendation: THAT Council consent to the adoption of Regional District of Okanagan-Similkameen Bylaw No. 2065.03, 2024 (Noxious Weed Control Service Establishment Amendment) on behalf of the electors of the City of Penticton.*	398-406
Dixon	8.7	Safe Routes to School Update *Staff Recommendation: THAT Council receive into the record the report dated May 21, 2024, titled "Safe Routes to School Update".*	407-489
Dixon	8.8	Park, Playground, and Residential Speed Zones *Staff Recommendation: THAT Council receive into the record the report dated May 21, 2024, titled "Park, Playground, and Residential Speed Zones";* *AND THAT Council direct staff to send a letter to the Province outlining the City of Penticton's approach to reducing speed, and express support for municipal autonomy in setting default speed limits.*	490-493

Tanguay 8.9 Development Permit PL2023-9703
Development Variance Permit PL2023-9704
Re: 123 Front Street 494-524

Staff Recommendation: THAT Council approve "Development Variance Permit PL2023-9704" for Lot A District Lot 202 Similkameen Division Yale District Plan EPP76240, located at 123 Front Street, a permit to vary the following sections of Zoning Bylaw 2023-08:

1. *Section 11.5.2.5.a: to increase the maximum allowable height on Front Street from 15 m to 17 m.*
2. *Section 6.1.5.4: to increase the maximum number of small car spaces permitted from 25% to 35%.*

AND THAT Council approve "Development Permit PL2023-9703" for Lot A District Lot 202 Similkameen Division Yale District Plan EPP76240, located at 123 Front Street, a permit to approve the form and character of a five (5) storey, 48 residential unit, mixed-use apartment building.

9. Notice of Motion

9.1 Notice of Motion introduced by Councillor Boultbee and Councillor Graham for Consideration on May 21, 2024:

THAT Council direct staff to quantify the public safety costs including but not limited to ambulance, police, fire and bylaw as a result of provincial downloading and that staff come back with the report within eight weeks.

9.2 Notice of Motion introduced by Councillor Konanz for consideration on May 21, 2024:

WHEREAS in January 2023 the province of British Columbia enacted a three-year drug decriminalization pilot project;
WHEREAS all measurements of the decriminalization pilot project are revealing it has a failed experiment, including 2023 being British Columbia's worst year ever for overdose deaths;
WHEREAS adequate level of services such as drug treatment, supportive housing, rehabilitation, medical doctors, and mental health services are not readily available for those with addictions, particularly in smaller communities;
AND WHEREAS there has been increased pressure on vital services with the increase in drug use, costing British Columbia communities millions of dollars in RCMP, bylaw, firefighters, and health care providers;
THEREFORE BE IT RESOLVED that Mayor and Council write a letter to both British Columbia's Premier and the Minister of Mental Health and Addictions requesting that they immediately halt the experimental decriminalization pilot project in British Columbia, and instead focus on building programs and services for recovery and treatment in both small and large communities, for those suffering from addictions.

9.3 Notice of Motion introduced by Councillor Graham for consideration on May 21, 2024:

THAT Council direct staff to bring back options to facilitate potential sites in the community for senior and youth housing.

10. Business Arising

11. Public Question Period

If you would like to ask Council a question with respect to items that are on the current agenda, please visit our website at www.penticton.ca to find the telephone number or Zoom link to ask your question before the conclusion of the meeting. 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.

12. **Council Round Table**

13. **Adjourn to Closed Meeting:**

<u>Resolution:</u> THAT Council adjourn 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.

Minutes

penticton.ca

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

Tuesday, May 7, 2024
at 1:00 p.m.

Present: Mayor Bloomfield
Deputy Mayor Watt (arrived at 3:29 p.m.)
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

115/2024 **It was MOVED and SECONDED**
THAT Council adopt the agenda for the Regular Council Meeting held on May 7, 2024 as presented.

CARRIED UNANIMOUSLY

4. Recess to Committee of the Whole

116/2024 **It was MOVED and SECONDED**
THAT Council recess to a Committee of the Whole meeting at 1:01p.m.

CARRIED UNANIMOUSLY

5. Reconvene the Regular Council Meeting

Council reconvened the Regular Council Meeting at 1:45 p.m.

6. Adoption of Minutes:

6.1 Minutes of the April 16, 2024 Regular Council Meeting

117/2024 **It was MOVED and SECONDED**
THAT Council adopt the Regular Council Meeting minutes of April 16, 2024 as presented.

CARRIED UNANIMOUSLY

7. Consent Agenda:

118/2024 **It was MOVED and SECONDED**
THAT Council approve the Consent Agenda:
1. Minutes of the April 16, 2024 Committee of the Whole Meeting;
2. Minutes of the April 16, 2024 Public Hearing; and
3. Minutes of the April 24, 2024 Draft Parks and Recreation Advisory Committee Meeting.

CARRIED UNANIMOUSLY

8. Staff Reports:

8.1 2023 Audited Financial Statements
Delegation: Sinéad Scanlon, BDO Canada LLP

119/2024 **It was MOVED and SECONDED**
THAT Council accept the Financial Statements, as co-presented by BDO Canada LLP, for the year ending December 31, 2023.

CARRIED UNANIMOUSLY

The Mayor recessed the meeting at 2:09 p.m. and reconvened at 2:16 p.m.

8.2 Q1 2024 – Financial and Corporate Business Plan Update

120/2024 **It was MOVED and SECONDED**
THAT Council receive into the record the report dated May 7, 2024 titled "Q1 2024 - Financial and Corporate Business Plan Update".

CARRIED UNANIMOUSLY

121/2024 **It was MOVED and SECONDED**
THAT Council approve amending the 2024 - 2028 Financial Plan to provide for budget amendments noted in the report titled "Q1 2024 – Financial and Corporate Business Plan Update.

CARRIED
Councillors Boultbee and Miller, Opposed

8.3 Q1 2024 – Capital Update

122/2024 **It was MOVED and SECONDED**
THAT Council receive into the record the report dated May 7, 2024, titled "Q1 2024- Capital Update".

CARRIED UNANIMOUSLY

8.4 Q1 2024 – Economic Development Update

123/2024 **It was MOVED and SECONDED**
THAT Council receive into the record the report dated May 7, 2024, titled "Q1 2024 - Economic Development Update".

CARRIED UNANIMOUSLY

8.5 Q1 2024 – Public Safety and Partnerships Division Update

124/2024 **It was MOVED and SECONDED**
THAT Council receive into the record the report dated May 7, 2024, titled "Q1 2024 – Public Safety and Partnerships Division Update".

CARRIED UNANIMOUSLY

The Mayor recessed the meeting at 3:22 p.m. and reconvened at 3:29 p.m.

Councillor Watt entered the meeting at 3:29 p.m.

8.6 Q1 2024 – RCMP Update

125/2024 **It was MOVED and SECONDED**
THAT Council receive into the record the report dated May 7, 2024, titled "Q1 2024 – RCMP Update".

CARRIED UNANIMOUSLY

8.7 2025 Adventure Racing World Championships

126/2024 **It was MOVED and SECONDED**
THAT Council support the 2025 Adventure Racing World Championships to be hosted in Penticton in September 2025;
AND THAT Council approve financial funding of $40,000 in cash and $10,000 value in-kind to the event organizer, Hoodoo Adventures, to be included and funded in the 2025-2029 Financial Plan.

CARRIED UNANIMOUSLY

8.8 Travel Penticton Society and Penticton & Wine Country Chamber of Commerce
Licence to Use Agreement – Jubilee Pavilion
Re: 185 Lakeshore Drive West

127/2024 **It was MOVED and SECONDED**
THAT Council approve the five (5) year License to Use Agreement renewal with Travel Penticton Society and Penticton & Wine Country Chamber of Commerce for the use of the Jubilee Pavilion building located at 185 Lakeshore Drive West, at an annual rate of $7,401.60 ($616.80 per month) plus annual CPI;
AND THAT Council authorize the Director of Finance and Administration and Corporate Officer to execute the License to Use agreements.

CARRIED
Councillor Miller, Opposed

8.9 Licence to Use Agreement – Ministry of Environment and Climate Change Strategy
Re: 1051 Penticton Avenue

128/2024 **It was MOVED and SECONDED**
THAT Council approve the five (5) year License to Use Agreement, with a five (5) year renewal clause, with the Ministry of Environment and Climate Change Strategy, for the use of a portion of McNicoll Park located at 1051 Penticton Avenue, for an air quality monitoring station;
AND THAT Council authorize the Director of Finance and Administration and Corporate Officer to execute the License to Use agreements.

CARRIED UNANIMOUSLY

8.10 Official Community Plan Amendment Application
Re: 813, 825, 877 Westminster Avenue West

129/2024 **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 813, 825, 877 Westminster Avenue West from 'Urban Residential' to 'Tourist Commercial'.

CARRIED
Councillor Miller, Opposed

8.11 Zoning Amendment Bylaw No. 2024-20
Development Permit PL2024-9761
Development Variance Permit PL2024-9760
Re: 795 Ontario Street

130/2024 **It was MOVED and SECONDED**
THAT Council give first, second, and third reading to "Zoning Amendment Bylaw No. 2024-20" for Lot 1 District Lot 249 Similkameen Division Yale District Plan 4847, located at 795 Ontario Street, a bylaw to rezone the property from R2 (Small Lot Residential) to RM2 (Low Density Multiple Housing);
AND THAT Council adopt "Zoning Amendment Bylaw No. 2024-20;
AND THAT Council, subject to adoption "Zoning Amendment Bylaw No. 2024-20", consider "Development Variance Permit PL2024-9760" for Lot 1 District Lot 249 Similkameen Division Yale District Plan 4847, located at 795 Ontario Street, a permit to vary Table 6.2 – Standard Car Parking Dimensions to reduce the required accessible stall width from 3.7m to 3.0m;
AND THAT Council subject to adoption "Zoning Amendment Bylaw No. 2024-20", approve "Development Permit PL2024-9761" for Lot 1 District Lot 249 Similkameen Division Yale District Plan 4847, located at 795 Ontario Street, a permit to approve the form and character of two 4-unit townhouses (eight dwelling units).

CARRIED UNANIMOUSLY

9. Public Question Period

10. Recess to a Closed Meeting

131/2024 **It was MOVED and SECONDED**
THAT Council recess at 4:39 p.m. to a closed meeting of Council pursuant to the provisions of the *Community Charter* as follows: Section 90(1)

(c) labour relations or other employee relations;
(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;
(g) litigation or potential litigation affecting 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.

CARRIED UNANIMOUSLY

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

The Mayor reconvened the meeting at 6:44 p.m.

12. Bylaws and Permits

12.1 Tax Rates Bylaw No. 2024-15

132/2024 **It was MOVED and SECONDED**
THAT Council adopt "Tax Rates Bylaw No. 2024-15".

CARRIED
Councillors Boultbee and Miller, Opposed

12.2 Zoning Amendment Bylaw No. 2024-16
Development Variance Permit PL2024-9752
Re: 468 Wade Avenue West

133/2024 **It was MOVED and SECONDED**
THAT Council adopt "Zoning Amendment Bylaw No. 2024-16";
AND THAT Council approve Development Variance Permit PL2024-9752.

CARRIED UNANIMOUSLY

12.3 Zoning Amendment Bylaw No. 2024-19
Re: 3810 Valleyview Road

134/2024 **It was MOVED and SECONDED**
THAT Council give second and third reading to "Zoning Amendment Bylaw No. 2024-19";
AND THAT Council adopt "Zoning Amendment Bylaw No. 2024-19".

CARRIED
Councillors Boultbee, Miller and Graham, Opposed

13. Notice of Motion

13.1 Notice of Motion introduced by Mayor Bloomfield:

135/2024 **It was MOVED and SECONDED**
THAT Council endorse the content of, and supports, the federal private member's Bill C-277 – *National Strategy on Brain Injuries Act*;
AND THAT Council send a letter to both the federal and provincial Ministers of Health noting the City of Penticton's support for a national strategy to improve brain injury awareness, prevention and treatment as well as the rehabilitation and recovery of persons living with a brain injury.

CARRIED UNANIMOUSLY

13.2 Notice of Motion introduced by Councillor Boultbee and Councillor Graham for consideration on May 21, 2024:

THAT Council direct staff to quantify the fiscal impact on the City of Penticton as a result of provincial downloading.

13.3 Notice of Motion introduced by Councillor Konanz for consideration on May 21, 2024:

WHEREAS in January 2023 the province of British Columbia enacted a three-year drug decriminalization pilot project;

WHEREAS all measurements of the decriminalization pilot project are revealing it has a failed experiment, including 2023 being British Columbia's worst year ever for overdose deaths;

WHEREAS adequate level of services such as drug treatment, supportive housing, rehabilitation, medical doctors, and mental health services are not readily available for those with addictions, particularly in smaller communities;

AND WHEREAS there has been increased pressure on vital services with the increase in drug use, costing British Columbia communities millions of dollars in RCMP, bylaw, firefighters, and health care providers;

THEREFORE BE IT RESOLVED that Mayor and Council write a letter to both British Columbia's Premier and the Minister of Mental Health and Addictions requesting that they immediately halt the experimental decriminalization pilot project in British Columbia, and instead focus on building programs and services for recovery and treatment in both small and large communities, for those suffering from addictions.

13.4 Notice of Motion introduced by Councillor Graham for consideration on May 21, 2024:

THAT Council direct staff to bring back options to facilitate potential sites in the community for senior and youth housing.

14. Business Arising

14.1 Business Arising from Item 8.6 – Q1 2024 - RCMP Update

136/2024 **It was MOVED and SECONDED**
THAT Council send a letter to Crown in the City of Penticton and the Ministry of Attorney General seeking information on how many files each Crown Counsel has, how many Crown the City of Penticton has and compare these numbers to similar sized municipalities.

CARRIED UNANIMOUSLY

15. Public Question Period

16. Council Round Table

17. Adjournment

137/2024 **It was MOVED and SECONDED**
THAT Council adjourn the May 7, 2024 Regular meeting of Council at 7:10 p.m.

CARRIED UNANIMOUSLY

Certified correct:

_____
Angie Collison
Corporate Officer

Confirmed:

_____
Julius Bloomfield
Mayor

Minutes

penticton.ca

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

Tuesday, May 7, 2024
Recessed from the Regular Council Meeting at 1:00 p.m.

Present:	Mayor Bloomfield Councillor Boultbee Councillor Gilbert Councillor Graham Councillor Konanz Councillor Miller
Absent:	Deputy Mayor Watt
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 May 7, 2024 be adopted as presented.

CARRIED UNANIMOUSLY

3. **Delegations:**

3.1 Proclamation "Sikh Heritage Month" April 2024

Jessie Garcha requested that Council proclaim April 2024 as "Sikh Heritage Month".

Mayor Bloomfield read the proclamation proclaiming April 2024 as "Sikh Heritage Month" in the City of Penticton.

3.2 Travel Penticton 2023 Report

Thom Tischik, Executive Director, Travel Penticton, provided Council with Travel Penticton's 2023 year end review.

4. **Adjourn to Regular Meeting**

It was MOVED and SECONDED
THAT Council adjourn the Committee of the Whole meeting held May 7, 2024 at 1:44 p.m. and reconvene the Regular Meeting of Council.

CARRIED UNANIMOUSLY

Certified correct:

_____
Angie Collison
Corporate Officer

Confirmed:

_____
Julius Bloomfield
Mayor

Minutes

penticton.ca

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

Tuesday, May 7, 2024
at 6:00 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

Mayor Bloomfield called the public hearing to order at 6:12 p.m. for "Zoning Amendment Bylaw No. 2024-19".

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

2. <u>"Zoning Amendment Bylaw No. 2024-19" (3810 Valleyview Road)</u>

The purpose of "Zoning Amendment Bylaw No. 2024-19" is to amend Zoning Bylaw No. 2023-08 as follows:

Add site-specific provision within the A (Agriculture) zone, as follows:

- "In the case of Lot 2 District Lot 587 Similkameen Division Yale District Plan 15877 Except Plans 20013 And 20826, located at 3810 Valleyview Road, 'agri-tourism accommodation' is a permitted use with a maximum of three (3) sleeping units."

The applicants are proposing to operate three sleeping units as agri-tourism accommodation on the subject property.

The Corporate Officer advised that three letters have been received since the printing of the agenda and distributed to Council.

DELEGATIONS

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

- Bruce Morgenstern, read the letter submitted to City Council and was included in the agenda package. Expressed concerns about the application meeting the required tests of the Agriculture Land Commission.
- Via Zoom - Elizabeth Marion, Spruce Place, expressed concern regarding the width of Valleyview Road, and the lack of pressure provided to the current fire hydrants. Expressed concern regarding kitchens being included in sleeping units and the current non-conforming buildings on the property.

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

- No one spoke.

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

- Via Phone - James Parker, Applicant, Valleyview Road, provided an overview of the improvements made to the property since his ownership. Within the Agriculture Land Commission, the building type for agri-tourism can be classified as other. Provided specific measurements regarding the width of Valleyview Road in front of 3810 Valleyview Road, as being the widest part of the road. The applicant provided that there had been a previous attempt to separate the land into two lots which was denied by the Agricultural Land Commission. Explained that improvements have been made to have ample space for large vehicles. The buildings currently in place were placed on the footings that had laid by the previous owner. The applicant outlined fire protection measures that have been put in place for the subject property.
- Councillor Watt asked for clarification on what the intention is of the units.
- Applicant responded that triathletes and those from the wine community, given the proximity of the property to other wineries in the area.
- Mayor Bloomfield asked if the units have been approved by the Agriculture Land Commission.
- Applicant responded, yes.

The public hearing for "Zoning Amendment Bylaw No. 2024-19" was terminated at 6:43 p.m. and no new information can be received on this matter.

Certified correct:

Angie Collison
Corporate Officer

Confirmed:

Julius Bloomfield
Mayor

Council Report

penticton.ca

Date: May 21, 2024 File No: RMS/6440-01
To: Anthony Haddad, City Manager
From: Steven Collyer, Housing and Policy Initiatives Manager

Subject: **Official Community Plan Amendment Bylaw No. 2024-21 (Housing Update Amendment)**

Staff Recommendation

1. THAT Council, prior to consideration of "Official Community Plan Amendment Bylaw No. 2024-21" and in accordance with Section 475 of the *Local Government Act*, consider whether early and on-going consultation in addition to the required Public Hearing is necessary with:
    a. One or more persons, organizations or authorities;
    b. Regional District of Okanagan Similkameen;
    c. Local First Nations;
    d. School District #67;
    e. The provincial or federal government and their agencies;
2. AND THAT it is determined that the public engagement period carried out from March 4, 2024 to April 14, 2024 is sufficient;
3. AND THAT Council give first reading to "Official Community Plan Amendment Bylaw No. 2024-21", a bylaw that:
    a. Replaces the map titled "2019 OCP Growth Areas and Infill Areas", as referenced on page 3-44 of the Official Community Plan, with the version included as Schedule 'A' of this bylaw;
    b. Replaces the map titled "Strategic Investment Areas" of the Official Community Plan, as referenced on page 3-45 of the Official Community Plan, with the version included as Schedule 'B' of this bylaw;
    c. Removes the words "and the Spiller Road" from Section 3, paragraph titled "New Hillside Neighbourhoods", as referenced on page 3-46 of the Official Community Plan;
    d. Repeals and replaces the Land Use Designations table, as included on pages 3-48 to 3-52 of the Official Community Plan, with the version included as Schedule 'C' of this bylaw;
    e. Repeals and replaces the policies in Sections 4.1.1, 4.1.2, 4.1.3, 4.1.4, 4.1.5 and 4.1.6 of the Official Community Plan with the version included as Schedule 'D' of this bylaw;
    f. Repeals and replaces "Map 1: Future Land Use" with the updated map included as Schedule 'E' of this bylaw;
4. AND THAT Council forward "Official Community Plan Amendment Bylaw No. 2024-21" to the Monday, June 3, 2024, Public Hearing;

5. AND THAT Council direct staff to allocate unused funds budgeted for the OCP Housing Update to the upcoming Social Housing Plan ($10,000) and OCP Indigenization projects ($30,000), and adjust the 2024-2028 Financial Plan accordingly;
6. AND THAT Council direct staff to transfer up to $50,000 from the Off-Street Parking Reserve to complete a Downtown Parking Utilization and Needs Study to assess the current and future public parking needs, including opportunities for a downtown parkade, and adjust the 2024-2028 Financial Plan accordingly;
7. AND THAT Council direct staff to review the form and function of the streets within the designated Transit-Oriented Areas, and along the Skaha Lake Road corridor, to support residents and businesses in existing and new developments in those areas;
8. AND THAT Council direct staff to send a letter to the Minister of Transportation and Infrastructure requesting additional transit expansions funding for BC Transit to support Penticton's Network Restructure Plan, which will directly support the designation of Transit-Oriented Areas in Penticton.

Strategic Priority Objectives

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

Proposal

Official Community Plan Amendment Bylaw No. 2024-21 is a housing-focused amendment to the Official Community Plan (OCP) to tactfully respond to faster than anticipated population growth, evolving housing needs in the community, implement the local OCP Housing Task Force recommendations, and align with recent Provincial housing legislation. This bylaw proposes new and updated housing policies in Section 4.1 of the OCP, new and updated land use designations, and replaces the future land use designations map and other growth areas maps with new versions.

This OCP amendment is one step of other work staff are carrying out to implement the OCP Housing Task Force's 18 recommendations, including the associated Zoning Bylaw update. Related upcoming work includes developing a Social Housing Plan, master infrastructure plan review, and Development Cost Charges (DCC) program review.

Background

Housing affordability and availability have become major concerns in Penticton, across the province, and across Canada. In response, the local, provincial, and federal levels of government are prioritizing housing in their bylaws, legislation, and programs. Housing is a key local priority set by Council as outlined through the "Livable and Accessible" Council priority, which focuses on:



Figure 1 - 2023-2026 Council Priorities

- Supporting the provision of attainable and accessible housing across the entire housing spectrum,

- Ensuring growth includes supports and services for Penticton's vulnerable populations, including youth, seniors, and unhoused residents,
- Being committed to minimizing the environmental impacts of new development and adapting to climate change in our community.

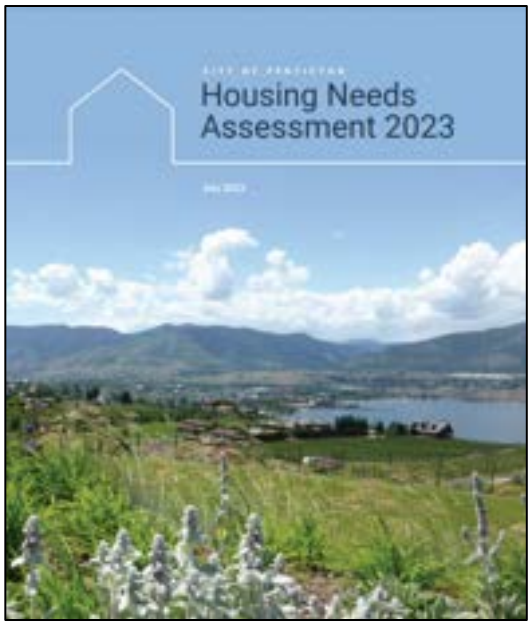


Figure 2 - Penticton Housing Needs Assessment (2023)

Acting on this priority, a Housing Needs Assessment was completed in 2023 to understand the current housing needs and projected future needs based on recent home building data and population projections. The Housing Needs Assessment considered low, medium and high growth scenarios, and indicated that if Penticton continues to grow at the same pace seen over the last 8 years (1.8% per year on average), we would need to plan for up to 20,000 more residents in the City by 2046 (high growth scenario). The Housing Needs Assessment disseminated the projected population growth by age group, noting an expected increase in the working age and senior population, with up to 38% of the population being 65 years of age or older by 2046, while the number of children and youth remains relatively stable. The Housing Needs Assessment also quantified the housing affordability challenges noting 12% of the population in 'core housing need' as of 2021, a signal of housing precarity due to expenses, condition, or crowding. The report demonstrated that the rate of growing housing costs surpasses the growth in average annual household incomes. The Housing Needs Assessment also contains information gathered from interviews with key employers in the City who often cite a lack of available and affordable housing as a challenge to staff recruitment and retention across many industries like healthcare, the industrial sector, and tourism.

In addition to commissioning the Housing Needs Assessment, Council also created the OCP Housing Task Force in 2023, a group of 13 community members with a range of housing-related experience to help inform Council on future decisions to amend the OCP and other housing-related bylaws. The OCP Housing Task Force met 11 times over May to November 2023, and Council endorsed their 18 recommendations on improving the provision of housing in Penticton in December 2023 (Attachment 'A').



Figure 3 - Provincial Homes for People Action Plan (2023)

In 2023, the province released their Homes for People action plan in the spring which set their overall direction on housing. In the fall, the Province passed new legislation implementing significant housing policy changes. The key changes include requiring cities to allow more units per lot, more homes near transit, giving cities new development financing tools, and prohibiting public hearings for residential developments that are aligned with the community's OCP. This suite of legislative changes represents more direct involvement by the province in local government land use planning than in the past, signaling the Province's view that local

government housing approvals can slow new homes being built across BC. The public hearing changes also elevate the importance of a community having an up-to-date OCP. The provincial legislation set a deadline of June 30, 2024, for cities to pass bylaws implementing the provincial requirements for small-scale multi-unit housing (more homes per lot) and transit-oriented areas (more homes near transit).

The federal government is also prioritizing housing development, and in 2023 opened the Housing Accelerator Fund which offered $4B to municipalities across Canada who applied with at least 7 initiatives intended to support the development of more homes in their community. This was a unique funding opportunity for local governments directly from the federal government, without the funds first flowing through the provinces. Penticton applied for the Housing Accelerator Fund in coordination with Canada Mortgage and Housing Corporation (CMHC), with 7 initiatives endorsed by the OCP Housing Task Force and Council (Figure 4). The program was popular with a total funding request equaling $8.7B. Unfortunately, Penticton did not receive funding this round, however, staff are committed to implementing these 7 initiatives through this work where possible. Staff note that the federal government recently announced $400M in top-up funding to the Housing Accelerator Fund through Budget 2024 and will be watching for further funding opportunities as they arise.

1. Create a dedicated housing approvals staff team
2. Utilize City lands and civic facilities for housing
3. Accelerate housing in key areas
4. Reduce parking requirements
5. Pre-approved missing middle housing plans
6. Revise density and height restrictions
7. Pre-zone strategic areas

Figure 4 - Penticton's Housing Accelerator Fund Initiatives



Figure 5 - Chart showing the inputs guiding overall direction of the Official Community Plan and Zoning Bylaw updates.

The OCP and Zoning Bylaw updates proposed herein are driven by three inputs: the local OCP Housing Task Force recommendations, Provincial legislation changes, and carrying out the Housing Accelerator Fund initiatives endorsed by Council (Figure 5). The result is a comprehensive set of OCP and Zoning Bylaw changes that take into account the local, provincial and federal directions on addressing the housing affordability and availability challenges.

Staff presented the work plan to Council on January 16, 2024 which set the timeline for this work to be completed in time to meet the deadlines for certain elements set by the Province (June 30, 2024). A major

component of the work plan was public engagement, which was carried out from March 4 to April 14. Staff presented an update to Council on March 5, 2024, to advertise the start of the public engagement period and to get Council's endorsement on how to utilize $314,454 in provincial grant funding the City received to implement the Provincial housing initiatives, discussed further in the "Financial Implications" section.

After public engagement ended in mid-April, staff reviewed the detailed feedback received and revised some of the draft amendments to the OCP and Zoning Bylaw for Council to consider for first reading. These changes are included in the summary documents (Attachments 'C' and 'D') and in the "Analysis" sections.

This report discusses the proposed OCP amendments. Please refer to the separate report which covers the Zoning Bylaw changes.

Financial Implication

In 2023, Council budgeted $150,000 for the Official Community Plan Housing Update. As a result of additional grant funding secured, there is approximately $40,000 remaining, which staff are proposing to be reallocated to the Social Housing Plan and the OCP Indigenization projects. More details on this recommendation are outlined in the "Future Work" section of this report.

In addition to the OCP Housing Update budget, the City applied for and received an $80,000 grant through the Provincial 'Complete Communities Program' for a component of the OCP update work, focusing on the review and update of design guidelines (Chapter 5 of the OCP). That work is ongoing at this time and will be presented to Council at a later date.

The Province also provided $314,454 in funding to Penticton to help implement the provincial housing initiatives, some of which align with the OCP and Zoning Bylaw updates discussed in this report. A portion of that funding was used for public engagement materials on the OCP and Zoning Bylaw updates. The majority of this provincial funding has been set aside for future infrastructure plans review, Development Cost Charges (DCC) review, and a Housing Needs Assessment update, as staff outlined to Council on March 5, 2024.

The City-allocated funding for the OCP Housing Update project has come in under budget and the receipt of Provincial grants allowed more work to be completed through alternate funding rather than those coming directly from the City budget.

Climate Impact

Council adopted the Community Climate Action Plan (CCAP) in 2021. This housing-focused OCP amendment is aligned with the following CCAP "Big Moves":

- **Shift Beyond the Car:** the proposed OCP updates support the development of more homes near transit & bike lanes, close to employment, shops and services; all of which supports options for residents to carry out more of their trips with alternate modes of travel rather than needing to rely solely on their car.
- **Step Up New Buildings:** this OCP amendment includes policy support for new homes to continue meeting or exceeding energy efficiency standards, and policy guidance for the City to investigate incentive programs to encourage the development of greener buildings.

- **Organizational Leadership:** the OCP outlines where and in what forms future growth in the city will occur. The updated OCP will guide other planning work around transportation, infrastructure, and social housing needs which will support a healthy growing community with appropriate housing and sustainable transportation options.

Technical Review

The Planning Department worked closely over January and February to draft the OCP amendments necessary to implement the OCP Housing Task Force recommendations which Council endorsed in December 2023. Staff prepared the OCP and Zoning Bylaw amendments concurrently and considered how they relate to each other, as both documents set the framework for where homes are built in the city and what forms they may take.

The proposed OCP updates were presented to the Technical Planning Committee, a group of internal staff from various city departments. The OCP policy and mapping changes represent high-level direction which will be implemented through future detailed development applications and planning work. The group had more detailed comments and feedback on the proposed Zoning Bylaw updates.

The staff teams involved on TPC are aware of the future work that will flow from this OCP update, including a review of the infrastructure master plans and Development Cost Charges review. TPC will continue to be involved in all work and development proposals flowing from this OCP amendment.

Public Engagement Period

Following the Council-endorsed work plan, staff carried out the public engagement period for the OCP and Zoning Bylaw updates from March 4 to April 14. The public engagement period provided a comprehensive opportunity for residents and interest groups to learn more about the proposed changes and to provide their feedback.



Figure 6 - Image from information session at Cannery Trade Centre (April 3, 2024)

Staff held ten (10) in-person information sessions in different neighbourhoods, making it easier for people to attend a session near their area. There were weekday, weeknight, and weekend opportunities to suit people's different schedules. These sessions featured printed information materials, information board displays, City staff from various departments to speak with attendees, a detailed presentation, question and answer period, and popcorn.



Figure 7 - Image from information session at the Seniors Drop-In Centre (April 6, 2024)

Shape Your City Penticton was the main source for information on the proposed changes, where people could access overview documents, a video of the community presentation, detailed versions of the specific changes proposed, side-by-side map comparisons for the Zoning and OCP changes, participate in a Q&A forum, add feedback directly onto PDF documents, and complete a feedback form. A total of 267 feedback forms were received during the public engagement period, including both online and hard copy.

A full report on the public engagement period is included as Attachment 'B'.

Staff also reached out to several local interest groups to inform them of the proposed housing policy updates and provide an opportunity for dialogue and feedback. Staff received letters from the Downtown Penticton Business Improvement Association, Interior Health, Regional District of Okanagan Similkameen (staff), 100 More Homes Penticton, Society for the Preservation of the Naramata Bench, and the Grasslands Conservation Council of British Columbia. All letters are included in the public engagement period report and related items are discussed in the Analysis sections below.

PIB Consultation

Discussions with the Penticton Indian Band (PIB) also regularly occurred throughout the OCP amendment process. Through those meetings, the City received feedback on the lack of indigenous points of view in the OCP or reference to the City's responsibilities to reconciliation. Both governments acknowledge these deficiencies and recognize that additional work is required to have an OCP that adequately addresses these issues. Staff are recommending that remaining OCP update funds be used partly to review the OCP with an indigenous lens and that further amendments occur after that review is complete. Staff have been working with PIB staff on a work plan for the indigenization project. PIB is aware of the current OCP amendment and the housing scope of the current bylaw.

Analysis – Housing Policy Changes

The OCP Housing policies are found in Section 4.1 of the OCP and they set broad direction for managing growth, housing affordability, diversity and quality, neighbourhood character and completeness. This OCP amendment proposes to repeal and replace the Housing policy sections of the OCP to implement several new and updated housing policies. Many of the OCP policy updates are intended to carry out the OCP Housing Task Force recommendations (Attachment 'A'), including:

- adding policy direction on specific areas intended for new growth and density,
- investigating funding options for related public infrastructure associated with a growing community,

- supporting the City working with non-profit housing providers to expand non-market units for various households in the city,
- investigating specific housing incentive policies,
- reviewing and revising parking regulations,
- supporting streamlined development approvals and city process improvements,
- removing barriers to day cares in the city,
- including policy support for micro-suites and studio units, and
- continuing to meet or exceed energy efficiency requirements with new housing developments.

To implement those OCP Housing Task Force recommendations, six existing Housing policies in Section 4.1 are proposed to be updated, and six brand new Housing policies are proposed to be included in this section of the OCP.

Attachment 'C' outlines the proposed policy changes, including rationale for the new and updated policies being proposed. That document was updated after the end of the public engagement period to respond to feedback received.

Sample of What We've Heard – Feedback Form Responses on Proposed Housing Policy Updates:

Small-scale commercial buildings in residential areas:

- *"Child care, coffee shops and small corner stores would be the only businesses I would agree with [in residential areas]."*

Parking requirement changes:

- *"I don't think Penticton has enough transit or walkability to reduce parking requirements substantially. If changes could be made to drastically increase transit opportunities then I think parking requirements could be reduced for new builds."*
- *"City needs to focus on making more densely populated neighbourhoods more walkable. E.g.: incentive [for] a grocery store for the downtown core so that it would be viable to live there without a car."*
- *"Ample parking is essential. Considering the distance and location that we have to travel for work and personal reasons, there is not adequate or efficient transit systems in place. Perhaps parkades in key locations should be considered."*
- *"I do not want urban sprawl or development that is centred around accommodating the personal automobile. I want to live in a city that is built around high-quality public transportation and is walkable and bikeable."*

Housing affordability:

- *"The city should provide incentives for housing builds that are made affordable to lower income purchasers making first time home buying an option rather than expecting market housing to magically appear."*
- *"Every step that can be taken to increase affordable housing in our community is important. We need more subsidized housing as well as more spots for shelter, transition-housing and single parents. Look at co-op and cohousing models."*

Parks and public spaces:

- *"Parks and green space contribute to Penticton being a liveable city and are critical for promoting mental health. An increase in other amenities will also be required as population grows so everyone has equal access to recreation facilities."*
- *"You can't increase density of the city, without increasing public spaces."*

Feedback Form Results:

Q: Do you support new policies that would support small-scale neighbourhood commercial buildings (e.g. child care centre, corner store, coffee shop) in residential areas?

68% Yes / 19% Somewhat / 7% No / 6% No Opinion

Q: Do you support the direction of providing more homes and new growth in the built-up area of the City, rather than in rural and undeveloped areas (i.e.: Spiller Road)?

79% Yes / 11% Somewhat / 9% No / 1% No Opinion

Q: Do you support the two proposed changes to parking policy? 1) Review and reduce parking standards in the downtown, multi-unit developments and strategic growth areas (i.e.: transit-oriented areas), and 2) Eliminate parking requirements for carriage houses and secondary suites.

40% Yes / 20% Somewhat / 33% No / 7% No Opinion

After public engagement, the policy around the specific types of affordable homes was updated in response to the letter from 100 More Homes Penticton to include many of the types suggested for enhanced clarity and scope. In response to the concerns raised about parking, particularly in the downtown, staff are recommending that a downtown parking utilization and needs study be completed to plan for future parking needs and account for future development in the downtown core.

The exact wording of the proposed updated policies as they will appear in Section 4.1 of the updated OCP is contained in "Schedule D" of Official Community Plan Amendment Bylaw No. 2024-21".

Analysis - Land Use Designations Table Changes

The OCP Land Use Designations table outlines the different types, uses, height, and density of development envisioned in different parts of the city. The table provides policy direction related to the Future Land Use Map. To implement the OCP Housing Task Force recommendations and align with the Provincial housing initiatives, several changes are proposed to the Land Use Designations table.

Attachment 'D' outlines the details of the proposed land use designation table updates and the new land use designations being proposed. That document was updated after the end of the public engagement period to respond to feedback received.

The Land Use Designations table changes include the consolidation of several existing land use designations to provide more flexibility on potential housing forms. This was a key recommendation from the OCP Housing Task Force. What were previously 6 separate residential designations will become 3 under the proposed amendment, as outlined in the table below:

Existing 2019 OCP Land Use Designation	Proposed 2024 OCP Land Use Designation
Detached Residential	Low Density Residential
Infill Residential	
Ground Oriented Residential	High Density Residential
Urban Residential	
Urban High Density Residential	Mixed Use
Mixed Use	

The OCP Future Land Use Map is proposed to be updated accordingly to reflect these new land use designations (Schedule E of "Official Community Plan Amendment Bylaw No. 2024-21").

In addition to the consolidation of several land use designations, staff are proposing several other updates to the Land Use Designations table, as summarized below:

Land Use Designation	Proposed Change
Rural Residential	Keep 1 hectare lots as the envisioned lot size and allow for 0.4 hectare lots only if the land is connected to municipal treated water system. **wording updated since public engagement period (Attachment 'D').*
Downtown Mixed Use	Increase the allowable building heights on the 400-700 blocks of Main Street from 3 storeys to 10 storeys. **wording updated since public engagement period (Attachment 'D').*
Tourist Commercial	Update wording around ancillary residential uses.
Institutional and Civic	Add wording to support ancillary residential uses in conjunction with institutional and civic facilities (e.g. student housing, extended care, employee housing) **wording update since public engagement period (Attachment 'D')*
Airport	Add wording to support tourist commercial uses in conjunction with the airport.

The proposed updated version of the Land Use Designations table is included as "Schedule C" of Official Community Plan Amendment Bylaw No. 2024-21."

Sample of What We've Heard – Feedback Form Responses on Proposed Land Use Designation Changes:

Building Heights:

"Further away from the lakes the higher the buildings could go up. This would help people to get better views of the surrounding areas."

"I think our city is too small to have these excessive heights. Why not a balance with 4 to 6 stories, commercial on bottom. Balance is key."

"The enjoyment of summer sunshine on the patios of established businesses along Main Street should not be blocked by high buildings."

"Please reconsider this six storey recommendation [on Lakeshore Drive]. Let's not make this worse by adding more height and volume of vehicular traffic to an already stressed neighbourhood."

(Continued) Sample of What We've Heard – Feedback Form Responses on Proposed Land Use Designation Changes:

Rural Residential lot size:

"The minimum [Rural Residential] lot size should be 1 hectare regardless if connected to city water or not."

"Keep the rural residential at a minimum 1 ha to ensure preservation of natural areas, preserve trees, wildlife. Sewer and municipal water to not belong in these areas."

"Potable water supply is not the only criteria for densification in rural areas. Septic system separation distances are important. Maintaining the rural, farming, wild game residency and environmental protection in rural areas is very important."

"Put an emphasis on preserving as much of our environmentally beautiful hillsides – preserve as much as possible, the natural beautiful setting in which we live."

"I support both – densification and new homes in rural and undeveloped areas."

Feedback Form Results

Q: Do you support building heights of generally up to 36.6m in the 400-600 blocks of Main Street?

68% Yes / 13% Somewhat / 16% No / 4% No Opinion

Q: Do you support the following amendments to the 'Rural Residential' land use designation? 1) Reducing the minimum lot size from 1 hectare to 0.4 hectare if connected to municipal water and sanitary sewer, and 2) A minimum lot size of 1 hectare for properties not connected to municipal water and sanitary sewer.

29% Yes / 8% Somewhat / 57% No / 6% No Opinion

Staff heard a substantial amount of feedback regarding the proposed land use designation changes, particularly those involving the Downtown Mixed Use building heights, High Density Residential building heights along Lakeshore Drive, and Rural Residential lot size. The following sections describe the feedback received and any associated updates in response.

Downtown Mixed Use designation building heights

Staff heard from some respondents on the proposed change to increase allowable building heights on the 400-600 blocks of Main Street. Through engagement, it was raised that there are some properties designated Downtown Mixed Use in the 700 block of Main Street south of Eckhardt Avenue, and the proposed building height policy change was updated to include those properties as well. Overall there was substantial support for this change, with many respondents recognizing the opportunity for redevelopment in this section of the downtown.

In other downtown areas the same height limitations as the current OCP will continue to apply: 3 storeys on the 100-300 blocks of Main Street and along the 00-100 block of Front Street, and 5 storeys on the 100-200 block of Front Street, subject to contextual adherence with the OCP design guidelines.

Some concerns were raised about the potential clash between 3 storey building heights in the 300 block to potentially 10 storey buildings in the 400 block, arguing that more of a gradual height transition. A few respondents agreed with allowing greater height buildings in this area because it is further away from the lake.

While staff note this change appears as a major change (from 3 storeys to 10 storeys), the Downtown Mixed Use designation and C5 zone already allow for up to 10 storey buildings in other areas of the downtown, such as along Martin Street parallel to Main Street. This Land Use Designation table change would allow for the same development rights on the 400-700 block of Main Street as what exists elsewhere in the Downtown Mixed Use designation. While 10 storeys may be the maximum envisioned, there may be other factors which influence potential heights including lot size.

High Density Residential designation building heights (Lakeshore Drive West)

Staff received feedback on the proposed change to building heights on a section of Lakeshore Drive West. There were concerns raised with removing the current site-specific policy statement on 556 to 736 Lakeshore Drive West limiting building heights to 4 storeys. The proposed change would have envisioned up to 6 storey buildings, which is the same height allowed in other areas designated High Density Residential through this amendment (formerly Urban Residential).

Noting recent developments that have been constructed on Lakeshore Drive, there was a feeling from some respondents that 4 storeys was a suitable maximum height compared to 6 storeys. The character of the street is considered unique as a true waterfront boulevard, and many in the community are concerned with changing the overall feel of that area. A few respondents noted potential shading impacts on the Okanagan Lake beach if taller buildings were constructed. Staff note that a greater proposed front yard setback through the Zoning Bylaw update will also assist with avoiding and shading impacts on the beach and north side of the street.

In response to public feedback, staff are proposing to keep the 4 storey height limit OCP policy statement affecting 556 through 736 Lakeshore Drive West as it currently exists in the OCP. The proposed height limit increase from 4 to 6 storeys would have only applied to a small section of Lakeshore Drive, and the policy change was not expected to result in a substantial amount of new homes as it would have only increased possible heights on 10 properties.

Rural Residential designation lot size

Many respondents and information sessions attendees expressed concern with changing the envisioned lot size in the Rural Residential designation to allow for 0.4 hectare lots when municipal service connections are provided (65% of respondents). The concerns focus on the potential for increased density of development within Rural Residential areas should this change proceed, including along the Naramata Bench area. Staff received letters from the Society for the Preservation of the Naramata Bench and the Grasslands Conservation Council of BC with concerns on this issue (Attachment B).

Staff note that while the Rural Residential designation currently envisions a 1 hectare minimum lot size, two large development blocks already have zoning in place in that area of the city to allow 0.4 hectare lots (1050 Spiller Road and 1530 Reservoir Road). It is also noted that 0.4 hectares (1 acre) is considered a rural-sized lot, reinforced by the distinction from the Province through Bill 44 *(Housing Statutes: Residential Development Act)* that any lot in a zone allowing 0.4 hectare lot size or greater is exempt from the small-scale multi-unit housing zoning requirements to allow 3-6 units per lot which urban lots must now provide.

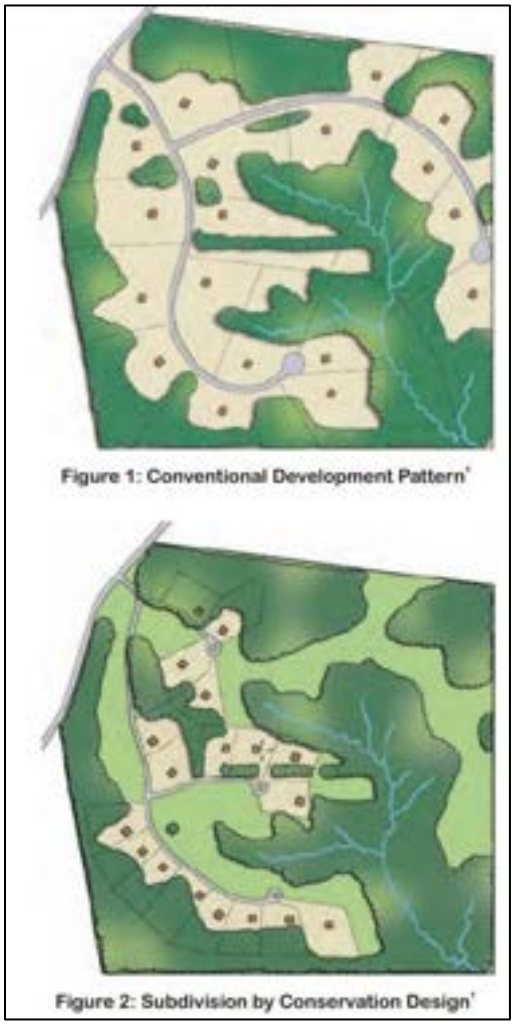


Figure 8 - Example of conservation design principles, with smaller lots allowing for more preserved environmental areas. Source: Alberni-Clayoquot Regional District.

Further, providing policy support for smaller lots in some cases may support 'conservation design', a best practice supported by the Hillside Development Permit Area where new private lots are clustered in one area of the site to leave a larger portion of the remainder in its natural state (Figure 8). This method of subdivision more effectively preserves the environmentally sensitive areas compared to a similar subdivision with larger lots where private ownership may not lead to those lands being protected to the same degree.

The Rural Residential designation is proposed to be applied to the Spiller Road development block, as recommended by the OCP Housing Task Force, to align more closely with the RC (Country Residential) zoning on that land than the current Detached Residential and Ground Oriented Residential designations. Adjacent land to this site is already designated Rural Residential. This mapping change signals a major change in vision away from a more traditional suburban-density neighbourhood with single detached homes and townhomes on smaller urban-sized lots - reflected by the current OCP designations - to a more rural area with similar lot sizes as what exists along that section of Spiller Road today.

Through the related Zoning Bylaw update, staff are proposing that the existing RSM (Mobile Home Park) zoning be removed from 1050 Spiller Road, further reducing the potential density on that site. Refer to the separate report for more details.

Recognizing the overlapping development constraints in the Rural Residential areas, including limited services, steep slopes, geotechnical hazards, wildfire hazards, environmental features, among others, there would be few other places in this designation which are likely to subdivide in the future. It is noted that much of the current zoning on properties in the Rural Residential designation requires larger lot sizes (i.e. the Agriculture (A) and Forestry and Grazing (FG) zones), meaning that rezoning would be required as well should any property owner wish to subdivide their land into smaller lots than their current zoning allows, the same process as today.

After hearing concerns from the public, staff revised the wording of this proposed Rural Residential land use designation table change to emphasize 1 hectare is the envisioned lot size and that 0.4 hectare lots may only be considered if municipal treated water connections are available. This is in response to many concerns raised through public engagement that sanitary mains should not be extended to rural areas. This updated wording allows flexibility in how the sanitary systems are provided, as in some cases municipal sanitary sewer may be available, or community systems or septic systems may be an option if allowed for under other regulations including Interior Health requirements and the city's Liquid Waste Management Plan.

Staff consider this Rural Residential designation change represents a balance by envisioning some level of rural-density development to occur, provided many important subdivision-related conditions are met, while through this OCP amendment moving away from a more urban-density neighbourhood envisioned on specifically the Spiller Road block.

Analysis - Future Land Use Designations Map Changes

Several OCP Housing Task Force recommendations relate to the future land use designations map (Map 1 of the OCP). The Task Force recommended that several land use designations be consolidated to allow for greater flexibility in development forms, specifically the consolidation of the "Detached Residential" and "Infill Residential" designations to support 4 to 6 units per lot on all currently single-detached and duplex designated lands. The Task Force recommended changing the allowable density around parks, services, and employment to support developments of more than 6 units per lot. In strategic areas, the task force recommended that "Commercial" designated areas be re-designated to "Mixed Use" to signal the city's support for housing on those lands, including properties that currently feature large shopping centres such as Cherry Lane Mall, Walmart, Safeway, and Superstore plazas and the Wholesale Club site. These recommendations are reflected in the updated future land use designations map included as 'Schedule E' of Official Community Plan Amendment Bylaw No. 2024-21.

Staff largely heard support for these future land use designations map changes from information session participants and from interest groups. The participants recognize the opportunity for the OCP future land use designations map to align with Provincial zoning requirements in lower density neighbourhoods and support for more homes to be built on commercial properties along major corridors in the city.

The updated future land use designations map reflects the consolidated land use designations as described in the updated Land Use Designations table (i.e. Low Density Residential, High Density Residential and Mixed Use).

The OCP Housing Task Force recommended that the Spiller Road area be removed as a "growth area" and re-designated to "Rural Residential" to align with the same OCP designation found on surrounding properties in that area. This change has been reflected in the proposed future land use designations map, and in the Growth Areas section of the OCP, as outlined on Schedule "A" and Schedule "B" of Official Community Plan Amendment Bylaw No. 2024-21. There was broad public support for this specific change through the engagement period, however some respondents shared they were in favour of the original development plan which called for an urban-level density neighbourhood in this area which the 2019 Official Community Plan envisioned through the "Detached Residential" and "Ground Oriented Residential" designations on that land.

The mapping changes recommended by the OCP Housing Task Force and described above are reflected in the new Future Land Use Designations Map included as "Schedule E" of Official Community Plan Amendment Bylaw No. 2024-21.

Analysis – Downtown Parking Needs

This OCP amendment contains new policy direction to review and revise parking requirements. The associated Zoning Bylaw changes include removing residential parking requirements for new development in the downtown core. This is in response to provincial legislation designating two transit-oriented areas at Penticton Plaza and Peachtree Square, where new residential developments will no longer need to meet minimum residential parking at the typical Zoning Bylaw rate.

While there is strong community support for new development downtown, parking availability has, and continues to be, a concern that emerges during any discussions relating to changes in the downtown and this engagement period was no different. It was noted by many respondents that lots currently used for private parking may redevelop in the future, and with new residential developments having the opportunity to provide fewer on-site parking spaces, there are concerns that parking downtown will become more difficult and street parking will be overwhelmed. Similar comments are often heard from the community with infill developments in the core area of the city.

Eliminating residential parking requirements in the downtown follows the lead of many other cities and allows for a more market-driven response to parking. Through conversations with some developers, there is still a market need for typically 80% of downtown units to have dedicated parking at this time, however that varies based on the type of development. For example, many social housing and affordable housing developments may be home to more people who do not drive, and therefore perhaps providing parking for only 50% of units.

The Downtown Penticton Business Improvement Association (DPBIA) submitted a letter with concerns about the future of parking in downtown Penticton as development continues to occur in the core area of the city. While there are many benefits noted, such as having customers and employees living closer to downtown businesses, restaurants, and services; the parking demands are a concern of the Downtown Penticton BIA and many feedback form respondents.

Staff note that various parking studies in the downtown have been completed over the years. The 2006 Transportation Master Plan included an in-depth assessment of parking in downtown Penticton and gave further direction to explore a parking structure. A parking study was completed in 2013 as part of the Downtown Plan, and further parking consultation in 2017 where it was determined there were over 3,900 parking spaces within a 5 to 10 minute walk of downtown and an expected loss of 250 spaces to development by 2019. In 2019, a parkade feasibility analysis was completed determining a per-stall monthly rental price of $148/month would be required to make building a parkade financially feasible at that time. In 2020 it was assessed through the Transportation Master Plan update that generally around 3,900 parking stalls were available around the downtown, similar to the findings in 2017. Other tools like Zoning provisions and resident-only street parking programs were evaluated.

Future work around parking needs is discussed in the "Future Work" section below.

In response to the DPBIA letter and many public concerns, staff are recommending that Council allocate $50,000 from the Off Street Parking Reserve to be used for a downtown parking utilization and needs study be undertaken, as described in the "Future Work" section.

Future Work

Staff are recommending that Council allocate funding of three projects associated with this OCP Housing update, as well as direction to staff on work without a funding request at this time.

Social Housing Plan

The Social Housing Plan involves future work to provide strategic direction to achieve a range of non-market housing goals. This work was recommended by the OCP Housing Task Force and is recommended to be funded in part from the unspent funds budgeted for the OCP Housing Update (approximately $10,000). With Council support work on the Social Housing Plan is scheduled to begin this year and will look at opportunities for pairing available land (City, provincial or non-profit housing organization owned) with specific non-market housing needs (i.e. youth, seniors, and supportive housing, etc.) and available funding programs. The plan will be developed in coordination with housing industry partners and prioritize certain projects based on site availability, housing needs, and funding.

OCP Indigenization

As discussed above in the Public Engagement section, additional work beyond the scope of the housing update was recognized as required by both the City and PIB for the OCP to be reflective of this period of reconciliation that we are in. The OCP Indigenization project involves collaborating with PIB on a review of the complete OCP from an indigenous lens. This project will identify sections and policies for Council to consider updating in the spirit of reconciliation and the Truth and Reconciliation Commission's 94 Calls to Action. It is recommended that a portion of the unspent funds for the OCP Housing Update project be allocated to OCP Indigenization (approximately $30,000).

Downtown Parking Needs

Staff are recommending that Council approve up to $50,000 from the Off-Street Parking Reserve to complete a Downtown parking study in response to many public comments and the Downtown Penticton Business Improvement Association letter with downtown parking concerns. The study will explore current and future parking needs as well as the opportunity and costs for a downtown parkade to serve the neighbourhood as developments continue to occur in the area. The Off-Street Parking Reserve Fund is contributed to by developers who utilized the cash-in-lieu of parking provisions in the Zoning Bylaw over the last number of years. The reserve was originally set up by Council and the reserve funds were intended to be utilized for the provision of new and existing off-street parking spaces in specific areas, including the downtown. This study would provide a better sense of the current and projected parking needs, outlining associated costs and options for how to manage parking effectively in the downtown, for all users (downtown residents, employees and customers).

Staff note that an alternate Council direction on this issue could be to direct staff to monitor new developments and associated parking needs in the downtown area over the next few years, prior to completing a parking needs study. This would avoid an expense by the City for the parking study and allow

staff to monitor how the parking situation changes as some developments begin to utilize the reduced on-site parking requirements.

Direction for Streetscape Improvements

Recognizing the need for infrastructure improvements in key areas of the city as new developments occur, staff are recommending that Council direct staff to review the form and character of the transportation network along key corridors, including within the designated Transit-Oriented Areas and along the Skaha Lake Road corridor. This may include converting existing travel lanes to parking, creating complete streets to support all forms of transportation, or adding amenities to more accurately reflect the adjacent uses and experiences (boulevard trees, landscaping, transit infrastructure etc). With more dense developments envisioned in these areas, this Council direction would guide staff to seek opportunities to better utilize existing streets in these areas. This would show the city's willingness to improve the public realm in these areas where high-density, mixed-use developments are expected in the future. There is no budgetary request with this recommendation at this time.

Seeking Provincial Support for Increased Transit Service Funding

Staff are recommending that Council direct staff to send a letter to the Minister of Transportation and Infrastructure seeking increased transit service funding to BC Transit to support Penticton's Network Restructure Plan and the additional density envisioned around Penticton's Transit-Oriented Areas. Penticton is the smallest standalone community (i.e. not part of a larger region) with Transit-Oriented Areas designated by the province. Further, the City is proposing to implement a third Transit-Oriented Area (around Cherry Lane Mall) in addition to the two others designated by the province. To support additional density in these areas and respond to a substantial amount of public feedback through the engagement period about the desire for local transit improvements, staff see this as an opportunity to seek additional funding support from the province to enhance Penticton's transit network.

OCP Design Guidelines Update

Staff are also working on updating the Development Permit Area guidelines related to infill, multifamily, and mixed-use developments to ensure they meet best practices, Provincial guidance, and are aligned with the goals of the updated OCP. A portion of the provincial Complete Communities Grant is being utilized for this work. The updated guidelines will come to Council for review and adoption following this current OCP amendment. There is no additional budgetary request for this work already underway.

Summary

This housing-focused OCP amendment proposes to implement the OCP Housing Task Force recommendations, align with Provincial housing initiatives, and carry forward the Housing Accelerator Fund initiatives that were endorsed by Council. Public engagement provided a valuable forum to inform the community of the proposed amendments and gather feedback on elements of the proposed changes within the City's ability to update in response. That public feedback led to changes reflected in the bylaws before Council for consideration. This report outlines the details of the final OCP amendments proposed to Council for first reading. This report also contains recommendations around future work associated with the OCP housing update and in response to community feedback.

Should Council give first reading to "Official Community Plan Amendment Bylaw No. 2024-21", a public hearing will be held on Monday, June 3, 2024 which will provide the public another opportunity to comment on the proposed OCP amendments and share their input directly with Council prior to any final decisions being made on the bylaw.

Attachments

Attachment A – OCP Housing Task Force Recommendations
Attachment B – Public Engagement Period Report
Attachment C –OCP Policy Changes Information Bulletin (updated)
Attachment D –OCP Land Use Designation Changes Information Bulletin (updated)
Attachment E – Official Community Plan Amendment Bylaw No. 2024-21

Respectfully submitted,

Steven Collyer, RPP, MCIP
Housing and Policy Initiatives Manager

Concurrence

Director of Development Services	Director of Finance and Administration	GM of Infrastructure	City Manager
BL	*AMC*	*KD*	*AH*

OCP HOUSING TASK FORCE'S

Recommendations to Council

18 Recommendations

The following 18 recommendations were developed by the Task Force, taking into account the experience of its members, public engagement feedback and information shared by City staff and other meeting presenters. These recommendations were presented to and endorsed by Council at their Regular meeting of December 12, 2023.

Building OUR Future

Future Land Use Designation Recommendations

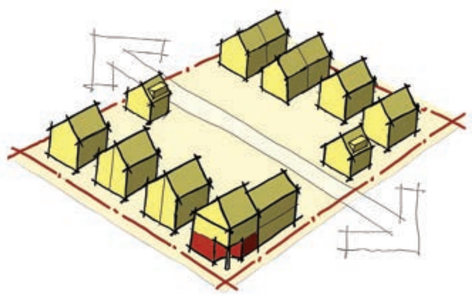
The OCP Future Land Use Designations inform the locations and scale of future development across the city. Each designation outlines development objectives (densities, uses, etc.) and are represented by a table and a map that forms part of the OCP Bylaw. The OCP Housing Task Force reviewed the existing future land use designations and have proposed the following recommendations to meet projected growth and community housing needs.



Recommendation 1.

Consolidate several Future Land Use Designations to allow for greater flexibility for housing development in strategic areas of the City, and to help expedite the development approvals process.

This initiative is being brought forward to reduce duplication within existing land use designations and allow greater flexibility to support increased densities within the community.



Recommendation 2.

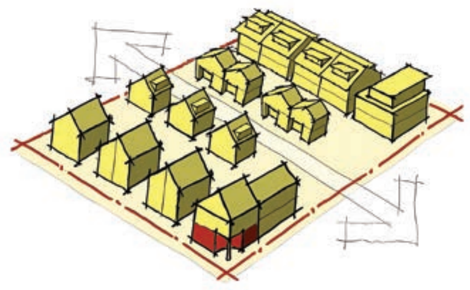
Consolidate the 'infill residential' and 'detached residential' designations – allowing up to 4 or 6 residential units on all currently single- and two-family designated lands.

The 'detached residential' land use designation makes up approximately 15% of the City's land base. By supporting up to 4 or 6 units on each parcel, more neighbourhoods will be able to accommodate a wider range of housing types for a diverse range of residents.

Recommendation 3.

Designate lands in areas close to parks, services and employment to support densities greater than 4 to 6 units per lot.

Increase the potential density by providing the 'ground oriented residential' and 'urban residential' designations in areas close to existing parks and services (i.e. schools, shops, and commercial corridors).



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OCP HOUSING TASK FORCE'S

Recommendations to Council

Recommendation 4.

In strategic areas, support changing the commercial, industrial and residential land use designations to the 'mixed use' designation. The 'mixed use' designation supports higher density housing mixed with the option for commercial, office, institutional, retail and other uses. A list of strategic areas and key corridors is included below, with key corridors having access to transit, bike lanes, services and infrastructure (Strategic areas: Downtown, North Gateway, South Gateway – Skaha, College Precinct; Key corridors: Main Street & Martin Street, Skaha Lake Road, Government Street, Atkinson Street, South Main Street, Fairview Road, Eckhardt Avenue, Westminster Avenue, Duncan Avenue, Green Avenue, Warren Avenue).

These strategic areas of the community are serviced well with infrastructure and are located along key multi-modal transportation corridors that can support increased residential densities mixed with other uses.



Recommendation 5.

Remove area-specific height limitations. Eliminate the 3 storey building height limit in the 'downtown mixed use' designation along Front Street and Main Street, with improved design guidelines to retain the character of the Downtown. Also remove the area-specific height limit for a specific section of 'urban residential' designation along Lakeshore Drive.

The 'downtown mixed use' designation contains a height restriction of 3-stories along Front Street and Main Street, from the 100-600 Blocks. By increasing the allowable height, and improving design guidelines that seek to retain the character of the downtown, there is an opportunity for more housing units to support the downtown business community and continue to enhance the vibrancy of the downtown. A section of Lakeshore Drive West (556 Lakeshore Drive West to 736 Lakeshore Drive West) is designated 'urban residential' with an area-specific limit on height of 4 storeys, rather than the typical 6 storeys in the 'urban residential' designation. Removing that height limitation would allow the same scale of development as other areas of the city also designated 'urban residential'.

Recommendation 6.

Re-designate properties that currently feature large shopping centres as 'mixed use' to allow for additional high density residential capacity on larger, commercial-designated properties.

Larger commercial-designated properties such as Cherry Lane Mall and the Walmart, Safeway, Superstore precincts contain large tracts of surface parking. These lands could be utilized in a more efficient manner. Increasing the residential densities on these lands will provide more housing options for our community immediately adjacent to large commercial shopping centres with grocery stores, shops and services along strategic transportation corridors.

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OCP HOUSING TASK FORCE'S

Recommendations to Council

Housing Policy Recommendations

The OCP housing policies guide where new housing is expected, what forms it should take, and its design elements, while considering impacts of new development on its surroundings. The Task Force reviewed the existing housing policies to assess what was working well, what needed updating, and what was missing from the current OCP. The following are the Task Force's recommendations related to housing policies.

Recommendation 7.

Add additional policy direction on specific areas intended for new growth and density.

Identify specific areas for additional density as reflected on the updated land use plan and create policy specific direction for how those areas will develop (i.e areas such as between Pen-Hi and the hospital, between the malls, residential areas in the South Gateway and Cherryland, and strategic corridors). Direction should be given on urban design, parks, infrastructure, etc. so existing residents welcome the new development and understand its orderly incorporation into their existing neighbourhood.

Recommendation 8.

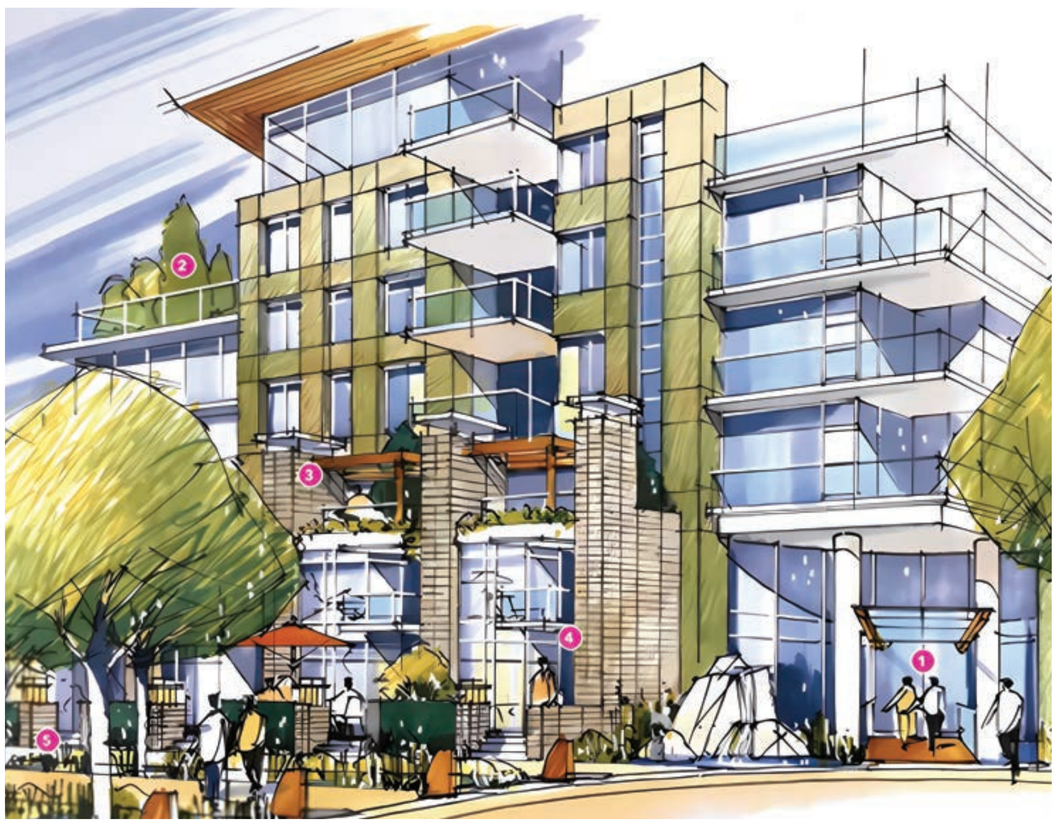
Review parking regulations and shift from parking requirements to parking recommendations in strategic areas to incentivize housing development and encourage alternative forms of transportation (i.e. reducing parking minimums, and/or remove parking requirements entirely in certain areas) while taking into consideration the accessibility and service needs of the community.

Parking was discussed in great detail. Moving from parking 'requirements' to parking 'recommendations' can let the market dictate parking needs in strategic areas of the city where transit and bike infrastructure are located and where amenities and employment lands are close by. The Task Force specifically raised the need to consider accessibility and service needs of individuals and businesses when looking to lower on-site parking requirements.

Recommendation 9.

Support streamlined and efficient reviews of Development Permit applications, with appropriate design guidelines in place to support densification through quality design.

Desire to see a more streamlined process for infill development approvals, and potential for pre-approved plans.



Recommendation 10.

Continue to meet or exceed energy efficiency requirements with new housing development.

The Task Force spoke about finding a balance between high quality design, energy efficiency and affordability.

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OCP HOUSING TASK FORCE'S

Recommendations to Council

Recommendation 11.

Support the City and staff working with non-profit housing proponents to develop new non-market housing that meets the needs of a range of people, and retains existing non-market housing units (no net loss).

Noting the gap in the OCP related to non-market and social housing needs, the Task Force recommends that the City collaborate with non-profit housing providers, and funders, to construct new non-market housing in the City. In addition, the OCP should support the retention of existing non-market housing which provides affordable options for many residents.

Recommendation 12.

Develop a "social housing plan" in the near term to provide strategic direction to determine and achieve a range of non-market housing goals.

An overarching social housing plan, flowing from the updated OCP, would provide specific goals, targets and actions for the City to take to achieve its social housing goals and those raised through the Housing Needs Assessment.

Recommendation 13.

Include policy support in the OCP for micro-suites and studio units as a housing option, in addition to one-, two- and three- bedrooms.

The Task Force acknowledged the lack of reference to micro and studio suites in the OCP and noted that smaller units can lead to more affordability.

Growth Plan Recommendation

The OCP Growth Plan is outlined in Chapter 3 of the OCP. The growth plan outlines generally how and where new growth is envisioned. The growth plan areas were reviewed by the Task Force to consider any changes to the OCP growth plan based on the information presented throughout the Task Force meetings. One recommendation emerged, as noted below.

Recommendation 14.

Remove the Spiller Road area as a 'growth area', and change the future land use designation of Spiller Road to 'Rural Residential'.

Based on the Housing Needs Assessment, development trends, feedback from Penticton Indian Band, infrastructure implications, previous City engagement results and scale of other development proposals in other areas of the city, it is determined that the Spiller Road growth area be removed as a future 'growth area'. The 'Rural Residential' designation is intended to align with the current zoning in the area, which already allows 0.4 ha sized lots.

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OCP HOUSING TASK FORCE'S

Recommendations to Council

Other Housing Action Recommendations

Additional items were raised by the OCP Housing Task force regarding other bylaws and policies the City currently has, or should investigate, related to housing supply in the community. While not directly related to the OCP, these items form separate recommendations to support addressing the housing need:

Recommendation 15.

Update associated bylaws and plans as a result of the OCP amendments, that impact housing (Zoning Bylaw, Subdivision and Development Bylaw, Capital Works plan updates, Development Cost Charge Bylaw as examples).

Often discussion on policy changes led to items out of the scope of the Official Community Plan. For example, it was acknowledged that how the DCC Bylaw is interpreted, it may incentivize larger, more expensive units as opposed to small units. This recommendation is an acknowledgement that other bylaws need to be updated to achieve the housing affordability goals.

Recommendation 16.

Investigate incentive policies to spur new housing development and redevelopment, such as:

- **Property tax exemptions for rental housing and other forms of affordable housing**
- **Density bonus policy**
- **Development Cost Charge (DCC) program amendments / exemptions**
- **City installing infrastructure to support development**
- **Allowing small-scale, mixed use buildings in more zones**
- **Utilizing City land to support new housing development; either directly for a housing development, or indirectly through providing land for additional parking or parkland.**

The Task Force acknowledged that many other City controlled factors impact housing and discussed other tools outside of OCP policies that could be used to impact housing starts and incentivize the type of housing identified as needed by the Housing Needs Assessment.



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OCP HOUSING TASK FORCE'S

Recommendations to Council

Recommendation 17.

Process improvements to bring housing on quicker such as:

1. Waiving public hearings for specified housing projects

2. Pre-zoning areas to align with OCP designations

Application processing accounts for additional time in any development process, and redundant steps could and should be removed to streamline processes and reduce the time it takes to get housing projects completed.

Building OUR Future

Recommendation 18.

Plan for and consider funding options for additional amenities to support residential growth in our neighbourhoods such as:

1. **Neighbourhood parks**
2. **Road design to support alternatives to single occupant vehicles**
3. **Recreational facilities (pool, community centre, outdoor sports fields etc.)**
4. **Arts and cultural events**
5. **Infrastructure upgrades**

To ensure that Penticton continues to be a desirable place to live with a high quality of life, ensuring additional amenities are in place to support our residential growth needs to be deliberately considered in the planning process.



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Attachment B - Public Engagement Period Report

Building Our Future:
Official Community Plan and Zoning Bylaw Update
Engagement Report

May 10, 2024

1.0 Overview
2.0 Community Participation and General Feedback Themes
3.0 Feedback Form Results
4.0 Information Sessions
5.0 Interest Groups
6.0 Conclusions

Appendix A – Engagement Timeline

Appendix B – Feedback themes from Open Houses

Appendix C – Interest Groups Letters

- Downtown Penticton Business Improvement Association
- Interior Health
- Regional District of Okanagan Similkameen
- 100 More Homes
- Grasslands Conservation Council of British Columbia
- Society for Preservation of the Naramata Bench

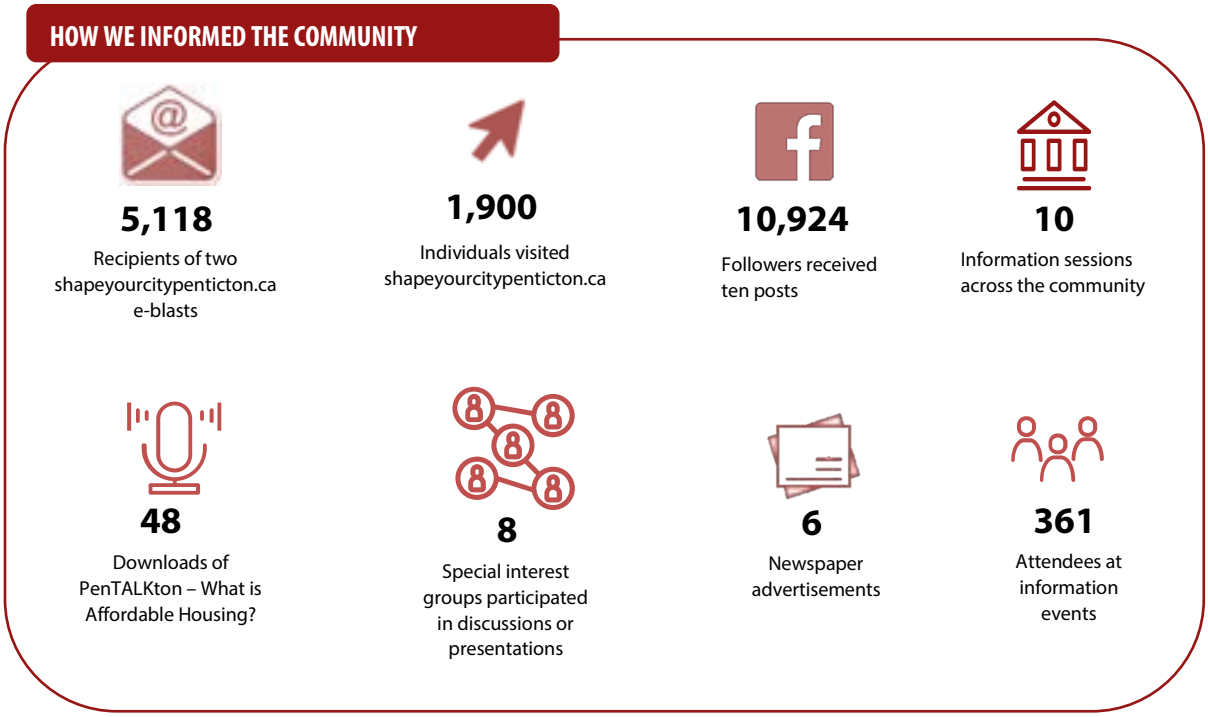
1.0 Overview

With recent changes to Provincial housing legislation and housing policy recommendations recently provided by Council's *OCP Housing Task Force*, the City of Penticton is updating its Zoning Bylaw and Official Community Plan (OCP).

Before considering the amendments, Council directed staff to gather feedback from the community about the proposed changes. The following document summarizes the activities completed and the findings from the process.

2.0 Community Participation and General Feedback Themes

Staff followed the *Community Engagement Procedure for OCP Amendments* to ensure adequate and meaningful consultation with the community. The engagement program was conducted over 6 weeks between March 4 and April 14, 2024. The following diagram summarizes the activities conducted to notify interested participants about the engagement program. A detailed timeline of engagement activities is provided in Appendix A.



The themes and summaries expressed below were consistently shared between feedback form responses and discussions at Open House events:

<u>Support for Enhanced Transit and Active Transportation Options</u>

- Having cheap, effective transit can transform the lies of many people in the city by not forcing them to also maintain a personal vehicle
- Current bus system is sub-par, with no options for ride-sharing
- Viable alternatives to driving need to be in place before people will consider giving up their vehicles
- Desire to live in a city with high-quality public transportation that is walkable and bikeable
- Desire to see more bike trails east to west on Duncan, Warren and up Carmi and Uplands

- Suggestion to include secured, covered and safe bike storage for new developments
- Support for densification in urban areas with better transit and infrastructure
- Proposed changes sound great only if the transit runs very well, on time, is kept affordable; perhaps consider a no-fee zone for downtown so people can easily choose transit
- Concern that transit system is not currently designed to safely support working women on night shifts

Support for Urban Forest Canopy and Green Spaces

- Desire for more thoughtful tree protections and creating more green space in the city
- Desire for City to have strong guidelines for replacement trees in new developments, consider imposing regulations on private property
- City will need more parks and green spaces for increased population to use
- Desire for OCP and bylaws to include protecting existing tree canopy and increasing it
- Concern for trees that are lost to development or that have died in boulevards from lack of watering
- Desire for newly planted trees to be drought-resistant and native varieties
- Desire to see green space, community gardens included as part of planning housing developments

Need to Address Climate Change

- Desire to require solar panels for new developments, building to higher levels of the energy step code and top levels of the zero carbon step code, including low carbon building materials
- Desire for incentives to include affordable, green/retrofitting of developments
- Desire to require EV chargers (not just EV charger-ready), include in all new homes and multi-unit residential buildings

Limited Parking

- The less parking is provided for units and homes, the more parking will move into the streets
- Concern for summer months when tourists arrive (consider their trailers as well)
- Need to consider that in a working family, at least one member will need to commute
- Lack of parking concerns if new developments don't provide enough on-site parking

Need for Housing Affordability

- Concern that "building for the sake of building" will not guarantee new builds will be affordable to lower income purchasers
- Desire for more subsidized housing, including transition-housing, single-parents, co-op and co-housing models should be considered
- Desire for social housing to incorporate rent-to-own options
- Desire for incentivizing student housing near Okanagan College-Penticton
- Desire for building developments to include a minimum percentage of affordable housing
- Desire for a variety of units within new buildings, including 2-bedroom, 1-bedroom, and studio options

Limit Development on Naramata Bench

- Desire for no development on the east hillside
- Concerns for environmental and wildlife impacts and traffic congestion
- Concern that 0.4 ha lot size is too small for rural residential designation
- Concern development of the hillside will impact tourist attraction to the area

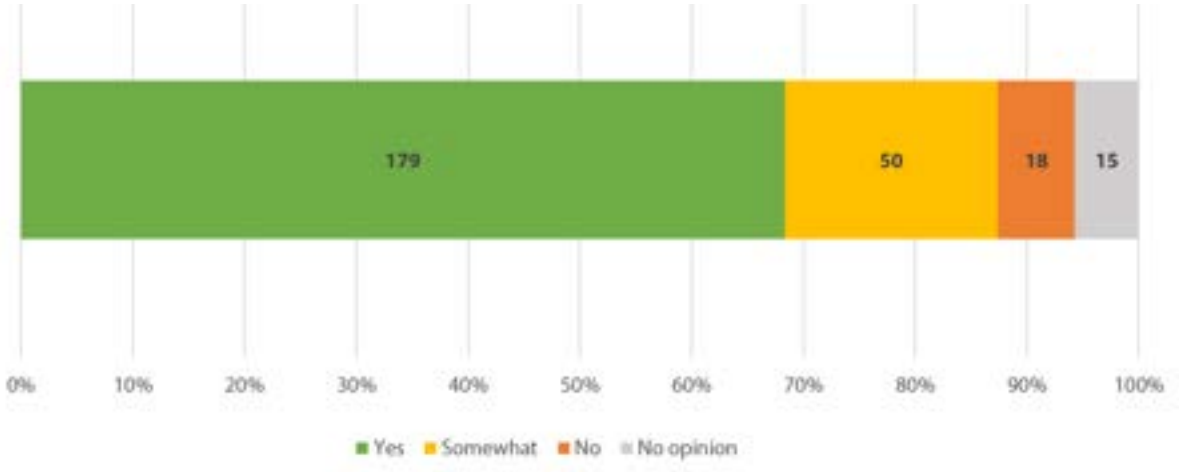
3.0 Feedback Form Results

One of the primary ways the City gathers formal feedback is with feedback forms. The focus of the feedback form was to gather feedback on several specific changes to the Official Community Plan and Zoning Bylaw, based on recommendations from the OCP Housing Task Force and provincial legislation changes. Residents were invited to review the information about the proposed changes and complete a feedback form before April 14, 2024. In total, **267 feedback forms** were received.

Please note that the key findings from the feedback forms are presented in this report. Complete results including full verbatim comments, are available at shapeyourcitypenticton.ca.

1. **Do you support new policies that would support small-scale neighbourhood commercial buildings (e.g.: childcare centre, corner store, coffee shop) in residential areas?**

   Participants who answered 'No' or 'Somewhat' were invited to explain their responses. A summary of the themes/comments is provided below:



   Themes of the comments from respondents that indicated 'Somewhat' include:

   Potential impacts on the neighbourhood

   - Concerns about the types of businesses and related impacts such as noise, increased traffic
   - Desire to prohibit cannabis shops, dog kennels or loud/malodorous businesses in residential areas
   - Concern that business-uses will attract crime

- Concerns about parking availability and increased traffic
- Desire to limit small scale commercial to main arteries, or limited amount throughout the city
- Concern that uses would expand to professional services (law firms, accountants) in residential areas

Desire for community input

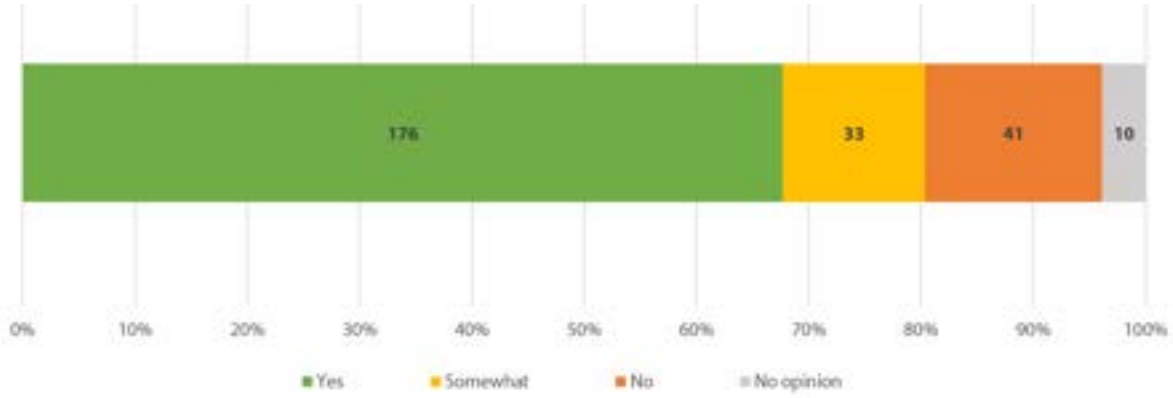
- Public input should be required before approving any business uses
- Business use should be put to a vote within the area and approved by the majority
- Decision to support should be left up to local residents who would be affected

Themes of the comments from that indicated 'No' include:

Maintain residential

- Desire for commercial use should stay in commercial areas
- Concern that convenience stores negatively impact neighbourhoods, too much traffic coming and going
- Concern for increased crime
- Concern for gentrification

2. Do you support building heights of generally up to 36.6m in the 400-600 blocks of Main Street?



Themes of the comments from respondents that indicated 'Somewhat' include:

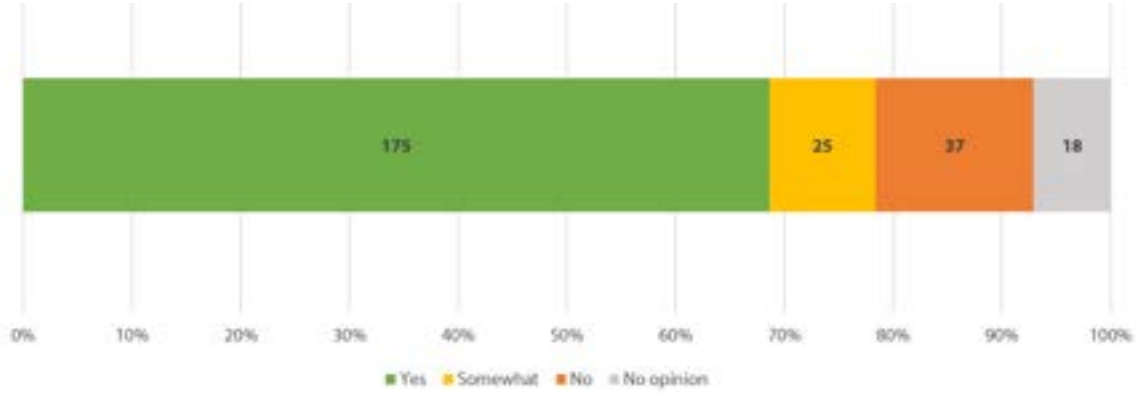
- Supportive of building heights as long as buildings maintain character of downtown
- Any high-rise building have mezzanines with trees, and rooftop gardens to help reduce potential for increased temperatures
- Do not go higher than 6 storeys, potential to make space less engaging for pedestrians
- Regulations should include only storefronts or restaurants at street level

- Support for proposed height changes on Main Street only, desire to not increase heights on Front Street
- Concern for incongruous aesthetic between 300-400 block, consider gradual/stepped transition more attractive (same applies in transit-oriented zones)

Themes of the comments from respondents that indicated 'No' include:

- Preference to keep building heights as they are currently
- Support for maximum height restriction increasing substantially
- Balance is key, consider 4-6 storeys with commercial bottom floor
- Keep height at 3 storeys but add parking on top like a parkade.
- Don't make Penticton into Kelowna
- Enjoyment of patios along Main St should not be blocked by high buildings
- It is healthy to be able to look up and see mountains and skies, concern mental health will suffer
- Growth needs to be up, not out
- Concern drastic jump in building height will impact aesthetics and feel of downtown

3. Do you support the City creating an additional transit-oriented area (TOA) at Cherry Lane Mall?



Themes of the comments from respondents that indicated 'Somewhat' include:

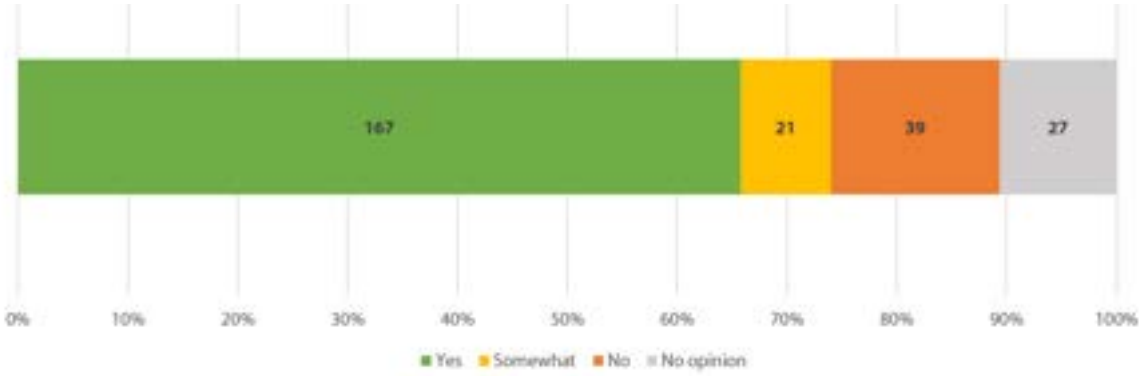
- Concern that current transit system isn't able to support 'transit-oriented' areas
- Concern that parking is still required for many people, especially when working out of town
- Desire for developers to provide parkades for residents and customers if they aren't provided parking spaces
- Support for portions of the areas to be high rise. Areas bordering residential streets cannot be blocking and towering over single family homes
- Supportive if transit is improved. Smaller buses with bike racks, routes that travel into other communities such as OK Falls, Oliver, Peachland, etc.
- Transit hubs still often include parking spaces

- Desire to see how first two transit-oriented areas develop and learn from them before implementing anything at Cherry Lane
- Better public transit in general would offset parking needs, residential areas must still be kept in tact

Themes of the comments from respondents that indicated 'No' include:

- Penticton's transit is poor at best.
- Other two TOAs are sufficient
- Desire to not add any more high-density development in that area

4. **Do you support increasing the front yard setback for new residential developments between 308-736 Lakeshore Drive West from 3.0m and 4.5m to a minimum of 9.0m (29.5 ft.)?**



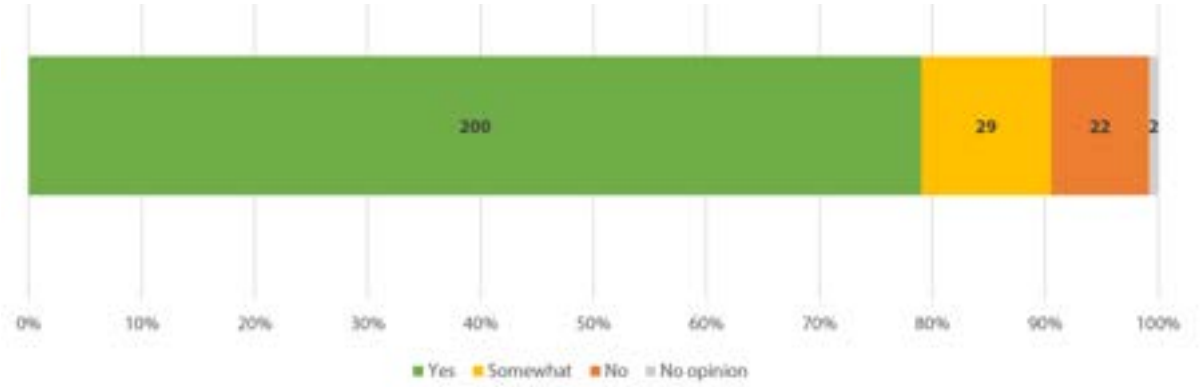
Themes of the comments from respondents that indicated 'Somewhat' include:

- Desire to see larger setbacks used for proper green space with trees, but not supportive if just for larger lawns or more concrete
- Desire to see new buildings demonstrate care and attention to sustainable design and retention of mature trees where realistically possible with full scale replacement policy and natural areas
- New developments could be closer to the street

Themes of the comments from respondents that indicated 'No' include:

- Concern that densification and crowding is happening everywhere else across the city, but the wealthy get bigger front yards
- Concern developers will be deterred from innovative/higher density designs with the greater setback limit
- There is no need to increase setbacks, use the lands as effectively and efficiently as possible
- Allow the developers flexibility to make best use of the land

5. **Do you support the direction of providing more homes and new growth in the built-up area of the City, rather than in rural and undeveloped areas (i.e.: Spiller Road)?**



Themes of the comments from respondents that indicated 'Somewhat' include:

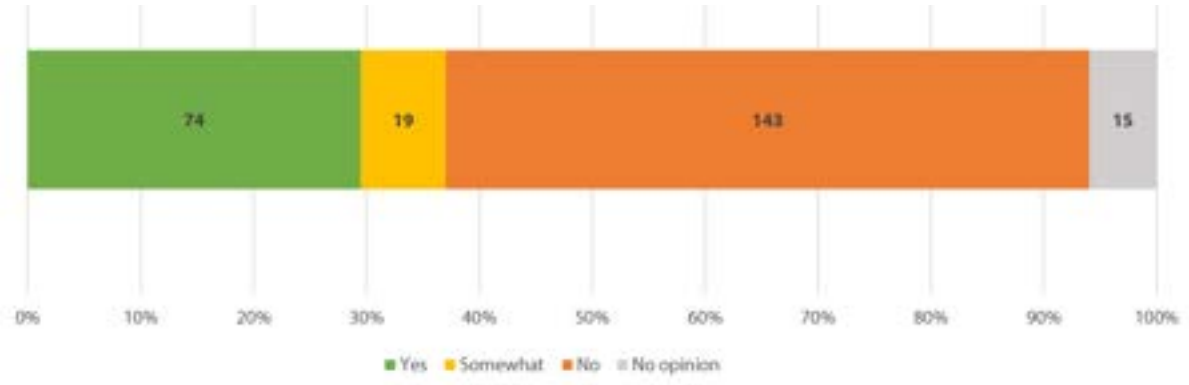
- Supportive of higher density (as high as possible along Westminster, Northern Main and Martin, Ellis Street)
- Support both densification and new homes in rural and undeveloped areas
- Desire to see densification developments include green space, parks, trees to maintain "feel" of Penticton
- Desire to ensure new constructions reflect and fit in with existing housing
- Concern that certain neighbourhoods (i.e.: Cherryland) will lose the character of their neighbourhoods
- Desire for sensible, sustainable, practical buildings with green spaces, concern that crowding taller buildings in the downtown core does not support creating sustainable communities

Themes of the comments from respondents that indicated 'No' include:

- Desire not to see densification anywhere
- Support for development in rural areas that prevents development of large estates
- Support to develop all areas to help alleviate housing crisis
- Concern for infrastructure's capability to support (traffic impacts, water concerns)

6. Do you support the following amendments to the 'Rural Residential' land use designation?

- **Reducing the minimum lot size from 1 hectare to 0.4 hectare if connected to municipal water and sanitary sewer**
- **A minimum lot size of 1 hectare for properties not connected to municipal water and sanitary sewer**



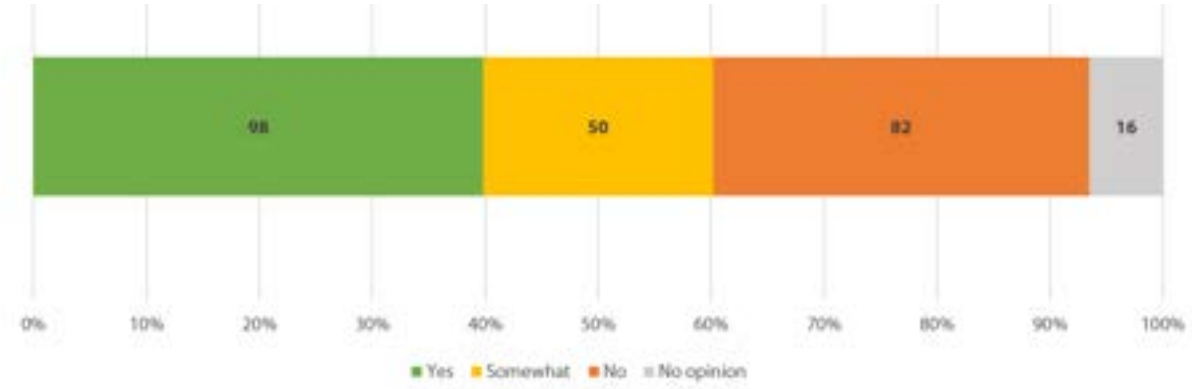
Themes of the comments from respondents that indicated 'Somewhat' include:

- Concern that lots less than 1 hectare will encourage urban sprawl
- Desire to see park areas preserved
- Desire for Rural Residential properties to be 1 hectare in size
- Not in support for reducing the minimum lot size to 0.4 hectare if connected to municipal water and sanitary sewer but supportive of minimum lot size of 1 hectare for properties not connected to municipal water and sanitary sewer

Themes of the comments from respondents that indicated 'No' include:

- Desire to maintain 1 hectare lot size in rural areas
- Preference to keep large lot sizes to preserve natural areas, trees, wildlife
- Desire to see growth concentrated in established neighbourhoods and developed areas
- Desire to maintain 1 hectare lot size even if the property is connected to City services (water and sewer)
- Concern for environmental impacts (wildfire risk, traffic congestion, impacts on wildlife, erosion, floods)

7. Do you support the two proposed changes to parking policy?



Themes of the comments from respondents that indicated 'Somewhat' include:

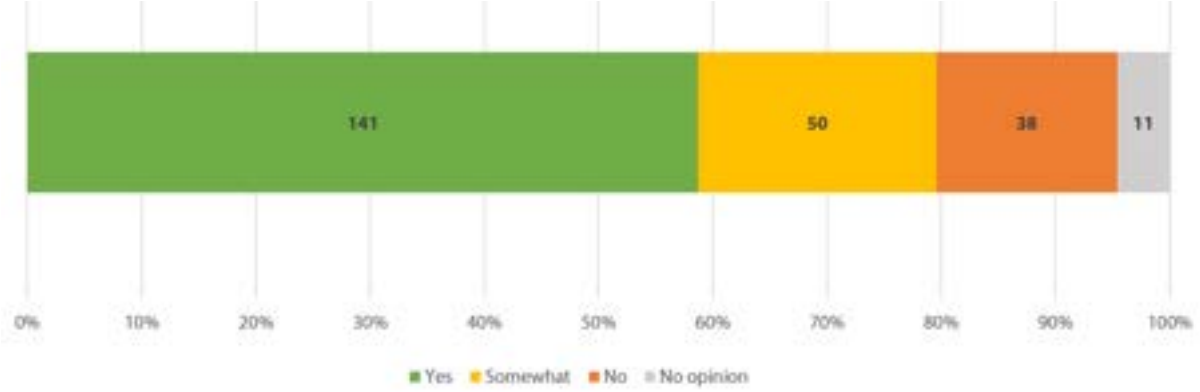
- Concern that Penticton does not have enough transit or active transportation options to support substantially reducing parking requirements

- Support for reviewing and reducing parking standards in the downtown, multi-unit developments and strategic growth areas (i.e.: transit-oriented areas), not in support of eliminating parking requirements for carriage houses and secondary suites
- Support for both changes to parking policy if public transit is improved
- Desire for secondary suites to have some parking to avoid issues with street parking
- Desire to see changes to parking policy include plans for funding active transportation routes and transit
- Concern that a blanket change to parking policies won't work for all neighbourhoods
- Concern that transit is not an option for everyone, parking is still a necessary requirement
- Concern that streets will become parking lots
- Desire to see streets more walk and bicycle friendly first before parking requirements are eliminated – active transportation routes need to be safe and shaded, include green spaces

Themes of the comments from respondents that indicated 'No' include:

- Concern that the City needs more parking, not less
- Concern for impacts on tourists, parking is a major concern during the high season
- Desire to see all buildings have adequate off-street parking, or developers provide parking garages
- Concern for problems with neighbours if parking requirements are reduced
- Desire for parkades, consider using fees developers pay when they don't provide enough parking
- Concern elderly may not ride bikes, taking groceries on a bus is difficult for them
- Desire for mandatory improvements to transit before implementing reduced parking

8. **Do you support the City developing pre-approved plans for carriage houses, duplexes and 4-unit developments?**



Themes of the comments from respondents that indicated 'Somewhat' include:

- Supportive as long as plans are properly reviewed and meet guidelines aligned with community look and feel
- Desire for parking requirements to be included with pre-approved plans
- Concern that pre-approved plans may not be appropriate for all lots
- Desire for community input on design
- Desire for trees to be protected and greenspace allocations as part of the plans
- Concern pre-approved plans will further perpetuate "box designs" and "cookie-cutter" appearance, desire to see creative design and architecture

- Desire for pre-approved plans to be built to high-efficiency and net zero carbon emission standards

Themes of the comments from respondents that indicated 'No' include:

- Concern for homogenization of developments, need to have a diverse selection of plans to choose from
- Concern there will not be enough green space on lots for water re-absorption
- Do not agree with one-size-fits-all approach to pre-approved plans
- Concern that that inspections will be reduced or not completed if it is a pre-approved plan
- Desire to continue thoughtful and individual examination of all permits
- Desire to maintain community input on all developments

Throughout the engagement period, participants also had the opportunity to comment directly on a tracked-changes version of the Zoning Bylaw, as well as directly in the proposed Official Community Plan future land-use map. Of the five comments on the Zoning Bylaw, two were relevant to the proposed changes. On the OCP future land use-map, 10 comments were received with six related to the proposed changes. Themes from those comments include:

- Desire for height restrictions on Lakeshore Drive properties and increased setbacks
- Concern for reduced parking requirements, desire for more resident parking permits
- Support for transit-oriented area at Cherry Lane Mall with desire to see tallest buildings in that neighbourhood, away from waterfront
- Desire for stronger tree requirements per dwelling, consider adding more or specific size based on what is removed

4.0 Information Sessions

Eleven opportunities were offered to the community to learn more about the proposed housing policy changes and ask staff questions prior to providing their feedback.

The City launched its engagement period by participating in the Home and Reno Show on March 9 and 10, though attendance at this opportunity was not tracked due to the nature of the event.





The City of Penticton held nine open houses throughout various neighbourhoods to discuss the proposed amendments to the OCP and Zoning Bylaws.

Three hundred and sixty-one attendees participated in total, with details outlined in the table below. Key comments and themes from discussions at these events are also included.

Date	Location	Time	Attendees
Saturday, March 9	Home & Reno Show (PTCC)	10 am – 5 pm	-
Sunday, March 10	Home & Reno Show (PTCC)	10 am – 4 pm	-
Tuesday, March 12	Penticton High School	5 pm – 7 pm	15
Thursday, March 14	Parkway Elementary	5 pm – 7 pm	9
Wednesday, March 20	Council Open House	4 pm – 7 pm	157
Thursday, March 21	Okanagan College	1 pm – 3 pm	47
Wednesday, April 3	Cannery Trade Centre	2 pm – 4 pm	35
Wednesday, April 3	Uplands Elementary	6 pm – 8 pm	38
Saturday, April 6	Penticton Seniors' Centre	10 am – 12 pm	30
Monday, April 8	Columbia Elementary	6 pm – 8 pm	16
Thursday, April 11	Wiltse Elementary	5 pm – 7 pm	14

Themes and comment summaries from these events are detailed in Appendix B.

5.0 Interest Groups

In accordance with the Local Government Act, Council is required to consider if the Penticton Indian Band or other government agencies and interested parties, such as Interior Health or School District #67, need to be consulted when amendments to the Official Community Plan are proposed. This requirement respects the involvement of these organizations in the development of the Official Community Plan as well as the potential impacts of any changes. Through the engagement process, the City directly notified the following organizations about the proposed updates:

- Penticton Indian Band
- Regional District of Okanagan Similkameen
- Interior Health
- School District 67
- Okanagan College
- Downtown Penticton Business Improvement Association
- 100 More Homes Penticton
- South Okanagan Similkameen Medical Foundation
- BC Housing
- Local development industry

Staff gave presentations and held meetings with the following groups:

- School District 67 Board
- Penticton Indian Band staff
- South Okanagan Similkameen Medical Foundation staff
- Downtown Penticton Business Improvement Association board members
- 100 More Homes Penticton steering committee

Additional interest groups were welcome to connect with staff, provide feedback, and submit letters if they chose to. A total of total of 6 letters from Interest Groups were received. Highlights from their responses are provided below, and full versions of the letters have been provided in Appendix C.

- Grasslands Conservation Council of British Columbia
    - Supports removing the Spiller Road area as a 'growth area'
    - Concerned with supporting 0.4 hectare lots in Rural Residential designation as it may lead to loss of remaining grasslands on the Naramata Bench and other species at risk

- Society for the Preservation of the Naramata Bench
    - Supports removing the Spiller Road area as a 'growth area'
    - Against the change to Rural Residential designation to allow for 0.4 hectare lots
    - Suggests maintaining existing zoning in the area or at least requiring 1 hectare lot size through OCP

- Downtown Penticton Business Improvement Association
    - Pleased with considerations and actions to support further growth and development in the downtown

  - Recommends a parking study needs to be completed in light of parking requirement changes being proposed to provide more parking options in the future
  - Desire to see surface parking lots develop to support downtown vibrancy, but recognize a need to plan for alternate parking such as a parkade to account for the lost parking spaces through redevelopment

- Regional District of Okanagan-Similkameen (staff)
  - Supportive of the OCP and Zoning Bylaw changes as they generally align with the City's designation as a Primary Growth Area under the Regional Growth Strategy
  - Noted a 500m landfill buffer is provided through the "Area E" Official Community Plan and recommend that the City's landfill buffer be increased to match that same buffer distance

- Interior Health
  - Overall support the changes because they align with healthy planning principles which are supported by population health research
  - Supports clearer language in Policy 4.1.1.1 to direct growth to the core in areas close to daily destinations
  - Health evidence shows that encouraging active and public transportation use enhances mobility and transportation equity for all residents improves physical and mental well-being, and creates greater opportunity for social connectedness
  - Encourage wayfinding strategy to support more people walking in the downtown
  - Recommend including policies and development permit criteria that require or encourage community spaces for people to recreate
  - Strong support for no-net loss of existing non-market homes, with support to increase local market and non-market housing.
  - Consider options to require affordable units in new housing development, and protecting renters from displacement due to redevelopment

- 100 More Homes Penticton
  - Strong support for housing policy updates
  - Recommend adding policy support that prioritizes youth housing needs to address the specific challenges faced by young people in securing affordable housing
  - Add policy supporting the development of various specific housing types, including complex care housing, youth housing, co-op housing, workforce housing, seniors housing with various levels of independence, low-income housing for single people and families, and multigenerational housing
  - Include guidance for the City to work with Interior Health and higher levels of government to combine efforts in providing the housing needed in the community

6.0 Conclusions

The main goal of the engagement process was to gather feedback on whether the proposed updates to the Official Community Plan and Zoning Bylaws aligns with the community's future vision for the City.

The following are the key conclusions that emerged through the engagement period process:

Consistent themes heard throughout engagement noted

- Preference to focus new development in the built-up area of the city
- Direct development away from environmental areas and natural hillsides
- Transit needs to be frequent, reliable and have wide-ranging routes before it can be considered a viable alternative to vehicles
- Concerns about how new housing will meet the affordability needs of the community and support for a variety of affordable housing options
- Trees (protecting and planting) and green spaces need to be preserved and expanded as part of city planning and development
- Desire to see more climate action initiatives included in building designs (i.e.: solar panels, EV chargers)
- Parking will still need to be provided, especially during tourist season

Feedback form results indicated

- Majority of respondents are supportive (68.3%) or somewhat supportive (19.1%) of new policies that would support small-scale neighbourhood commercial buildings (e.g.: childcare centre, corner store, coffee shop) in residential areas. 15.8% of respondents did not support the use and 3.8% had no opinion.

- Majority of respondents support (67.7%) or somewhat support (12.7%) building heights of generally up to 36.6m in the 400-600 blocks of Main Street. 14.5% did not support with 7.1% of respondents having no opinion.

- Majority of respondents are supportive (68.6%) or are somewhat supportive (9.8%) of the City creating an additional transit-oriented area at Cherry Lane Mall. 14.5% of respondents were not supportive, with 7.1% having no opinion.

- Majority of respondents support (65.7%) or somewhat support (8.3%) increasing the front yard setback for new residential developments between 308-736 Lakeshore Drive West from 3.0m and 4.5m to a minimum of 9.0m (29.5ft). 15.4% of respondents did not support the extra transit-oriented area, with 10.6% responding with no opinion.

- Majority of respondents support (79.1%) and somewhat support (11.5%) the direction of providing more homes and new growth in the built-up area of the City, rather than in rural and undeveloped areas (i.e.: Spiller Road). 8.7% of respondents were not in support, with <1% having no opinion.

- Regarding the following amendments to the 'Rural Residential' land use designation

- Reducing the minimum lot size from 1 hectare to 0.4 hectare if connected to municipal water and sanitary sewer
- A minimum lot size of 1 hectare for properties not connected to municipal water and sanitary sewer

Majority of respondents do not support (57%) the amendments, followed by 29.5% in support and 7.6% somewhat supportive and 6% responding no opinion.

- Regarding the two new policies are also being proposed to help reduce barriers to building more housing:
  - Review and reduce parking standards in the downtown, multi-unit developments and strategic growth areas (i.e.: transit-oriented areas)
  - Eliminate parking requirements for carriage houses and secondary suites

  Majority of respondents support (39.8%) and somewhat support (20.3%) the proposed changes with 33.3% not in support and 6.5% responding with no opinion.

- Majority of respondents (58.8%) support and (20.8%) somewhat support streamlining processes to improve efficient processing of development applications which could include adopting pre-approved housing plans to expedite the approvals process. 15.8% of respondents are not in support and 4.6% responded with no opinion.

Next Steps

The feedback gathered through the engagement program has been considered while finalizing the proposed updates to the Official Community Plan and Zoning Bylaw. It will also be shared with Council and the community-at-large.

Appendix A - Engagement Timeline

In accordance with the *Community Engagement for OCP Amendments Procedure* and *Community Engagement Policy and Framework* the following list summarizes the main methods that were used to raise awareness about the application and the opportunities for residents to provide feedback through the community engagement period that took place between March 4 and April 14, 2024:

Date	Activity
March 4	Project information and feedback form on www.shapeyourcitypenticton.ca
March 4	Press Release
March 5	Newspaper ad
March 6	Eblast
March 8	Mayor's Op. Ed.
March 8	Social media post
March 8	Newspaper ad
March 9	Booth at Home and Reno Show
March 10	Booth at Home and Reno Show
March 11	Social media post
March 12	Newspaper ad
March 12	Open House
March 13	Eblast
March 14	Open House
March 15	Newspaper ad
March 18 - April 12	Radio ads
March 18	Social media post
March 20	Council-hosted Open House
March 21	Open House
March 27	Social media post
March 28	Newspaper ad

April 2	Newspaper ad
April 2	Eblast
April 3	Open House
April 3	Open House
April 6	Open House
April 8	Eblast
April 8	Open House
April 11	Social media post
April 11	Open House
April 14	Engagement ends

Appendix B – Information Session Feedback Themes and Summaries

Penticton High School (15 attendees)

- Policy update comment: aim for more non-market homes, not 'no net loss'
- Consider green space and trees with new development, preserve existing trees
- Advocate for better transit service now that we have transit-oriented areas
- Include transportation network planning for walkability and active transport options in new neighbourhoods (i.e.: South end of town is highly unwalkable without cut-throughs, alleys, etc.)
- Social Housing Plan – why is this next phase, and not now?
- What is the feeling we want for Penticton? That message is lost when it's just about housing
- Not wanting to be Kelowna, tall towers
- What about hotels? With STR changes, hotels may need to be planned for and more constructed
- Tree planting requirements don't compensate for the large, beautiful trees that are taken down for development
- Strong design guidelines to ensure that new buildings fit with the form and character of Penticton as development increases.
- Consider the walkability and livability of neighbourhoods – How to ensure that large buildings/developments do not disrupt the feeling of community and discourage human interaction
- Stronger climate-action pieces need to be included, solar panels and rooftop gardens
- Consider including Co-op housing in the OCP policy to support different types of housing
- Need to include thoughtful design for housing, don't build for the sake of building

Parkway Elementary (9 attendees)

- How do all these changes help provide affordable housing? Concern that multiple units on a lot will not be "affordable"
- Will the City subsidize housing for residents? No.
- Concerns with allowing up to 4 units per lot, impact on privacy if multiple carriage houses are allowed
- With no grocery store downtown, how will increased density downtown be livable?
- How many STRs does Penticton have and how are they affected by the new regulations
- Concerns over lack of public hearings
- Are the limits on building heights and setbacks not relevant anymore? No.
- Is the City supporting individual renters through the pilot funding program? No.
- Support for allowing more units per lot to allow for multigenerational family living
- Desire to see amenities and services (i.e. police, etc.) keep pace with new growth

Council Open House (157 attendees)

- The renderings for the 4 growth areas need better labelling
- More transportation is needed in the City to support this development – current service is not sufficient for the current needs of the population
- A few questions on setbacks, height and design
- Positive comments about housing near the hospital/Carmi area, the rendering of this growth area received a lot of positive feedback
- Questions about the hospital expanding to better support our population.
- Concerns around green space and tree canopy cover
- How will the City accommodate aging in place? More residential care homes are needed

Okanagan College (47 attendees)

- Discussion regarding how the City of Penticton will enforce the new short-term rental requirements
- Many questions around the new Zoning Map and specific property zoning designations, if we had a computer to look up properties that would be helpful for people attending with questions about specific properties
- Comments about how the building industry may be impacted and how do we ensure that local builders are aware of these changes and work together (Students from the sustainable building program discuss this)
- Comments around public transportation and biking with new development and how will it be supported going forward
- Many comments/concerns about affordable housing – particularly for students in Penticton since Okanagan College does not have on campus housing for students here
- Desire for the City to create a strong definition of 'affordable housing' beyond the CMHC definition that is better suited to our community

Cannery Trade Centre (35 attendees)

- Discussion about how this work connects to the Community Climate Action Plan
- Support allowing more homes in the built-up area
- Wanting to see landscaping requirements upheld, and happy to see setback requirements remain
- Concerns with Spiller Road area 1 ha versus 1 ac
- Desire for no more development in hillsides
- Questions around how specific developments will be impacted (i.e. 375 Smythe Dr)
- Support for more housing types in the urban areas of the City.
- How will these changes connect to housing affordability and long-term rental options for residents?
- Heritage/character protection of existing and new buildings.

- Support for the new designated growth areas, especially near the college and hospital
- Staff explained how the North Gateway plan will work into all of these growth areas and new development
- How will stratification and subdivision occur with these new changes?
- Would like to see more explicit details and requirements for new development. The generalization does bring concerns around things such as height, setbacks, number of units, etc.
- Concerns about parking and how in the extreme cold and extreme heat, seniors will likely not take the bus or biking to get around. With reduced parking this could be challenging for accessibility in some cases.
- Strong support in the downtown area for reduced parking to incentivize development on underutilized lots. (i.e 32 Backstreet Blvd., 216 Westminster and other empty properties/parking lots)
- Hopes for a revitalized downtown, encourage business in the area
- The C5 & C6 zones can be restrictive with the requirement for commercial at grade with a few properties having vacant storefronts still (i.e 285 Westminster). Could this be more flexible while the downtown grows?
- Concerns about what the City is doing to ensure that sidewalks, crosswalks and other areas are accessible. The "patchwork" of updated sidewalks can cause accessibility issues as new developments come in and upgrade their frontages.

Uplands Elementary (38 attendees)

- Concerns with any development occurring in the Spiller Road area, even at a lower density than current OCP envisions
- Concerns around how this will help address affordable housing
- Wanting to see improved transit service in the city, in response to transit-oriented areas
- Concerns around some height limit changes around Front St and Lakeshore Dr W (wanting to keep current limits in place)
- Excited to see that transit is being focused on more. Questions about biking infrastructure tying into the new growth areas.
- Concerns around how to maintain green space and trees with some of the new developments.
- Does the support for these changes differ depending on the neighbourhood?
- Concern that the .4 ha is for all Rural Residential areas, not just Spiller Road, and the impacts it will have related to densifying rural areas
- Desire to maintain sprawling acreage along the hillside, concern for too many homes on lots

Penticton Seniors Drop-In Centre (30 attendees)

- Parking concerns in neighbourhoods (i.e. visibility with cars parked along streets).
- Comments made about storage and amenity space requirements in new developments

- Concerns about the accessibility of the City as new developments often destroy sidewalks, lanes and driveways (Some additional questions about who pays for theses repairs)
- Concerns about affordable housing for the aging population.
- Positive feedback about densifying existing areas along Main Street/Skaha Lake Rd.
- Positive comments about more flexibility with mixed-use land use designations around the City to provide more local jobs and opportunities for residents and create more of a live-work city.
- Positive comments about the ability to be able to build an additional dwelling unit on properties for adult children/intergenerational living.
- Affordability issues
- Need for seniors housing, complex care
- Questions about whether there be support for co-housing and co-op housing
- Questions about secondary suites and inclusionary zoning
- How can new homes be more environmentally efficient
- Desire not to see hillsides developed

Columbia Elementary (16 attendees)

- Desire to see limited hillside development, need to consider any changes to the Rural Residential designation and how that will impact a broader area than just the Spiller Rd area
- Concerns that limiting hillside development could still create an affordability issue, limiting single family developments may result in only certain housing types being affordable
- Desire to see options that address affordability, what can the City do to support a range of home types (co-housing, co-op housing, affordable home ownership)
- Questions around basing our growth projections off a 'boom' period, wondering if population growth trends will change in the future
- Desire to see trees remain and the urban forest enhanced even as new developments come online. Wanting to see this OCP work relate to the Urban Forest Management Plan
- Concerns around the short-term rental changes from the province and a feeling that provincial tenancy rules discourage private homeowners from renting their units long-term
- Desire to see the downtown area be revitalized.
- Ellis Street mentioned for accessibility and safety concerns, especially at night. How is the City ensuring to maintain these downtown streets?

Wiltse Elementary (14 attendees)

- Concerns around transit-oriented areas and how developments will impact surrounding areas if they don't provide parking
- Desire to see improved transit service, similar service levels to bigger cities

- Discussion about how to grow – if not in the hillsides, then densification must occur
- Concerns around multi-unit developments towering over single detached
- Need to address affordability, comments that out of town buyers are increasing home costs for a local economy without high-paying jobs
- Opportunity for a parkade downtown
- Discussion around expanding into the hillside neighbourhoods. Penticton has a limited land base so we need to see the potential of hillside developments. Single family housing with larger lots can be difficult to achieve
- Desire to see more affordable housing and incentives for developers to provide more affordable housing
- Stronger tree protections in place if densification is becoming more popular

Grasslands Conservation Council of British Columbia
Box 3341, Kamloops, BC V2C 6B9
www.bcgrasslands.org
mailto: info@bcgrasslands.org

April 10, 2024

City of Penticton,
Penticton Mayor and Council
council@Penticton.ca

Dear City of Penticton, Mayor and Council,

In September of 2023 we wrote Penticton City Council concerning the potential of losing grassland and open forest areas on the Naramata Bench to future subdivision. In the attached letter we outlined concerns regarding potential impacts of further fragmentation on the Bench.

The recent decision to remove the Spiller Road area as a "Growth Area" was a positive step. Reducing "Rural Residential" land use from a minimum of 1 ha to .4 ha is a step backwards as many of the remaining grassland attributes on the Bench will be lost through densification of the area. The GCC expresses its concern with any move to smaller lot sizes on the Bench. Ideally, current zoning should remain as Forestry/Grazing (16 ha minimum) or Agriculture (2 ha minimum), which will enable ongoing success of our precious remaining grasslands.

The many species and plant communities at risk would be further impacted by densification. Once they are gone they are lost forever. We welcome further discussions on this important topic at any time. Our Executive Director, Mike Dedels, can be contacted at mike@bcgrasslands.org or 250-318-0578.

Yours in Conservation,



Bob Haywood-Farmer
Chair, Grasslands Conservation Council of BC

Grasslands Conservation Council of British Columbia
Box 3341, Kamloops, BC V2C 6B9
www.bcgrasslands.org
mailto: info@bcgrasslands.org

cc: City of Penticton
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Ryan.Graham@penticton.ca Council
James.Miller@penticton.ca Council
Helena.Konanz@penticton.ca Council
Isaac.Gilbert@penticton.ca Council

April 14th, 2024

To: Blake Laven / Steven Collyer

Re: Shapeyourcity, Focus on Housing

As a stakeholder, the Society for Preservation of the Naramata Bench applauds Council's OCP Task Force for recommending removal of the Spiller Lands from the OCP as a "growth area".

But at the same time, we are against the future land use designation of "Rural Residential" being reduced from 1 hectare down to 0.4 hectares (1 acre), for ANY reason. It is concerning that the city is considering removing a significant chunk of this land as a growth area, but on the same hand densifying future development along the east side of Naramata Rd. Hundreds of hectares are owned by speculators and realtors. It will change the current zoning of Agriculture and Forestry/Grazing from large blocks of treed land, to a developers dream. This, coupled with no longer having public hearings is a disaster for the hillsides of the Naramata Bench.

Instead, why not maintain the current zoning for Agriculture (2 ha) and the Forestry/Grazing zoning (16 ha)? Or, at a very minimum, 1 ha zoning in our rural area along the Bench? If the 0.4-ha reduction is enacted in the revised OCP, the hillsides are at risk to become a major growth area. It will all but guarantee that the deforestation and densification will continue along the entire Naramata Bench up to and well past Naramata. It will ruin the pristine forested hillsides and encourage the clearcutting that initiates erosion. It will destroy the home of the Greyback Elk herd and species at risk found nowhere else in the world.

We are unclear why shapeyourcity presentations on Focus on Housing, are saying that reducing "Rural Residential" to 0.4 ha's is "similar to current zoning in the area". That is simply not accurate. Most of the land slated for future land use is currently zoned as Agriculture (2 ha) and Forestry/Grazing (16 ha). Those are large rural lot sizes! Just because there are 2 blocks of land zoned RC, Country Residential, does not mean the rest of the rural area should go the same direction.

Future land use in the Penticton OCP's own words "is supposed to retain the character and natural areas with high ecological value and steep slopes" (our geotechnical study said the rock face of these hillsides are not suitable for blasting and will create major erosion down slope and lawsuits to follow).

Our position is that rural residential land should not be reduced to 0.4 ha lots, it should remain the current zoning and densification, Agriculture and Forestry/Grazing. At a very minimum 1 hectare. How does it make sense to remove Spiller lands as a growth area, and then allow densification through future land use designations?

Please keep our rural hillside lots large, well treed and alive with nature.

Thank you for giving our community a voice at the table.

Gjöa Taylor
Director of Society for Preservation of the Naramata Bench

preservenaramatabench.com

Respectfully acknowledging that we live and work in the unceded and ancestral territory of the Syilx people

DOWNTOWN PENTICTON BIA

April 15th, 2024

Letter to Penticton City Council and Staff Re: Zoning and Bylaw Amendments

The Downtown Penticton BIA has had an opportunity to consider feedback from our board and members. Additionally, we've taken the time to meet with city planning officials to further understand the nature of the proposed changes to the OCP and zoning within the City of Penticton.

Overall, the DPBIA is pleased to hear that considerations and actions are being proposed to include further growth and development within our downtown area. While we are optimistic and excited about what the proposed changes may bring, we'd like to provide the following feedback for your consideration.

1. The DPBIA is requesting that the City of Penticton obtain a third-party parking needs and requirements study for the official BIA zone before accepting the proposed recommendation on parking requirements for new developments. The study should consider what the expected parking plan would look like should the recent changes in provincial legislation and the recommendations by the Housing Task Force have the effect they were designed to achieve, which is to promote development.

2. Parking has been a long-standing concern and issue in downtown Penticton, which has been routinely voiced by our BIA members. To our understanding, the single-family home lots surrounding downtown will have a clear path to becoming multi-family units under the new provincial legislation. Consequently, the Housing Task Force is recommending that zero parking be required, and parking becomes only a recommendation. The DPBIA is concerned that should many vacant lots downtown develop; it will push parking requirements into a crisis territory.

3. The DPBIA is aware that the City of Penticton may not have a clear plan for an increase in parking, other than to possibly acquire land outside of the downtown area for surface lot parking if parking becomes an issue. It is important to us that the City of Penticton strongly consider the effects that developments with zero parking requirements may have on our businesses.

4. The DPBIA is invested in seeing the surface parking lots downtown develop, as the lots fail to provide vibrancy in our neighbourhood. Furthermore, we understand that the two major reasons these lots have not been developed to date are because parkades can’t be built underground due to the water table, thus leaving surface parking as a limiting factor in developments and because the cost of construction in the current market is a prohibitive factor when developers are looking to build on the often narrow or oddly shaped lots downtown.

5. The DPBIA is aware that the parkade which was built downtown Kelowna has been hailed as not only an amenity but a lifeline for downtown businesses in that community. Considering not only patrons but staff as well, it would seem the City of Penticton may want to review and consider allotting currently owned land and further funds to bring a parkade to life downtown.

Thank you for considering our feedback on the proposed zoning and bylaw amendments. The Downtown Penticton BIA appreciates the opportunity to engage with the City of Penticton and provide input on matters crucial to the growth and development of our downtown area.

If you require any further information or clarification, please do not hesitate to contact us.

Sincerely,



Brett Turner
Executive Director
Downtown Penticton BIA

From: Shannon Duong
To: Steven Collyer
Cc: Christopher Garrish
Subject: RE: Referral - Penticton"s OCP Housing Update
Date: April 15, 2024 3:38:11 PM
Attachments: image002.png
image004.png

Caution! This message was sent from outside your organization. Allow sender | Block sender

Hi Steven,

Sorry for the delay in our response. Please see our comments below in response to the City's proposed OCP and Zoning Bylaw updates:

In reviewing the proposed OCP and zoning updates, it is noted that the proposed amendments generally appear to consolidate existing OCP and zoning designations and addressing the Province's requirements regarding Small-Scale Multi-Unit Housing (SSMUH) and Transit Oriented Areas (TOA).

The proposed amendments are generally seen to align with the City's designation as a Primary Growth Area under the Regional Growth Strategy (RGS) and with the applicable RGS Housing and Development goals, objectives, and policies. As such, Administration is supportive of the proposed amendments.

While not the subject of any proposed OCP amendments, it is noted that the Electoral Area "E" Official Community Plan Bylaw No. 3010, 2023 identifies a 500 metre buffer around the Campbell Mountain Landfill and RDOS Composting Facility, and discourages new residential development within the buffer area.

In reviewing the proposed OCP updates, it appears that the Landfill Buffer designation as shown in the City's current and proposed OCP map has a buffer size less than 500 metres. It is recommended that the Landfill Buffer designation be expanded to 500 metres adjacent to the Campbell Mountain Landfill and RDOS Composting Facility.

Cheers,

<!--[if !vml]--> <!--[endif]--**Shannon Duong**, MRM • Planner II
Regional District of Okanagan-Similkameen
101 Martin Street, Penticton, BC V2A 5J9
p. 250-490-4384 • tf. 1.877-610-3737 • f. 250-492-0063
www.rdos.bc.ca • sduong@rdos.bc.ca

I acknowledge that I work within the traditional, unceded territory of the syilx people in the Okanagan Nation.

This Communication is intended for the use of the recipient to which it is addressed, and may contain confidential, personal and/ or privileged information. Please contact the sender immediately if you are not the intended recipient of this communication and do not copy, distribute or take action relying on it. Any communication received in error, or subsequent reply, should be deleted or destroyed.

From: Steven Collyer <Steven.Collyer@penticton.ca>
Sent: March 4, 2024 9:04 AM

To: Christopher Garrish <cgarrish@rdos.bc.ca>
Subject: Referral - Penticton's OCP Housing Update

Good morning,

The City of Penticton is leading a public engagement period to gather feedback on proposed updates to the Official Community Plan (OCP) and Zoning Bylaw.

The OCP update is largely driven by the recent OCP Housing Task Force recommendations to Council. The City is also incorporating the recent Provincial housing initiatives as part of these updates. Both the OCP and Zoning Bylaw are proposed to be updated to implement the local and provincial initiatives.

You're invited to review the information about the Housing Updates at https://www.shapeyourcitypenticton.ca/focus-on-housing. The public engagement period is now open from **March 4 to April 14**.

As an identified interest group, we would welcome a response letter or email regarding the Housing Update changes being proposed, which can be sent directly to steven.collyer@penticton.ca prior to **April 14**. We're also happy to arrange a meeting with you and your group to discuss the proposed changes, if you'd like.

If you have any questions please feel free to contact me.

Regards,

Steven Collyer, MPA, RPP, MCIP
Housing and Policy Initiatives Manager
Pronouns: He/Him [Learn more here]
City of Penticton | 171 Main Street | Penticton, BC | V2A 5A9
p: 250.490.2507 | f: 250.490.2502 | e: steven.collyer@penticton.ca



I acknowledge that I live and work on the traditional lands of the Syilx People in the Okanagan Nation.

****NEW**** Stay up-to-date on Planning policy and procedure changes as well as Provincial legislation. Register to receive the Planning Department's e-bulletin **"Ready. Set PLAN"** at: https://www.penticton.ca/city-hall/announcements/subscribe-updates.

Interior Health

April 16, 2024

Steven Collyer
Housing and Policy Initiatives Manager
City of Penticton
171 Main Street
Penticton, BC V2A 5A9

Sent via email: steven.collyer@penticton.ca

Dear Steven Collyer:

RE: Penticton Housing Policy Updates

Thank you for the opportunity to review and provide input regarding the proposed changes the Official Community Plan (OCP) and Zoning Bylaw to support housing from a Healthy Community Development perspective, including with an equity lens. We understand the high demand for healthy housing in Penticton and the changes to Provincial legislative mandates are prompting these proposed amendments. Overall, we support and recommend adopting these proposed changes because they align with healthy planning principles, which are supported by population health research. In particular, we would like to highlight the addition of policy direction for specific areas intended for new growth and density, including parking requirements.

Healthy Built Environment Planning Principles:

The *Healthy Built Environment Linkages (HBE) Toolkit,* developed by the BC Centre for Disease Control identifies healthy planning principles which research evidence has demonstrated are linked to improved health outcomes at a population level (Public Health Services Authority, 2018). Many of them also support climate change mitigation, adaptation and longer-term resilience. They are grouped into five 'pillars': Neighbourhood Design, Transportation Networks, Natural Environments, Food Systems and Housing. The current focus of Penticton is on housing. However, it is important to recognize that all aspects of the built environment come together to help us achieve health and well-being. The words complete, compact and connected (both physically and socially) come to mind when we think of healthy built environments in urban settings.

Healthy Housing:

Healthy housing is affordable, adequate, suitable, stable, safe, and close to amenities, green space, and transport options. Healthy housing is a basic human right (United Nations, 1948) and one of the most

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CELL 250.462.3915 EMAIL bobbi.klettke@interiorhealth.ca

significant determinants of health (Public Health Agency of Canada, 2024). It is the foundation for our physical, mental and social well-being. A lack of healthy housing increases our risk of injury, infectious and chronic diseases, and vulnerability to climate change emergencies, like weather extremes and natural disasters (World Health Organization, 2018).

Directing Growth to Core:

We are pleased to see the proposed OCP and Zoning amendments will continue to further the social, economic and environmental aspects of the community through a complete, compact and connected community design as envisioned in the current OCP. For example, the direction offered in the proposed revised language of policy 4.1.1.1 is clearer. It directs growth not just in or adjacent to existing development, which is a HBE Linkages Toolkit healthy planning principle, but in close proximity to daily destinations, such as school, places of work, shopping, parks and the main transportation network. Another good example is the proposed rezoning of commercially zoned parcels in the downtown core and along the main commercial corridor to a Mixed-use Zone.

Complete, compact and connected neighbourhoods are more convenient, socially engaging, generally consume less energy, are less costly to construct and maintain, contribute to affordability and encourage regular physical activity and the use of active and public transportation. The economies-of-scale that can be achieved at the community level are significant. A compact community can save about 38 percent on upfront infrastructure costs, 10 percent on the ongoing delivery of services, and generates 10 times more tax revenue per acre compared with traditional suburban growth. The length of roads and utility lines (such as water and sewer pipes) to construct and maintain, and distances travelled to provide public services, such as garbage collection, policing and emergency response, are much less. In addition, there is an overall reduction in per capita energy consumption and pollution emissions by reducing infrastructure requirements, building energy use and vehicle travel. This would contribute to achieving the City's greenhouse gas emission reduction goals. A complete and connected community, with less cars and more pedestrians going to their daily destinations traffic would slow, thereby reducing vehicle-related injuries and mortality, and promote lively commercial areas with places for people to appreciate art, culture, shopping, and each others' company. This in turn would boost economic development, sense of community belonging and social interaction. Lastly, a compact community leaves more land for recreation, tourism, agricultural production, retail and other businesses. All of the above at a community level are important for resiliency.

There are also many benefits at the family level. The cost and availability of housing is what has prompted these proposed bylaw amendments. However, it is important to consider that transportation is a significant portion of a family's overall cost of living. When people live close to their daily destinations, their reliance on a vehicle is minimized or eliminated. When overall cost of living is reduced there is more money available for healthy food, medication, recreation and social activities. It has been shown that when social interactions,

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eating healthy foods and physical activity increase, especially when experienced in natural settings (nature, street trees, flower boxes, etc.) there is a positive impact on chronic diseases, mental health and overall sense of wellbeing at the population level.

Establishing a Balance:

The recent and anticipated rate of population growth and these proposed amendments directing the growth primarily toward the core will accelerate the rate of change and transition in the downtown and select neighbourhoods. During this time of transition, there could be conflicts of use, fewer amenities than needed and frustrations, such as with less parking. However, we strongly encourage the City to support and maintain policies, such as those described above, which will achieve the community's OCP vision of "a connected, vibrant, prosperous and healthy small city in a uniquely beautiful lakefront setting."

Proposed Zoning Bylaw changes to, in some cases, decrease and eliminate parking requirements will likely initially cause frustration with added street parking and patrons of downtown having difficulty finding parking close to their destination. However, health evidence shows that encouraging active and public transportation use, which enhances mobility and transportation equity for all residents, improves physical and mental well-being, and creates greater opportunity for social connectedness. Therefore, we strongly recommend continuing through policy and budget decisions improvements that provide greater access to safe, accessible, and connected active and public transportation, and public parking amenities, such as a parkade(s). In addition, a wayfinding strategy, such as the one developed by the City of Merritt, which includes maps with concentric circles depicting walking distances in their downtown, can help to shift mindsets that destinations in the downtown are really not that far. This would also increase economic development as people are apt to stop and shop at more businesses along their way.

It is also important to balance increased density with other amenities. Park and recreation space is particularly important. We noticed on the OCP and Zoning maps limited land designated and/or zoned as park and recreation in higher density neighbourhoods, particularly toward the south end of the community. We recommend including policies and development permit criteria that require and encourage community spaces for people to recreate, socialize and experience culture, particularly in natural settings. Linear park and aesthetically pleasing pedestrian and cycling routes are also beneficial. Developing more indoor recreation spaces is a way for the community to become more adapted to extreme heat and smoke events anticipated with climate change.

We also commend the proposed policies to remove barriers to creating quality childcare space close to where people live, work and go to school. Quality childcare is directly linked to better outcomes for children later in life and contributes to the economic health of a community.

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Ensuring Housing Affordability & Displacement Protection:
We strongly support including a statement in OCP section 4.1.2.2 about no net loss of any existing non-market units. Any attempts to increase local market and non-market housing would be helpful during the housing crisis. Despite this housing affordability could remain an issue. We therefore recommend requiring and/or encouraging developers and community partners to explore options for including affordable units in new housing developments. In addition, to protect renters from displacement due to redevelopment, we encourage the City to take advantage of new opportunities to enact tenant protection bylaws (Government of BC, 2024).

Steven, thank you for the opportunity to review and provide feedback into the proposed housing updates. On behalf of Interior Health, we are committed to collaborating with the City of Penticton to support healthy, sustainable land use planning and policy creation. Please contact Bobbi Klettke at bobbi.klettke@interiorhealth.ca with any questions or for more resources. We would welcome a request to participate in the upcoming Housing Action Table.

Sincerely,





Bobbi Klettke, MPH, BA Psych
Community Health Facilitator
Heathy Communities, Healthy Families

Anita Ely, BSc, BTeck, CPHI(C)
Specialist Environmental Health Officer
Healthy Communities, Healthy Families

BK&AE/bk&ae

Interior Health would like to recognize and acknowledge the traditional, ancestral, and unceded territories of the Dãkelh Dené, Ktunaxa, Nlaka'pamux, Secwépemc, St'át'imc, Syilx, and Tŝilhqot'in Nations where we live, learn, collaborate and work together.

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Resources:

BC Centre for Disease Control. *Healthy Built Environment Linkages Toolkit: making the links between design, planning and health, Version 2.0*. Vancouver, B.C. Provincial Health Services Authority, 2018. http://www.bccdc.ca/pop-public-health/Documents/HBE_linkages_toolkit_2018.pdf

Government of Canada. Social determinants of health and health inequalities webpage https://www.canada.ca/en/public-health/services/health-promotion/population-health/what-determines-health.html

Litman, Todd with Victoria Transport Policy Institute. 3 Apr 2024. Evaluating Active Transport Benefits and Costs. https://www.vtpi.org/nmt-tdm.pdf

Merritt, City of. City of Merritt Wayfinding Signage Strategy. https://www.merritt.ca/wp-content/uploads/2020/06/2016-Merritt-Final-Wayfinding-Strategy-Report-03.15.2016.pdf

Merritt Herald. New wayfinding signage erected around Merritt. 9 Jan 2018. https://www.merrittherald.com/new-wayfinding-signage-erected-around-merritt/

United Nations. Universal Declaration of Human Rights webpage https://www.un.org/en/about-us/universal-declaration-of-human-rights

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United Way British Columbia | Working with communities in BC's Interior, Lower Mainland, Central & Northern Vancouver Island

100 More HOMES PENTICTON

April 18th, 2024

RE: Support and Recommendations for Penticton's New Housing Policy Changes

To Whom It May Concern:

I am writing on behalf of 100 More Homes to express our strong support for the City of Penticton's recent updates to its Housing Policy. As a collective dedicated to addressing housing and homelessness in Penticton, we applaud the city's proactive efforts in tackling these critical issues through thoughtful policy revision.

The new policy changes represent a significant step forward in our collective mission to ensure every member of our community has access to affordable, safe, and sustainable housing. By focusing on innovative housing solutions and streamlined processes, the City of Penticton continues to demonstrate its commitment to improving the lives of its residents.

To further enhance the impact of these changes and to anticipate future community needs, we would like to recommend the following additions to the city's social planning strategies:

1. **Prioritizing Youth Housing Needs:** We propose incorporating a clear emphasis on youth housing solutions within the Official Community Plan. By prioritizing youth, the city can address the specific challenges faced by young people in securing affordable housing, thus fostering a proactive response that supports their transition into independent living.
2. **Supporting the Development and Launch of Various Housing Types:** We advocate for the dedicated and proactive provision of attracting the following types of housing within the community:
    a. Complex Care Housing
    b. Independent Housing for Low-Income Single People
    c. Youth Housing
    d. Low-Income Family Housing
    e. Co-op Housing
    f. Workforce Housing
    g. Independent Seniors Housing
    h. Supported Seniors Housing
    i. Seniors Care Facilities
    j. Intergenerational Housing

We suggest that the policy language be specific and comprehensive to prevent the Official Community Plan from containing vague provisions that could be interpreted broadly and fulfilled without adequately addressing all essential housing types.

Additionally, we suggest including wording that compels the OCP to engage with the Health Authority and Provincial/Federal Government sources to combine efforts in attracting housing that meets the gaps in our housing continuum. This collaboration will ensure there is adequate room for various housing types and that the needs of all community members are met.

100 More Homes remains committed to supporting the City of Penticton in these endeavors. We are eager to continue our collaboration, offering our expertise and resources to help realize the vision of a community where everyone has a place to call home.

Thank you for your ongoing dedication to addressing the housing needs of our community. We look forward to the positive outcomes that your leadership on this issue will surely bring.

On behalf of the 100 More Homes committee & United Way BC - Southern Interior Region,



Annika Kirk, Strategy Coordinator, 100 More Homes Penticton, United Way BC

Attachment C - OCP Policy Changes Information Bulletin (updated)

OCP Policy Updates

Updated based on engagement results

Objectives and Policies

An Official Community Plan (OCP) provides the long-term vision for a community by stating the objectives and policies that guide decisions on planning and land use management. Council established the OCP Housing Task Force to advise on amendments to the OCP that address residential growth trends and housing needs, assist with targeted consultation to gather input on housing needs and review and recommend new and innovative housing forms to benefit housing affordability. Below are the proposed new and updated policies to implement the OCP Housing Task Force's recommendations.

Recommendation	Current Policy	Proposed Policy
Add additional policy direction on specific areas intended for new growth and density.	**4.1.1.1:** Focus new residential development in or adjacent to existing developed areas.	**Updated 4.1.1.1:** Encourage new housing to be built in close proximity to the downtown, shopping centres, schools, parks, bus exchanges and along transit corridors. Specifically directing new housing in the Downtown, North Gateway, South Gateway, Hospital, and near the college and within the designated Transit Oriented Areas.
Review parking regulations and shift from parking requirements to parking recommendations, in strategic areas to incentivize housing development and encourage alternative forms of transportation (i.e reducing parking minimums, and/or remove parking requirements entirely in certain areas) while taking into consideration the accessibility and service needs of the community.	**4.1.2.9:** Reduce parking standards for multi-family developments, where feasible, in appropriate, walkable, bikeable and transit-oriented neighbourhoods to reduce construction costs and encourage active transportation.	**New 4.1.2.10:** Review and reduce parking requirements in core urban centres, multi-family developments and in strategic growth areas. **New 4.1.2.11:** Eliminate parking requirements for carriage houses and secondary suites.

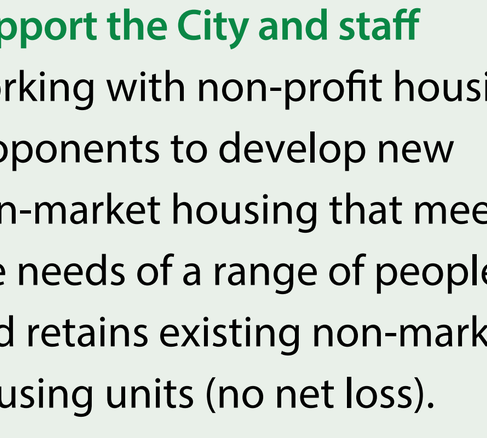
Text provided in red demonstrates changes as a result of public feedback.
Full engagement results are available at www.shapeyourcitypenticton.ca

OCP Policy Updates

Updated based on engagement results

Building OUR Future



Recommendation	Current Policy	Proposed Policy
Support streamlined and efficient reviews of Development Permit application, with appropriate design guidelines in place to support densification through quality design.	**4.1.3.2:** Increase housing options in low-density single family areas through development of secondary suites and carriage houses, and ensure carriage houses are sensitively integrated and designed according to the Intensive Residential Development Permit Area Guidelines.	**Updated 4.1.3.2:** Use development permit guidelines to support infill development with quality design and sensitivity to the neighbourhood context.
Support the City and staff working with non-profit housing proponents to develop new non-market housing that meets the needs of a range of people, and retains existing non-market housing units (no net loss).	**4.1.2.1:** Where the need is demonstrated, partner with senior governments, the non-profit housing sector and the development community to facilitate the development and operation of projects across the housing spectrum including shelters, transitional housing, supportive housing, non-market housing, and affordable rental and ownership housing for singles, families and seniors.	**Updated 4.1.2.1:** Where the need is demonstrated, collaborate and partner with senior governments, Interior Health, the non-profit housing sector and the development community to facilitate the retention and development and operation of projects across the housing spectrum including shelters, transitional housing, complex care, supportive housing, non-market housing, co-op housing, and affordable rental and ownership housing for singles, families, youth and seniors with the goal of expanding the amount of non-market units in the city.
Remove barriers to day cares in the City. 	**4.1.6.1:** Ensure all residential neighbourhoods in Penticton provide: ▪ A range of appropriately-scaled housing types and tenures ▪ Employments opportunities such as home-based businesses ▪ Transportation options like walking and cycling ▪ Social supports such as daycare facilities ▪ Access to green space and parks.	**New 4.1.6.4:** Emphasize the need for increased child care facilities in Penticton by continuing to ensure minor day care centre uses are allowed across the City and that major day care centre uses be expanded into more zones, where appropriate.

CITY OF Penticton

Text provided in red demonstrates changes as a result of public feedback.
Full engagement results are available at www.shapeyourcitypenticton.ca

OCP Policy Updates

Updated based on engagement results

Building OUR Future

Recommendation	Current Policy	Proposed Policy
Include policy support in the OCP for micro-suites and studio units as a housing option, in addition to one-, two-, and three-bedrooms.	**4.1.3.4:** Encourage developments that include one-bedroom and two-bedroom units in suitable neighbourhoods to enable people to downsize as they age and to provide entry-level housing for those people entering the housing market. At the same time, provide 3-bedroom units, or larger, to accommodate families.	**Updated 4.1.3.4:** Encourage developments that offer a range of unit types including micro suites, studio units, and one-bedroom units to meet the needs of smaller households such as youth, young professionals, and seniors while also supporting developments with two-, three- and more bedroom units for larger households such as families. **New 4.1.3.8:** Be flexible and adapt to innovative forms of housing including co-housing and units that support multi-generational living to meet the needs of the community.
Continue to meet or exceed energy efficiency requirements with new housing development.	**OCP Section 4.1.4:** Housing Quality	**New 4.1.4.3:** Continue to ensure that new residential developments meet or exceed energy efficiency requirements. The City may explore incentive programs to encourage higher levels of energy efficiency.

CITY OF Penticton

Text provided in red demonstrates changes as a result of public feedback.
Full engagement results are available at www.shapeyourcitypenticton.ca

OCP Policy Updates

Updated based on engagement results

Building OUR Future

Recommendation	Current Policy	Proposed Policy
Investigate incentive policies to spur new housing development and redevelopment such as: ▪ Property tax exemptions for rental housing and other forms of affordable housing ▪ Density bonus policy ▪ Affordable housing reserve fund policy ▪ DCC program amendments /exemptions ▪ City installing infrastructure to support development ▪ Allowing small-scale mixed use buildings in more zones ▪ Utilizing City land to support new housing development.	**4.1.2.3:** Recognize that while senior governments play the primary role in fostering, funding and delivering affordable housing, the City will provide support through technical assistance, supportive regulations, partnerships, community consultation and project facilitation.	**Updated 4.1.2.3:** Recognize that while senior governments play the primary role in fostering funding and delivering affordable housing, the City will provide support through technical assistance, supportive regulations, partnerships, community consultation, project facilitation and implementing policies that encourage new housing development across Penticton.

CITY OF Penticton

Text provided in red demonstrates changes as a result of public feedback.
Full engagement results are available at www.shapeyourcitypenticton.ca

OCP Policy Updates

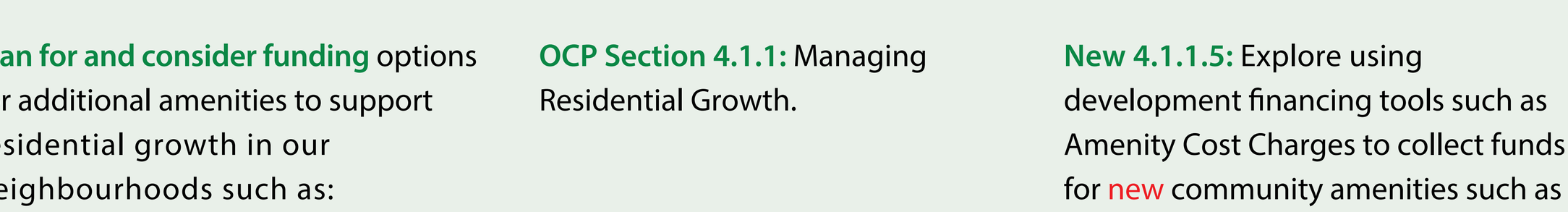
Updated based on engagement results

Building OUR Future



Recommendation	Current Policy	Proposed Policy
Process improvements to bring housing on quicker such as waiving public hearings for specified housing projects, and pre-zoning areas to align with OCP designations.	**4.1.2.6:** Continually improve the efficient processing of development applications.	**Updated 4.1.2.6:** Continually review and improve the efficient processing of development applications, **with the potential of adopting pre-approved plans to expedite the approvals process.**
Plan for and consider funding options for additional amenities to support residential growth in our neighbourhoods such as: Neighbourhood parks Road design to support alternatives to single occupant vehicles Recreational facilities (pool, community centre, outdoor sports fields, etc.) Arts and cultural events Infrastructure upgrades.	**OCP Section 4.1.1:** Managing Residential Growth.	**New 4.1.1.5:** Explore using development financing tools such as Amenity Cost Charges to collect funds for new community amenities such as recreation centres, child care facilities, libraries and community centres to support an increasing population.





CITY OF Penticton

Text provided in red demonstrates changes as a result of public feedback.
Full engagement results are available at www.shapeyourcitypenticton.ca

NEW OFFICIAL COMMUNITY PLAN

Land Use Designations

Updated based on engagement results

New Future Land Uses

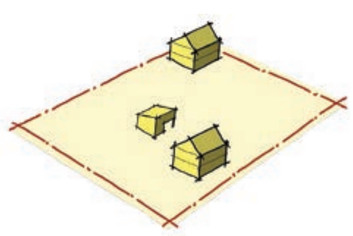
The Official Community Plan contains different land use designations which outline the types of development expected for different parts of Penticton. Land use designations are different from current zoning, as they indicate what uses are envisioned in the future.

To implement the OCP Housing Task Force recommendations and Provincial housing initiatives, the following changes to the OCP land use designations are proposed. Maps of these proposed changes are available on shapeyourcitypenticton.ca

Building OUR Future

Rural Residential (2019):

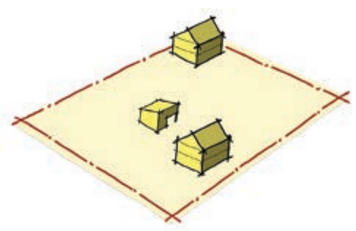
CURRENT

LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY	ZONE(S)
Rural Residential 	Rural areas with single-detached houses on large lots with modified services (e.g.: septic systems, wells) including bareland stratas	▪ Single-detached houses with secondary suites or carriage houses	▪ Residential ▪ Agriculture	▪ 1 or 2 units per single lot ▪ 1 hectare minimum lot size ▪ Generally up to 2 ½ storeys to reflect 30' maximum in Zoning Bylaw	RC

Site-Specific Rural Residential Policy Statement:
3200 Evergreen Drive (Wiltse South Block): limited to a maximum of 2 single-family residences in the Rural Residential area.
1530 Reservoir Road: Allow a minimum lot size of 0.4 hectares, when connected to the municipal treated water system. **(Bylaw No. 2023-26)**

Rural Residential (2024):

PROPOSED

LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY
Rural Residential 	Rural areas with single-detached houses on large lots with modified services (e.g. septic systems and/or wells)	▪ Single-detached houses with secondary suites or carriage houses ▪ Bareland stratas	▪ Residential ▪ Agriculture	▪ 1 to 2 units per lot ▪ 1 hectare minimum lot size ▪ 0.4 hectare minimum lot size may be considered if connected to the municipal treated water system ▪ Generally up to 3 storeys

Site-Specific Rural Residential Policy Statement:
3200 Evergreen Drive (Wiltse South Block): limited to a maximum of 2 single-family residences in the Rural Residential area.
1530 Reservoir Road: Allow a minimum lot size of 0.4 hectares, when connected to the municipal treated water system.

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NEW OFFICIAL COMMUNITY PLAN

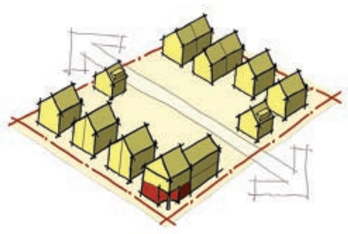
Land Use Designations

Updated based on engagement results

Building OUR Future

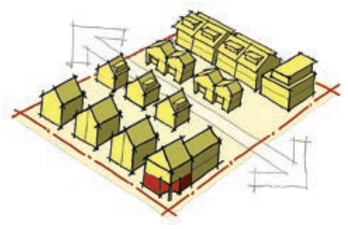
Detached Residential & Infill Residential (2019):

CURRENT

LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY	ZONE(S)
Detached Residential 	Lower-density areas of single-detached houses and/or duplexes in primarily residential neighbourhoods including single-detached bareland stratas	▪ Single-detached houses with secondary suites or carriage houses ▪ Duplexes ▪ Small-scale neighbourhood commercial building (e.g., corner store, coffee shop) ▪ Manufactured homes	▪ Residential ▪ Limited retail/service	▪ 1 or 2 units per lot ▪ Generally up to 2 ½ storeys to reflect 30' maximum in Zoning Bylaw	▪ R1 ▪ R2 ▪ R3 ▪ RD7 ▪ RSM ▪ C2

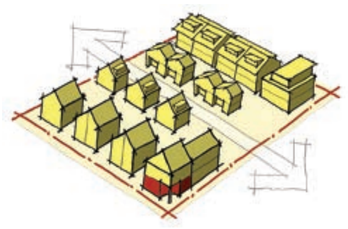
Site-Specific Detached Residential Policy Statement:
375 Smythe Drive: a maximum of 27 detached single-family houses are permitted on this site. Houses may include secondary suites but not carriage houses.

CURRENT

Infill Residential 	Transitional lower-height residential houses with new housing types compatible with existing single-detached houses in character and scale but providing more units per lot.	▪ Single-detached houses with or without secondary suites and/or carriage houses ▪ Duplexes with or without suites ▪ Triplexes ▪ Lower-density rowhouses ▪ Small-scale neighbourhood commercial building (e.g., corner store, coffee shop)	▪ Residential ▪ Limited retail/service	▪ 1 to 4 units per single lot ▪ Consolidation of lots possible for lower-scale multifamily developments ▪ Generally up to 2 ½ storeys	▪ R1 ▪ R2 ▪ R3 ▪ RD1 ▪ RD2 ▪ RD3 ▪ C2

Low Density Residential (2024):

PROPOSED

LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY
Low-density Residential 	Lower-density residential areas with new housing types compatible with 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 and/or carriage houses ▪ Cluster housing ▪ Townhouses ▪ Bareland stratas ▪ Small-scale neighbourhood commercial building (e.g., corner store, coffee shop, childcare)	▪ Residential ▪ Limited retail/service	▪ 1 to 4 units per lot ▪ Up to 6 units subject to contextual design and adherence to DP guidelines ▪ Additional units may be considered where lot consolidation occurs (e.g. consolidation of two lots could support twice as many units per lot) ▪ Generally up to 3 storeys

Site-Specific Detached Residential Policy Statement:
375 Smythe Drive: a maximum of 27 detached single-family houses are permitted on this site. Houses may include secondary suites but not carriage houses.

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NEW OFFICIAL COMMUNITY PLAN

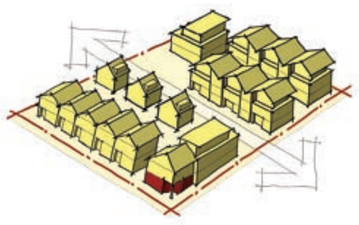
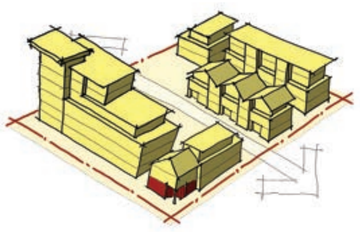
Land Use Designations

Updated based on engagement results

Building OUR Future

Ground Oriented Residential & Urban Residential (2019):

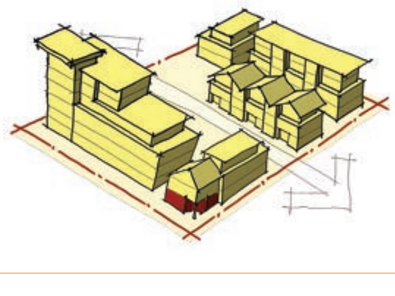
CURRENT

LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY	ZONE(S)
Ground Oriented Residential 	Medium-density residential areas with multi-family developments where each unit has an exterior door and construction is primarily wood frame, or bareland stratas.	▪ Duplexes with suites ▪ Cluster housing ▪ Fourplexes higher-density rowhouses ▪ Townhouses and stacked townhouses ▪ Bareland strata developments	▪ Residential ▪ Limited service/retail	▪ Up to 3 ½ storeys	▪ RM2 ▪ RM5 ▪ C2
Urban Residential 	Higher-density 3-6 storey apartment neighbourhoods in higher amenity areas where building construction is primarily wood frame.	▪ Townhouses and stacked townhouses ▪ Low-rise and mid-rise apartment / condo buildings	▪ Residential ▪ Limited retail/service	▪ Heights up to 6 storeys	▪ RM3

Site-Specific Urban Residential Policy Statement:
556 to 736 Lakeshore Drive West: Development up to a maximum of four storeys can be considered subject to assessment of urban design impacts on Lakeshore Drive and the waterfront, Lakawanna Park and neighbouring properties on Churchill Avenue.

High Density Residential (2024):

PROPOSED

LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY
High-density Residential 	Higher-density multifamily residential neighbourhoods consisting of townhouses and apartments in higher-amenity areas	▪ Cluster housing ▪ Townhouses ▪ Low-rise and mid-rise apartment buildings ▪ Small-scale neighbourhood commercial building (e.g., corner store, coffee shop, childcare)	▪ Residential ▪ Limited retail/service	▪ Up to 6 storeys

Site-Specific Urban Residential Policy Statement:
556 to 736 Lakeshore Drive West: Development up to a maximum of four storeys can be considered subject to assessment of urban design impacts on Lakeshore Drive and the waterfront, Lakawanna Park and neighbouring properties on Churchill Avenue.

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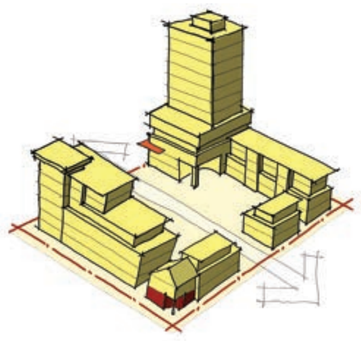
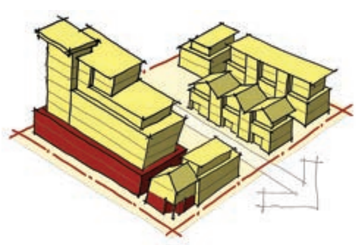
NEW OFFICIAL COMMUNITY PLAN

Land Use Designations

Updated based on engagement results

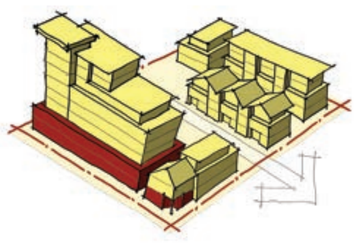
Building OUR Future

Urban High Density Residential & Mixed Use (2019):

	LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY	ZONE(S)
CURRENT	**Urban High-density Residential** 	High-density apartment neighbourhoods of buildings over 6 storeys in high amenity areas	▪ High-rise apartment / condo buildings	▪ Residential ▪ Limited retail / service	▪ Heights greater than 6 storeys	▪ RM4
CURRENT	**Mixed-use** 	A mixed-use area allowing for intensive development with active and vibrant retail or service uses at ground level and multi-family residential and/or office uses.	▪ Higher-density mixed-use buildings	▪ Commercial (retail, service, office) ▪ Residential	▪ Up to 10 storeys	▪ C3 ▪ C5

Site-Specific Mixed Use Policy Statement:
1704 Government Street: Allow a maximum building height of 12 storeys. **(Bylaw No 2023-34)**

Mixed Use (2024):

	LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY
PROPOSED	**Mixed-use** 	Higher-density mixed-use areas allowing for intensive development with residential and/or commercial uses	▪ Higher-density apartments ▪ Mixed-use buildings ▪ Commercial buildings	▪ Commercial (retail, service, office) ▪ Residential	▪ Generally greater than 3 storeys

Site-Specific Mixed Use Policy Statement:
1704 Government Street: Allow a maximum building height of 12 storeys.

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NEW OFFICIAL COMMUNITY PLAN

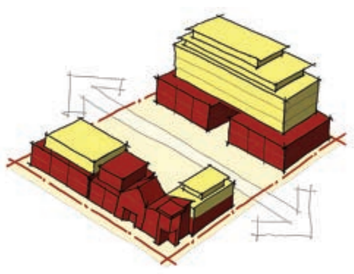
Land Use Designations

Updated based on engagement results

Building OUR Future

Downtown Mixed Use (2019):

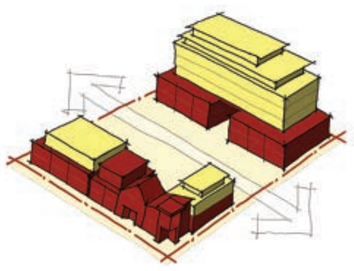
CURRENT

LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY	ZONE(S)
Downtown Mixed-use 	Downtown developments with active retail, service or civic and cultural uses at ground level and multi-family residential and/or office uses	▪ Higher-density mixed-use buildings	▪ Commercial (retail, service, office) ▪ Residential ▪ Civic and cultural	▪ Up to 10 storeys ▪ 3 storey maximum on Main St and Front St (Up to 5 storeys in 100 blk Front St subject to contextual design and adherence to DP guidelines)	▪ C5 ▪ C6 ▪ C9

Site-Specific Downtown Mixed Use Policy Statement:
603 Main Street: Allow up to a maximum height of 5 storeys. **(Bylaw No. 2020-49)**

Downtown Mixed Use (2024):

PROPOSED

LAND USE	DESCRIPTION	BUILDING TYPE(S)	USES	HEIGHT/ DENSITY
Downtown Mixed-use 	Downtown developments with active retail, service or civic and cultural uses at ground level and multi-family residential and/or office uses.	▪ Higher-density mixed-use buildings ▪ Residential units limited to the second floor and above, or located behind the commercial frontage if at grade	▪ Commercial (retail, service, office) ▪ Residential ▪ Civic and cultural ▪ Tourist commercial	▪ Up to 10 storeys ▪ Up to 3 storeys on the 0-300 blocks of Main St and the 0-99 block of Front St ▪ Up to 5 storeys on the 100-200 block of Front St, subject to contextual design and adherence to DP guidelines

Other Future Land Use Designation Changes:

LAND USE	CHANGE
Tourist Commercial	**Height/Density**, replace “up to 6 storeys” with “generally up to 6 storeys, subject to contextual design and adherence to DP guidelines”. **Uses**, replace “supportive residential and office uses” with “ancillary residential and office uses”
Institutional	**Uses**, add “ancillary residential” in conjunction with institutional and civic facilities (e.g. student housing, extended care, employee housing) and “parks and open space”
Airport	**Description**, add “limited related commercial/tourist commercial activities”. **Uses**, add “ancillary commercial and tourist commercial”.

CITY OF Penticton

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The Corporation of the City of Penticton

Bylaw No. 2024-21

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. 2024-21."

2. **Amendment:**

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

2.1 Replace the map titled "2019 OCP Growth Areas and Infill Areas", as referenced on page 3-44 of the Official Community Plan, with the version included as Schedule 'A' of this bylaw.

2.2 Replace the map titled "Strategic Investment Areas" of the Official Community Plan, as referenced on page 3-45 of the Official Community Plan, with the version included as Schedule 'B' of this bylaw.

2.3 Remove the words "and the Spiller Road" from Section 3, paragraph titled "New Hillside Neighbourhoods", as referenced on page 3-46 of the Official Community Plan.

2.4 Repeal and replace the Land Use Designations table, as included on pages 3-48 to 3-52 of the Official Community Plan, with the version included as Schedule 'C' of this bylaw.

2.5 Repeal and replace the policies in Sections 4.1.1, 4.1.2, 4.1.3, 4.1.4, 4.1.5 and 4.1.6 of the Official Community Plan with the version included as Schedule 'D' of this bylaw.

2.6 Repeal and replace "Map 1: Future Land Use" with the updated map included as Schedule 'E' of this bylaw.

2.7 Schedule 'A', Schedule 'B', Schedule 'C', Schedule 'D' and Schedule 'E' attached hereto forms part of this bylaw.

READ A FIRST time this	day of	, 2024
A PUBLIC HEARING was held 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 __ day of _____, 2024 and the __ day of _____, 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

Official Community Plan Amendment Bylaw No. 2024-21 - Schedule A

City of Penticton

2019 Growth Areas

N

0 0.25 0.5 1

Kilometres

Scale: 1:12,500

Legend

- Road
- Stream
- City of Penticton Municipal Boundary
- Penticton Indian Band
- Waterbody
- 2019 Official Community Plan Growth Areas
- 2019 Official Community Plan Urban Infill

2024-05-09 4:35 PM

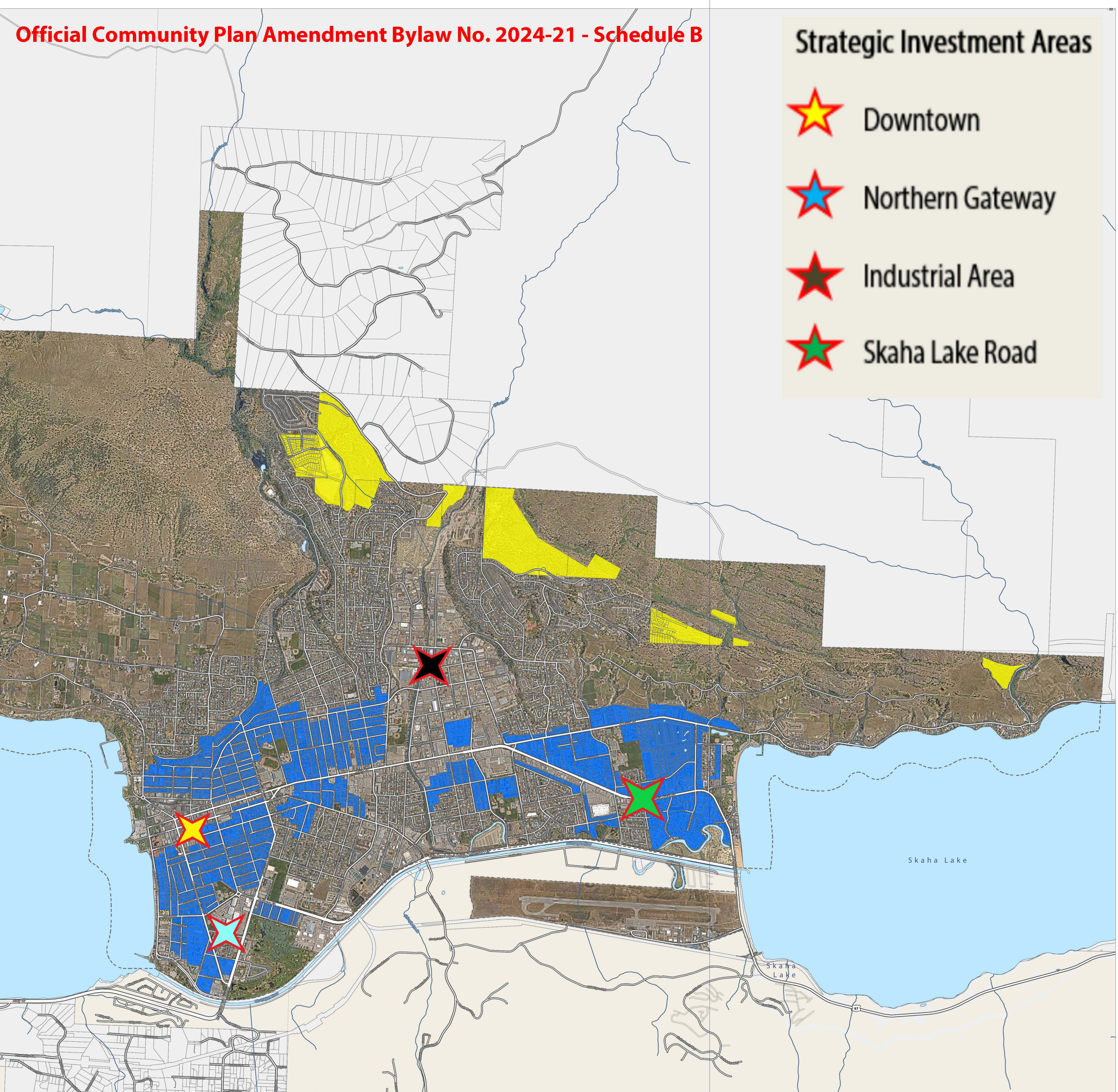
Terms of Use | The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user of this information does so at their own risk and should not rely upon the information without independent verification as to the accuracy or suitability thereof.

Okanagan Lake

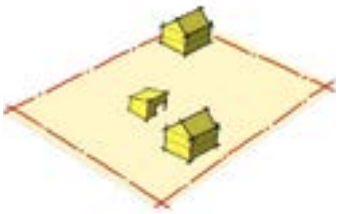
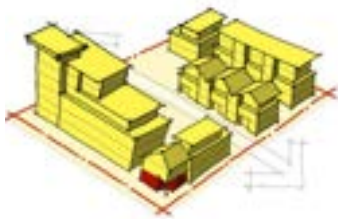
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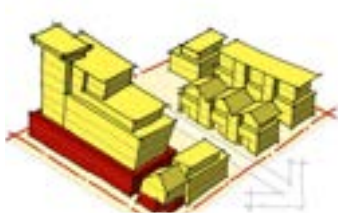
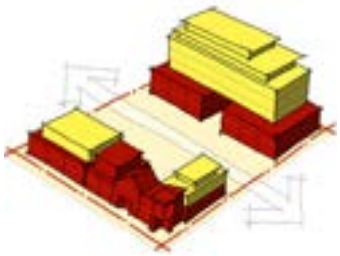
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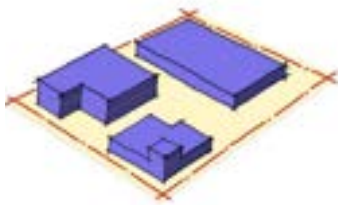
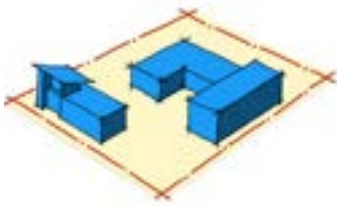
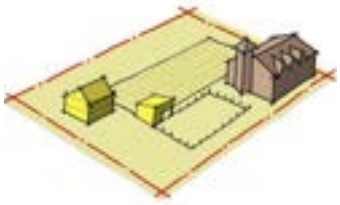
Official Community Plan Amendment Bylaw No. 2024-21 - Schedule B

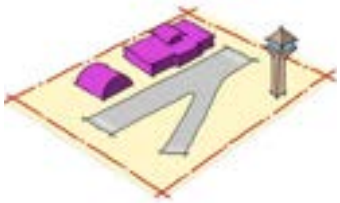


Land Use Designations

Land Use	Description	Building Type(s)	Uses	Height / Density
Rural Residential 	Rural areas with single-detached houses on large lots with modified services (e.g., septic systems and/or wells)	• Single detached houses with secondary suites or carriage houses • Bareland stratas	• Residential • Agriculture	• 1 to 2 units per lot • 1 hectare minimum lot size • 0.4 hectare minimum lot size may be considered if connected to the municipal treated water system • Generally up to 3 storeys
	Site-Specific Rural Residential Policy Statements: 3228 Evergreen Drive (Wiltse South Block): limited to a maximum of 2 single-family residences in the Rural Residential area. 1530 Reservoir Road: Allow a minimum lot size of 0.4 hectares, when connected to the municipal treated water system			
Low Density Residential 	Lower-density residential areas with new housing types compatible with 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 and/or carriage houses • Cluster housing • Townhouses • Bareland stratas • Small-scale neighbourhood commercial building (e.g., corner store, coffee shop, childcare)	• Residential • Limited retail/ service	• 1 to 4 units per lot • Up to 6 units subject to contextual design and adherence to DP guidelines • Additional units may be considered where lot consolidation occurs (e.g. consolidation of two lots could support twice as many units per lot) • Generally up to 3 storeys
	Site-Specific Detached Residential Policy Statement: 375 Smythe Drive: a maximum of 27 detached single-family houses are permitted on this site. Houses may include secondary suites but not carriage houses.			
High Density Residential 	Higher-density multifamily residential neighbourhoods consisting of townhouses and apartments in higher-amenity areas	• Cluster housing • Townhouses • Low-rise and mid-rise apartment buildings • Small-scale neighbourhood commercial building (e.g., corner store, coffee shop, childcare)	• Residential • Limited retail/ service	• Up to 6 storeys
	Site-Specific High Density Residential Policy Statement: 556 to 736 Lakeshore Drive West: Development up to a maximum of four storeys can be considered subject to assessment of urban design impacts on Lakeshore Drive and the waterfront, Lakawanna Park and neighbourhing properties on Churchill Avenue.			

Land Use	Description	Building Type(s)	Uses	Height / Density
Mixed Use 	Higher-density mixed-use areas allowing for intensive development with residential and/or commercial uses	• Higher-density apartments • Mixed-use buildings • Commercial buildings	• Commercial (retail, service, office) • Residential	• Generally greater than 3 storeys
	Site-Specific Mixed Use Policy Statement: 1704 Government Street: Allow a maximum building height of 12 storeys.			
Downtown Mixed Use 	Downtown developments with active retail,service or civic and cultural uses at ground level and multi-family residential and/or office uses.	• Higher-density mixed-use buildings • Residential units limited to the second floor and above, or located behind the commercial frontage if at grade	• Commercial (retail, service, office) • Residential • Civic and cultural • Tourist commercial	• Up to 10 storeys • Up to 3 storeys on the 0-300 blocks of Main St and the 0-99 block of Front St • Up to 5 storeys on the 100-200 block of Front St, subject to contextual design and adherence to DP guidelines
Commercial 	Areas with a wide range of commercial uses including office, retail, goods and services.	• Commercial (retail/ office/service) buildings • Mixed-use buildings (in specific areas, residential units limited to the second floor and above)	• Retail, service • Office • Restaurant • Grocery store • Residential (in specific zones)	• varies by zone
Tourist Commercial 	Areas that serve both visitors and residents, providing accommodation, entertainment, and food and beverage, as well as resort residential uses.	• Hotels • Motels • Restaurants • Resort residential	• Tourist Accommodation • Restaurant, entertainment, service • Retail • Ancillary residential and office uses	• Generally up to 6 storeys, subject to contextual design and adherence to DP guidelines
	Site-Specific Tourist Commercial Policy Statement: 3228 Evergreen Drive (Wiltse South Block) - tourist accommodation resort with a maximum of 20 units and a maximum floor area of 1850m2			

Land Use	Description	Building Type(s)	Uses	Height / Density
Industrial 	Areas of light and heavy industrial uses characterized by goods production, manufacturing, distribution, and storage.	• Industrial buildings • Structures and lands	• General Industrial • Heavy Industrial (M2 zone only) • Wholesale, Storage and Warehouse • Vehicle and Equipment Repair	• Generally 1 or 2 storeys
Institutional and Civic 	Areas providing a wide range of services and utilities for the community.	• Varies	• Education Services • Health Services • Hospital • Government Service • Utility Services • Fire Halls • Ancillary residential uses in conjunction with institutional and civic facilities (e.g. student housing, extended care, employee housing) • Parks and open space	• Varies
Agriculture 	Allows for growing, producing, harvesting, storage, processing and sale of agricultural produce.	• Agricultural buildings • Detached houses	• Agricultural • Residential	• 1-2 units per parcel
Landfill and Landfill Buffer 	Campbell Mountain Sanitary Landfill serving the region in the long-term along with the buffer area determined by the Ministry of Environment.	• Varies	• Landfill site limited to landfill operations including solid waste disposal, composting and recycling activities • Uses in the buffer area are limited to those approved by the Ministry of Environment.	• Varies

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

4.1.1 Managing Residential Growth

Goal

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

Policies

4.1.1.1 Encourage new housing to be built in close proximity to the downtown, shopping centres, schools, parks, bus exchanges and along transit corridors. Specifically direct new housing in the downtown, North Gateway, South Gateway, near the college, hospital, and within designated transit-oriented areas.

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

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

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

4.1.1.5 Explore using development financing tools such as Amenity Cost Charges to collect funds for new community amenities such as recreation centres, child care facilities, libraries and community centres to support an increasing population.

4.1.2 Housing Affordability

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

Goal

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

Policies

4.1.2.1 Where the need is demonstrated, collaborate and partner with senior governments, Interior Health, the non-profit housing sector and the development community to facilitate the retention, development and operation of projects across the housing spectrum including shelters, transitional housing, complex care, supportive housing, non-market housing, co-op housing and affordable rental and ownership housing for singles, families, youth and seniors, with the goal of expanding the amount of non-market units in the city.

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

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

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

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

4.1.2.6 Continually review and improve the efficient processing of development applications, with the potential of adopting pre-approved plans to expedite the approvals process.

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

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

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

4.1.2.10 Review and reduce parking requirements in core urban centres, multi-family developments, and strategic growth areas.

4.1.2.11 Eliminate parking requirements for carriage houses and secondary suites.

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

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

4.1.3 Housing Diversity

Goal

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

Policies

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

4.1.3.2 Use development permit guidelines to support infill development with quality design and sensitivity to the neighbourhood context.

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

4.1.3.4 Encourage developments that offer a range of unit types including micro-suites, studio units, and one-bedroom units to meet the needs of smaller households such as youth, young professionals, and seniors while also supporting developments with two-, three- and more bedroom units for larger housholds such as families.

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

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

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

4.1.3.8 Be flexible and adapt to innovative forms of housing including co-housing and units that support multi-generational living to meet the needs of the community.

4.1.4 Housing Quality

Goal

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

Policies

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

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

4.1.4.3 Continue to ensure that new residential developments meet or exceed energy efficiency requirements. The City may explore incentive programs to encourage higher levels of energy efficiency.

4.1.5 Housing and Neighbourhood Character

Goal

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

Policies

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

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

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

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

4.1.6 Complete and Healthy Neighbourhoods

Goal

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

Policies

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

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

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

4.1.6.4 Emphasize the need for increased child care facilities in Penticton by continuing to ensure minor day care centre uses are allowed across the City and that major day care centre uses be expanded into more zones, where appropriate.

Official Community Plan Amendment Bylaw No.2024-21 - Schedule E

City of Penticton

Official Community Plan
Future Land Use

N

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Kilometres
Scale: 1:12,500

Legend

- Road
- Stream
- City of Penticton Municipal Boundary
- Penticton Indian Band
- Waterbody

Official Community Plan

Future Land Use

- Agriculture
- Airport
- Commercial
- Downtown Mixed Use
- First Nations
- High Density Residential
- Industrial
- Institutional and Civic
- Landfill and Landfill Buffer
- Low Density Residential
- Mixed Use
- Natural and Conservation Areas
- Parks
- Rural Residential
- Tourist Commercial
- Urban High Density Residential

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Okanagan Lake

Skaha Lake

Amended By Bylaw No.

Council Report

penticton.ca

Date: May 21, 2024 File No: RMS/6440-01
To: Anthony Haddad, City Manager
From: Steven Collyer, Housing and Policy Initiatives Manager

Subject: **Zoning Bylaw No. 2024-22**

Staff Recommendation

THAT Council give first reading to "Zoning Bylaw No. 2024-22", a bylaw intended to repeal and replace "Zoning Bylaw No. 2023-08";

AND THAT Council forward "Zoning Bylaw No. 2024-22" to the June 3, 2024 Public Hearing.

Strategic Priority Objective

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

Proposal

A comprehensive update to the Zoning Bylaw is proposed to implement recent Provincial housing initiatives and the local Official Community Plan (OCP) Housing Task Force recommendations. Given the extent of the proposed updates, staff are proposing a new Zoning Bylaw to repeal and replace Zoning Bylaw No. 2023-08.

The vast majority of regulations from the previous Zoning Bylaw No. 2023-08 are carried forward, with the following key changes proposed in the new Zoning Bylaw No. 2024-22:

- Implement Provincial small-scale multi-unit housing regulations (up to 4 units per lot)
    - Following requirements of Provincial *Bill 44: Housing Statutes (Residential Development) Amendment Act*
- Implement Provincial transit-oriented area regulations for the areas around Penticton Plaza and Peachtree Square
    - Following requirements of Provincial *Bill 47 (Housing Statutes (Transit-Oriented Areas) Amendment Act*
    - Including local initiative to designate the area around Cherry Lane Mall as a transit-oriented area
- Updated parking requirements:
    - Remove on-site residential parking requirements in the downtown
    - Remove on-site parking requirements for secondary suites and carriage houses

    - Reduce the residential visitor parking requirement from 0.25 spaces per unit to 0.20 spaces per unit
- Increase residential front yard setbacks along Lakeshore Drive West
- Increase allowable building heights along the 400-700 blocks of Main Street
- Rezone city-owned properties to allow residential uses:
    - 2509 South Main Street to RM3 (Medium Density Multiple Housing) zone
    - 971, 977, 985, 999 Eckhardt Avenue West to RM3 (Medium Density Multiple Housing) zone
- Rezone BC Housing owned property at 393 Winnipeg Street to C5 (Urban Centre Commercial) zone
- Remove RSM (Manufactured Home Park) zoning from 1050 Spiller Road
- Other minor updates, including:
    - Wording changes (i.e. changing "vacation rental" to "short term rental")
    - Additional information and regulations for localized depressions, carriage house decks and balconies, pedestrian access paths
    - Expand definition of residential amenity space, and add definition for major high-occupancy short term rental
    - Formatting, wording and grammar changes

Attachment 'A' contains a more detailed summary of the proposed Zoning Bylaw changes. The document has been updated to reflect changes made after the public engagement period. Attachment 'B' contains the full text and maps of the new Zoning Bylaw No. 2024-22.

Related Official Community Plan updates are discussed in the separate associated report.

Background

This new Zoning Bylaw No. 2024-22 is part of the housing initiatives work which began in 2023 with Council's OCP Housing Task Force and Provincial housing legislation announcements. In addition, staff consistently review the Zoning Bylaw regulations and seek to update the bylaw on a regular basis to improve its clarity and ease of interpretation.

Work Plan

On January 16, 2024, Council endorsed the work plan presented by staff to carry out updates to the Official Community Plan and Zoning Bylaw to implement the OCP Housing Task Force recommendations, Provincial housing legislation, and Penticton's Housing Accelerator Fund initiatives. As many of these policy changes complement each other, staff worked to bring

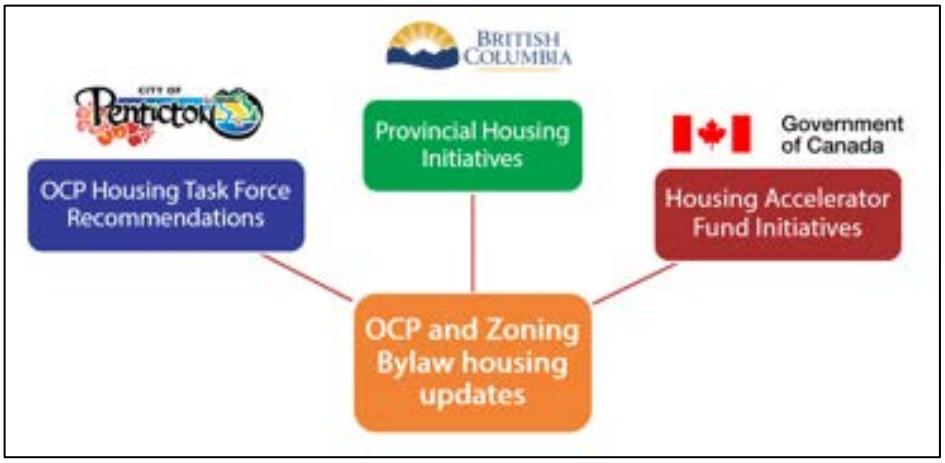


Figure 1 - Chart showing the inputs guiding overall direction of the Official Community Plan and Zoning Bylaw updates.

forward draft amendments to both the OCP and Zoning Bylaw concurrently for Council and the community to understand the full scope of the housing changes being proposed across both regulatory documents. After staff prepared the draft amendments over January and February, public engagement was held over March and April, with the final amendments and public engagement feedback being presented to Council for consideration herein.

Public Engagement Period

Staff carried out public engagement on the proposed Zoning Bylaw changes reflected in Zoning Bylaw No. 2024-22 from March 4 to April 14. The purpose of the engagement period was to raise community awareness and provide education for both the provincial housing changes and proposed local updates to the Official Community Plan and Zoning Bylaw. In addition, engagement provided an opportunity for community feedback on elements of the updates which could be amended and revised. Over the public engagement period, staff held 10 public information opportunities, met with eight interest groups, received 267 feedback forms, and 6 letters.

The full review of the public engagement period and results is included in Attachment 'B' of the related report on the Official Community Plan amendments.

Feedback on parking, the Cherry Lane Mall transit-oriented area, tree planting, landscaping requirements, building heights, and building setbacks relates to zoning regulations. Thes Zoning Bylaw feedback received is discussed in the "Analysis" section.

Public Hearing

While Section 464(3) of the recently amended *Local Government Act* prohibits public hearings for Zoning Bylaw Amendments for the sole purpose of complying with Provincial legislation, this new Zoning Bylaw No. 2024-22 includes more changes than strictly those necessary to implement the provincial small-scale multi-unit and transit-oriented areas legislation. Staff took this opportunity to include updates related to the OCP Housing Task Force recommendations and staff's ongoing list of minor updates. As such, should Council give the new Zoning Bylaw first reading, a public hearing will be held on Monday, June 3, 2024 prior to consideration of further readings of the new Zoning Bylaw No. 2024-22.

Financial Implication

As part of a provincial $51M fund, the Province granted Penticton $314,454 in January 2024 to help implement the new Provincial housing legislation. The City will utilize that money to support the following upcoming projects related to the Provincial housing initiatives:

- Review Master Infrastructure plans (water, sewer servicing and park space in particular)
- Review the Development Cost Charge program
- Investigate the suitability of an Amenity Cost Charge program for Penticton
- Update of the 2023 Housing Needs Assessment to meet the provincial framework
- Preparation of public engagement materials *(completed)*

Some funds were expended on public engagement materials to explain the Provincial legislation changes as part of the broader public engagement period over March and April. The provincial grant funds have not

been directly spent on this Zoning Bylaw update, which has been led in-house by staff without external consultants.

Climate Impact

Council adopted the Community Climate Action Plan (CCAP) in 2021. The new Zoning Bylaw is aligned with the following CCAP "Big Moves":

- **Shift Beyond the Car:** the proposed parking requirement changes in the new Zoning Bylaw support more homes to be built in the downtown and around the designated transit-oriented areas. This allows a market-driven response to parking needs and encourages the use of alternate modes like transit, biking, and walking for some trips.
- **Electrify Passenger Transportation:** the electric vehicle (EV)-ready parking requirements for new developments are carried forward into the new Zoning Bylaw, helping facilitate the easy installation of EV chargers in the future.

Technical Review

The proposed Zoning Bylaw changes were presented to the Technical Planning Committee, a group of internal staff who are involved in the development approvals process. The group provided feedback on the proposed Zoning Bylaw updates which was incorporated in the new Zoning Bylaw.

Planning staff worked closely with the Parks Department to review the proposed R4-L and R4-S zones to see how they align with the upcoming Urban Forest Management Plan. The proposed development regulations (setbacks, lot coverage, etc.) provide room for landscaping on these infill development properties and allow for sufficient space to plant trees. Existing tree planting and landscape buffer requirements remain as-is. As higher density infill developments occur, there is often smaller landscaped amenity areas on private lots, elevating the need to consider the tree canopy and available green spaces in the City overall recognizing that most new growth is expected in the already built-up area.

The Building Department noted some concerns and additional considerations if the R4-L and R4-S zone side yard setbacks were proposed at 1.2m rather than 1.5m, including Building Code spatial separation requirements and the increased possibility of encroachments into the required width of an access path to any rear-facing units. As such, the new R4-L and R4-S zones continue to incorporate 1.5m side yard setbacks which are common in urban residential zones in the City's existing zoning bylaw today.

Development Services staff will work to update all information materials (bulletins, guides, application reference documents) with the new Zoning Bylaw regulations as soon as possible after the new Zoning Bylaw No. 2024-22 is adopted by Council. That work will help support the development industry and homeowners with the transition to the new Zoning Bylaw regulations.

Analysis - Small-Scale Multi-Unit Housing

The Province passed *Bill 44, Housing Statutes (Residential Development) Act*, in the fall 2023 legislative session. This legislation implemented significant changes to how cities across BC zone residential lands. This legislation ends restrictive single-detached and duplex zoning in urban areas and requires cities like Penticton to change their zoning rules to allow between 3-6 homes per lot. The goal is to provide landowners the opportunity to provide more units on their property without needing to go through a

rezoning process, assisting with the supply of homes and relative affordability compared to exclusively single-detached neighbourhoods.

Given the provincial legislation criteria, the urban areas of Penticton must be rezoned to allow for 4 units per lot on all properties previously only allowing a single detached home, carriage house, secondary suite, or duplex. Rural areas, lots in zones with minimum 0.4ha lot size, and lots without municipal service connections are exempt from the density requirement. The legislation requires affected local governments to pass a bylaw allowing the mandatory density by June 30, 2024. The province allows each community some discretion in how they implement the bylaw changes locally (i.e. development regulations such as setbacks, lot coverage, building height, etc.).

To implement the provincial small-scale multi-unit housing legislation, the new Zoning Bylaw No. 2024-22 proposes two new zones to replace seven existing single-family and duplex zones (Figure 2).



Figure 2 - Existing zones on the left being replaced by new zones on the right.

The R4-L and R4-S zones allow for a maximum density of 4 units per lot, as required by the Provincial legislation. "R4" was chosen as the prefix to align with the new zoning allowing up to 4 units per lot, and to avoid any confusion or misinterpretation if the previous zoning prefixes were adapted (i.e. R1, R2, R3, etc.). Where the two new zones differ is in suffix, "-L" for the 'large lot' category and "-S" for the 'small lot' category.

The R4-L and R4-S zones contain the same list of primary permitted uses. These uses are all defined in Chapter 3 of the Zoning Bylaw:

- Apartment
- Carriage House
- Congregate Housing
- Duplex
- Single Detached Dwelling
- Secondary Suite
- Townhouse

The R4-L and R4-S zones have different subdivision and development regulations. This is to reflect the different lot density in various neighbourhoods across the city.

Regulation	R4-L Zone	R4-S Zone
Minimum Lot Width	16 m (standard lot) 18 m (corner lot)	9.1 m (standard lot) 10.5 m (corner lot)
Minimum Lot Area	560 m^2	280 m^2
Maximum Lot Coverage	40%	50%
Maximum Density	4 dwelling units	4 dwelling units
Maximum Height	11.0 m (principal buildings) 4.5 m (accessory buildings)	11.0 m (principal buildings) 4.5 m (accessory buildings)
Maximum Number of Storeys	3 storeys above grade	3 storeys above grade
Minimum Front Lot Line Setback	4.5 m	4.5 m
Minimum Interior Side Lot Line Setback	1.5 m	1.5 m
Minimum Exterior Side Lot Line Setback	3.0 m	3.0 m
Minimum Rear Lot Line Setback	6.0 m (principal buildings) 1.5 m (accessory buildings)	6.0 m (principal buildings) 1.5 m (accessory buildings)
Maximum Combined Footprint of all Accessory Buildings	75 m^2	75 m^2

The R4-L and R4-S zones contain the following 'other regulations' which were previously included in the various zones being replaced (i.e. R1, R2, R3, etc). These regulations have been updated and consolidated into the new R4-L and R4-S:

Regulation	R4-L Zone & R4-S Zone
Vehicle Access	Where a rear lane is provided, all vehicular access must be from the rear lane only.
Pedestrian Access	A clear, unobstructed, hard-surfaced, and maintained pedestrian access, at least 1.2m in width, must be provided from the front of the lot to the main entry of each dwelling unit.
Home Occupations	A major home occupation shall only be permitted within a single detached dwelling or accessory building and on lots containing no more than two dwelling units.
Amenity Space	A minimum 20m^2 of amenity space must be provided per unit. At least 25% of the required amenity space must be provided at the ground floor level. Up to 20% of the required amenity space may be provided indoors.

Alignment with Provincial Small-Scale Multi-Unit Housing Legislation

The Province issued the Provincial Policy Manual and Site Standards for small-scale, multi-unit housing which describes the legislation intent, rationale, and contains different 'site standards guides' for communities of different sizes. The policy manual states that local governments must consider the manual

and site standards. The following table outlines how the proposed R4-L and R4-S zones align with the applicable provincial legislation and site standards:

Regulation	Applicable Provincial Guideline (Site Standards B)	R4-L Zone	R4-S Zone
Minimum Front Lot Line Setback	2.0 m	4.5 m	4.5 m
Minimum Rear Lot Line Setback	1.5 m	6.0 m	6.0 m
Minimum Side Lot Line Setbacks	1.2 m	1.5 m	1.5 m
Maximum Height	11.0 m	11.0 m	11.0 m
Maximum Number of Storeys	3	3	3
Maximum Lot Coverage	50%	40%	50%
Off-Street Parking Requirements	1 space per unit	1 space per unit 0 spaces per secondary suite or carriage house	1 space per unit 0 spaces per secondary suite or carriage house

The rationale for the proposed R4-L and R4-S regulations in Zoning Bylaw No. 2024-22 and some proposed variations from provincial guidelines are outlined below:

- Minimum Front Lot Line Setback
    - The proposed front yard setback in the new zones is 4.5m, which is consistent with existing zones in Penticton allowing 4 units per lot (i.e. RD4 zone). This front yard setback allows more room for landscaping and trees, while keeping a more consistent streetscape with existing buildings compared to the provincial guideline of 2.0m.
    - While the provincial guideline is 2.0m, the guide states that front lot line setbacks of 4-6 metres may be warranted if there are no sidewalks or public boulevards for trees and to accommodate future road right-of-way dedications.
    - As there may not be sufficient room for boulevard trees in front of all affected properties, staff recommend the 4.5m front lot line setback be applied.
- Minimum Rear Lot Line Setback
    - The proposed rear yard setback in the new R4-L and R4-S zones is 6.0m, which is the same requirement as most residential zones in Penticton currently. This setback allows for sufficient room for nose-in vehicle parking from lanes (parking spaces must be 5.8m in depth). Rear parking will be required through the new zones if the property has rear lane access.
    - A 6.0m setback provides sufficient separation between adjacent properties if there is no lane and a property direct abuts another. This space maintains more room for trees, landscaping and amenity space compared to a 1.5m setback.
    - It should be noted that carriage houses will continue to be permitted to a 1.5m rear yard setback, which is aligned with the provincial guideline.

- Minimum Side Lot Line Setbacks
    - The proposed side yard setbacks are 1.5m when abutting another property and 3.0m when abutting a street. These setbacks are the same as what is currently permitted in many urban residential zones.
    - The 1.5m setback allows room for a required 1.2m wide unobstructed access path to the rear of the property if there are units at the back. A 1.2m wide path can be pinched by fencing or utilities when only 1.2m setbacks are required through zoning.
    - The additional setback from a street side yard helps maintain sightlines and a more common streetscape setback as what would be required if the building fronted onto a side street (i.e. 4.5m).
- Maximum Height
    - The maximum height of 11.0m is similar to the 10.5m height already permitted in most urban residential zones currently.
    - The change is proposed to align with the provincial guideline and is considered a minor change from what is currently permitted (difference of 0.5m).
- Maximum Number of Storeys
    - The maximum height of 3 storeys above grade is clearly outlined in the new zones to align with the provincial guideline. 3 storeys is already commonly achieved through the 10.5m building heights in most urban residential zones today.
- Maximum Lot Coverage
    - The proposed R4-L (large lot) zone includes a maximum 40% lot coverage while the proposed R4-S (small lot) zone includes a maximum 50% lot coverage. The reason for this variation takes account for the existing and permitted lot sizes in both zones.
    - The R4-L zone requires a larger lot size ($560m^2$) than the R4-S zone ($280m^2$), therefore it could be challenging to construct to the maximum 4-unit density on a smaller lot in the R4-S zone if a 40% lot coverage limit were applied.
    - The proposed 40% and 50% lot coverage regulations are consistent with the existing urban residential zone regulations (i.e. RD1 and RD2 zones) and generally aligned with the provincial site standards guide.
- Off-Street Parking Requirements
    - One parking space per unit is the proposed requirement in the new R4-L and R4-S zones, consistent with the provincial guide.
    - The provincial guide outlines a lower parking requirement if the lot is near frequent transit service, however Penticton's transit service frequency does not meet the criteria at this time.
    - A proposed Zoning Bylaw change is to no longer require on-site parking for secondary suites or carriage houses.
    - Another proposed Zoning Bylaw change is to lower the visitor parking requirement from 1 visitor space for every 4 units, to 1 visitor space for every 5 units. This eliminates the requirement to provide an on-site visitor parking space for 4-unit developments and keeps the City's parking requirements aligned with the provincial site standards guide (1 space per unit).

After considering the Provincial Policy annual and Site Standards Guide for small-scale, multi-unit housing, staff consider the proposed R4-L and R4-S zones to align with the province's intent. Where different, the regulations staff propose have already been demonstrated to allow for the intended density of 4 units per

lot as they are similar to the existing regulations of Penticton's infill housing zones allowing 4 units (i.e. RD4 zone). Keeping generally consistent development regulations helps maintain consistency for the local development community and supports community goals around enhancing the city's urban tree canopy.

Analysis - Transit-Oriented Areas

The Province passed *Bill 47, Housing Statutes (Transit-Oriented Areas) Amendment Act* in the fall 2023 legislative session. The intent of this legislation is to require larger cities in BC to allow more homes to be built near transit and bus exchanges in their communities. The legislative framework sets out parking, height, and density regulations cities must allow for with new development proposals within a specified distance of prescribed transit exchanges, scaled in accordance with the size of the city or region. The legislation allows cities to designate additional transit-oriented areas if they choose to, with more flexibility in the applicable affected areas than those which are Provincially-designated. The legislation and corresponding regulations designated the areas around two bus exchanges in Penticton as transit-oriented areas, which must be implemented by city bylaw no later than June 30, 2024.

The province has designated the areas within 400m of the Penticton Plaza bus exchange (Safeway plaza) and the Peachtree Square bus exchange (Walmart plaza) as transit-oriented areas. There was no opportunity for local input or consultation by the province when designating these specific exchanges. Staff have proposed including Cherry Lane Mall bus exchange as a third transit-oriented area, recognizing the number of local and regional routes which pass through that exchange. All three areas will be supported by the City's future "frequent transit network" which means service every 15 minutes, as outlined in the City's Network Restructure Plan (adopted in 2023).



Figure 3 - Map showing the three proposed transit-oriented areas along the Main Street and Skaha Lake Road corridor.

New maps of the transit-oriented areas will be included as schedules of Zoning Bylaw No. 2024-22. The affected properties are highlighted in the mapping. The provincially-designated areas include all properties within 200m as one category and properties within 200-400m as another category. In some places at the edges, certain properties have been included to logically complete entire blocks, while other areas have been left at the extent of the distance radius. Around the Cherry Lane Mall transit-oriented area, several properties along Main Street, Atkinson Street, and Skaha Lake Road have been included beyond the 400m radius in order to connect the three transit-oriented areas together, given their close proximity (Figure 3).

The provincial legislation does not require the city to rezone the affected properties to allow for the mandated parking, height and density regulations. There are many different zones on properties within each area, and pre-zoning would remove the city's ability to place any requirements on larger projects moving forward in those areas, such as road dedications or extended infrastructure works. Instead of rezoning each affected property, the zoning will remain as-is and instead the property will be indicated on a map to be

DEVELOPMENT REGULATION	TRANSIT ORIENTED AREA: AREA 1 (0-200M)	TRANSIT ORIENTED AREA: AREA 2 (200-400M)
Maximum height	6 storeys above approved grade*	4 storeys above approved grade*
Maximum density	2.5 Floor Area Ratio (FAR)*	1.5 Floor Area Ratio (FAR)*
Minimum vehicle parking spaces	No vehicle parking spaces are required for dwelling units.	
Minimum accessible parking spaces	Accessible parking spaces shall be provided in accordance with the Zoning Bylaw, based on the corresponding number of dwelling units on the lot.	

* If the lot is within a zone which permits greater height and/or density than noted in this table, then the greater height and/or density regulation applies.

Figure 4 - General provisions table outlining transit-oriented area development regulations.

Sample of What We've Heard – Feedback Form Responses regarding Including Cherry Lane Mall as a Transit-Oriented Area

"Wait a couple of years, to see how the other 2 transit-oriented areas develop, and learn from them."

"Extend the transit oriented areas to 600m of the two bus exchanges."

"Let's start with 2 and see how it goes."

"Current plan is sufficient, do this one [at Cherry Lane Mall] in the future if needed."

within a transit-oriented area and a new section in the 'general provisions' chapter of the Zoning Bylaw will allow for the provincial regulations (Figure 4).

Q: Do you support the City creating an additional transit-oriented area at Cherry Lane Mall?

69% Yes / 10% Somewhat / 14% No / 7% No Opinion

Given the level of support, and the fact that Cherry Lane Mall is a major origin and destination of local and regional bus routes, staff continue to recommend that a transit-oriented area be established through the new Zoning Bylaw around this the Cherry Lane Mall bus exchange.

Analysis - Parking Requirement Changes

Zoning Bylaw No. 2024-22 includes several changes to parking requirements. Some of these changes are required to comply with Provincial legislation, such as no residential parking requirements in transit-oriented areas and aligning visitor parking requirements with small-scale multi-unit housing requirements.

Other changes are city-led in response to the Provincial requirements and intended to support development in the downtown core and the development of rental suites like carriage houses and secondary suites.

- Remove on-site residential parking requirements in C5 zone and RM5 zone (Ellis St only).

  With the creation of transit-oriented areas in the central part of the city (Figure 3), the Zoning Bylaw parking requirements will no longer apply to new homes built in those areas. The downtown area is the most walkable neighbourhood in the city, with a number of vacant and underutilized properties the community has a desire to see developed. Staff have raised concerns that these new development regulations imposed by the province will incentivize development in the transit-oriented areas around the malls and discourage development downtown unless the downtown residential parking regulations are changed.

  The elimination of residential parking requirements in the C5 (Urban Centre Commercial) zone is proposed to not discourage development in the downtown core. The residential parking requirement is also proposed to be eliminated for any RM5 (Residential Infill) zoned properties along Ellis Street, as it is adjacent to Main Street and the downtown core.

  While the Zoning Bylaw would no longer require a specific amount of residential parking in those zones, staff expect new developments will continue to provide on-site parking to meet market demand from future residents in those homes. This change follows other cities like Edmonton, Calgary and Toronto which have gone further and eliminated parking minimums city-wide. More and more cities in North America are revisiting their parking requirements and deciding in many cases to allow a more market-driven response to on-site parking.

  Additional parking considerations, including the letter received from the Downtown Penticton BIA and a staff recommendation for a downtown parking study, are discussed in the separate report on the proposed OCP updates.

- Remove on-site parking requirements for carriage houses and secondary suites.

  Since 2014, there have been 347 secondary suites and 125 carriage houses built in Penticton. Current zoning regulations require 1 on-site parking space for these units. There have been some challenges with providing an additional on-site parking space on some properties when installing a new carriage house or secondary suite or legalizing non-conforming units.

  With the small-scale multi-unit housing legislation (Bill 44), there is no guidance on tenure and its expected many of the additional units built will be strata-titled and ownership housing. The parking requirement is proposed to be removed to support the creation of rental units (carriage houses and secondary suites) and support the legalization of existing non-conforming units. On smaller lots, this may support additional rental homes to be built whereas if the unit were separately owned then an additional parking space would be required. It may also allow more of the property to be landscaped than used for parking. Additional parking may still be provided on the site, above and beyond the Zoning Bylaw minimum requirements.

- Reduce visitor parking requirement from 0.25 spaces per unit to 0.20 spaces per unit.

  This minor change to the visitor parking requirement ratio means one on-site visitor parking space must be provided for every 5 units in a development, rather than for every 4. The reason for this change is related to the small-scale multi-unit housing legislation from the Province. The City's current visitor parking ratio would mean that 5 total parking spaces would be required for each 4-unit development, which would exceed the recommended parking ratio outlined in the Provincial policy guide.

  This change means that developments in the new R4-L and R4-S zones will only need to provide 1 parking space per unit and any larger developments (5 or more units) will need to provide at least 1 visitor parking space on-site. Given the number of smaller lots which now must be zoned to allow up to 4 units, this change to reduce the amount of required parking on-site helps allow more room for landscaping, amenity space, and building area for homes rather than parking cars.

  This visitor parking change also applies to larger-scale developments in multifamily zones. Staff reviewed the visitor parking requirements in other communities in the region. Kelowna requires a minimum 0.14 visitor parking spaces per unit and in fact sets a maximum of 0.20 visitor spaces per unit. In Kamloops, the visitor parking requirement ranges from 0.10 to 0.15 visitor spaces per unit. With this proposed change, Penticton will still require more visitor parking than these two communities.

Sample of What We've Heard – Feedback Form Responses regarding Proposed Parking Changes

Parking requirement changes:

- *"I don't think Penticton has enough transit or walkability to reduce parking requirements substantially. If changes could be made to drastically increase transit opportunities then I think parking requirements could be reduced for new builds."*
- *"City needs to focus on making more densely populated neighbourhoods more walkable. E.g.: incentive [for] a grocery store for the downtown core so that it would be viable to live there without a car."*
- *"Ample parking is essential. Considering the distance and location that we have to travel for work and personal reasons, there is not adequate or efficient transit systems in place. Perhaps parkades in key locations should be considered."*
- *"I do not want urban sprawl or development that is centred around accommodating the personal automobile. I want to live in a city that is built around high-quality public transportation and is walkable and bikeable."*

Feedback Form Results:

Q: Do you support the two proposed changes to parking policy? 1) Review and reduce parking standards in the downtown, multi-unit developments and strategic growth areas (i.e.: transit-oriented areas), and 2) Eliminate parking requirements for carriage houses and secondary suites.

<u>40% Yes / 20% Somewhat / 33% No / 7% No Opinion</u>

Acknowledging there is a split in feedback on the parking issue, staff are recommending the proposed parking changes proceed as drafted and that Council give staff direction to pursue a downtown parking study. The study would plan ahead for the future parking needs in that neighbourhood, considering the potential developments in that area which will ultimately support downtown vibrancy.

Analysis - Increased residential front yard setbacks along Lakeshore Drive West

In 2023, staff reported the findings of the Neighbourhood Charm Project to Council. That project involved a discussion with the community about the Cherryland and Lakeshore Drive neighbourhoods and how, through Zoning Bylaw changes, specific regulations could help retain certain distinguishing elements of those neighbourhoods as redevelopment occurs. An example of this was increased front yard setbacks.

Council directed staff in early 2023 to incorporate the findings of the Neighbourhood Charm Project into the larger OCP Housing Update project. Staff are proposing to implement a larger front yard setback on the residential section of Lakeshore Drive West to help ensure new developments respect the predominant building setback of that section of the street.

The proposal would require 9m front yard setbacks (30 feet) where the typical front yard setback ranges from 3m (10 feet) to 4.5m (15 feet). This aligns with recent new developments along this section of Lakeshore Drive West: for an example, an 8.5m front setback at 452 Lakeshore Drive West and an 8.0m front setback at 602 Lakeshore Drive West.

Sample of What We've Heard – Feedback Form Responses regarding Lakeshore Drive Setbacks and Building Heights

"Having a 9m setback may be too rigid. Depending on the nature of the building 6 or 8 meters might be considered."

"The setback is a start but I do not support the height we see on the current building under construction. 4 stories should be max. Higher than that impacts the ambience and sunlight on the beach which is one of Penticton's gems."

"Of COURSE the large setbacks is a good idea, but why didn't you ask about building height here? THAT is the principal issue."

"There is no need to increase setbacks. 3-4.5m is plenty of space. Utilize the lands as effectively as possible."

"How would this affect higher density housing needs? Developers may be deterred form innovative/higher density design if greater set-back limit."

"A number of properties have been developed without setbacks and they are nice looking buildings that enhance the aesthetic of Lakeshore Drive. Allow the developers the flexibility to make best use of the land."

Feedback Form Results

Q: Do you support increasing the front yard setback for new residential developments between 308-736 Lakeshore Drive West from 3.0m and 4.5m to a minimum of 9.0m (29.5 ft.)?

66% Yes / 8% Somewhat / 15% No / 11% No Opinion

Given the provincial Small-Scale Multi-Unit Housing legislation, the City has limited ability to vary greatly from provincial guidelines around setbacks and development regulations, however staff heard from the community through public engagement that Lakeshore Drive is an important and valued street for the entire community and there was significant support for this proposed change. Therefore, this element of the previous Neighbourhood Charm Project is proposed to be implemented into the new Zoning Bylaw No. 2024-22.

Analysis - Increase allowable building heights along the 400-700 blocks of Main Street

The 400, 500, 600 and 700 blocks have had a 3-storey building height limit applied to them through the 2019 OCP and current Zoning Bylaw. The OCP Housing Task Force recommended increasing allowable building heights along the downtown section of Main Street, which are set lower than other areas in the Downtown Mixed Use OCP designation and Zoning Bylaw.

The 3-storey height limit along the 100, 200 and 300 blocks of Main Street would remain to keep the traditional downtown character and align with the 3-storey height limit which will also remain in place on the 00 block of Front Street.

The OCP is proposed to be updated to support increased building heights of up to 10-storeys on the 400, 500, 600 and 700 blocks of Main Street. This is the same building height supported by the Downtown Mixed Use designation elsewhere. More discussion on this proposed OCP change is included in that separate report.

Sample of What We've Heard – Feedback Form Responses regarding Main Street Building Heights

"Further away from the lakes the higher the buildings could go up. This would help people to get better views of the surrounding areas."

"I think our city is too small to have these excessive heights. Why not a balance with 4 to 6 stories, commercial on bottom. Balance is key."

"The enjoyment of summer sunshine on the patios of established businesses along Main Street should not be blocked by high buildings."

Feedback Form Results:

Q: Do you support building heights of generally up to 36.6m in the 400-600 blocks of Main Street?

68% Yes / 13% Somewhat / 16% No / 4% No Opinion

With strong support and to fully implement this change, the allowable building height in the C5 (Urban Centre Commercial) zone is proposed to be increased from 15m to 36.6m on the 400, 500, 600 and 700 blocks of Main Street. This 36.6m height is already allowed in other areas of the C5 zone, and generally allows up to 10 storey buildings.

Analysis - Rezone city-owned properties to allow residential uses

Through this Zoning Bylaw update, staff noted the opportunity to align the zoning of two vacant city-owned land holdings to align with the underlying OCP future land use designations. The two holdings are 2509 South Main Street (former Shielings Motel) and 971, 977, 985, 999 Eckhardt Avenue West (adjacent to the BC Transit park and ride lot).



Figure 5 - Map of 2509 South Main St.

2509 South Main Street was acquired by the City in 2020 to facilitate the Point Intersection project and roundabout at South Main Street/Pineview Road/Galt Avenue. The remainder lands have been envisioned for affordable housing development, and in 2023 the City completed a feasibility study and applied for capital funding through the provincial Community Housing Fund to build a 56-unit apartment building on the site. The proposal was not selected for funding during that intake round. The property is currently zoned CT1 (Tourist Commercial), which does not align with the proposed OCP future land use designation of "High Density Residential". The current zoning is a holdover from when the property contained a motel. The new Zoning Bylaw 2024-22 would rezone this property to RM3 (Medium Density Multiple Housing) which aligns well with the uses and density envisioned by the feasibility study and the underling OCP designation. This rezoning would support the city with future capital funding applications for affordable housing development on this site.

The Eckhardt Avenue West properties are in the North Gateway neighbourhood, where up to 2,200 homes are envisioned to be developed over the next couple decades. The North Gateway Plan, completed in 2021, identified a need for affordable workforce housing in the area to support the businesses and hospitality industry. The City-owned holdings on Eckhardt Avenue West may help support that need for affordable workforce housing, by providing a development site with land already secured and continued to be held by the city. The underlying OCP designation on those lands will be "High Density Residential", which supports greater density than the current single-detached zoning (which would be rezoned to support 4 units per lot through this update). As such, it is proposed to rezone 971, 977, 985 and 999 Eckhardt Avenue West to RM3 (Medium Density Multiple Housing) to support future feasibility work and capital funding applications to programs, including BC Builds which focus on homes for middle-income households (workforce housing).



Figure 6 - Map of Eckhardt Ave W properties.

Analysis – Rezone BC Housing owned property at 393 Winnipeg Street to support future affordable housing

Staff met with BC Housing through the public engagement period to discuss the proposed OCP and Zoning Bylaw updates. As part of those discussions, it was noted that BC Housing owns a potential development site at 393 Winnipeg Street. The site is located at the corner of Winnipeg St and Wade Ave and is current vacant and used for parking. The site is small (0.23 acres) and is currently zoned "RM4 (High Density Multiple Housing). That zone envisions tall, high density residential buildings, and as such has setback requirements ranging from 3m-6m.

The recommendation is to change the zoning of that property to C5 (Urban Centre Commercial), which is the same zoning on immediate properties. The C5 zone better reflects the small size of the site while allowing for some redevelopment opportunities with no setback requirements and options for commercial or office space at-grade with dwelling units above.

While there are currently no specific development plans for this property, the zoning change shows a willingness of the City to support BC Housing with redeveloping currently underutilized land it holds to better serve the community and residents of Penticton, and more closely aligns this property's zoning with its neighbours along Winnipeg St.

Analysis - Remove RSM (Manufactured Home Park) zoning from 1050 Spiller Road

Many concerns were raised through the public engagement period regarding the density of any future development on the Naramata Bench. In 1979, the RSM (Manufactured Home Park) zoning was applied to a 5 hectare (12 acre) portion of 1050 Spiller Road as part of the development vision at that time. Over 40 years later, that zoning has not been realized and the lands remain undeveloped.

In response to what we've heard through public engagement, staff are proposing that the RSM zoning be removed and the RC (Country Residential) zoning, which exists on the remainder of the property, be applied to the entire property. This would more closely align the zoning of the property with the OCP policies and designation for that land, matching more with the current community vision for that area. The owners of the property have been made aware of this proposed City-led change to the zoning of their property.

Analysis - Other Zoning Bylaw Updates

Since adoption of Zoning Bylaw 2023-08 in April 2023, staff have kept track of sections and provisions of the bylaw which could be updated to support intent, interpretation, and clarity. The following other updates are proposed in Zoning Bylaw No. 2024-22:

- Allow upper-level decks and balconies on carriage houses in rural areas,
- Update wording from "vacation rental" to "short term rental" and align those sections with provincial legislation,
- Require every dwelling unit to have a pedestrian walkway to the street,
- Update wording from "mobile home" to "manufactured home" to reflect current terminology,
- Allow the required front yard setback to count towards the residential amenity space requirement,
- Add definition and regulations around "localized depressions" and how they do not count towards the determination of building height,
- Add major high-occupancy short term rental definition, and
- Formatting, wording and grammar updates throughout.

These proposed changes were included in a redlined version of the Zoning Bylaw on Shape Your City Penticton throughout the public engagement period, and some minor wording changes were made in response to a few comments received on these items. Staff consider that updating these sections will improve interpretation and clarity of the new Zoning Bylaw No. 2024-22.

Summary

The new Zoning Bylaw No. 2024-22 implements provincial housing legislation and local OCP Housing Task Force recommendations. The new bylaw is considered in conjunction with a housing-related amendment to the OCP, which together result in major changes to Penticton's housing policy framework.

Following provincial directives, implementing local recommendations, and incorporating community feedback where possible, staff are confident the new Zoning Bylaw No. 2024-22 will support the development of more homes for current and future residents of Penticton.

Staff will monitor implementation of the new Zoning Bylaw No. 2024-22 as new developments are constructed under its provisions to continuously review and improve our zoning framework in the city.

Staff recommend that Council give first reading to "Zoning Bylaw No. 2024-22" and forward the bylaw to the June 3, 2024 Public Hearing.

Alternate Recommendations

1. THAT Council deny first reading of "Zoning Bylaw No. 2024-22".

Attachments

Attachment A – Proposed Zoning Bylaw Updates Information Bulletin (updated)
Attachment B – Zoning Bylaw No. 2024-22

Respectfully submitted,

Steven Collyer, RPP, MCIP
Housing and Policy Initiatives Manager

Concurrence

Director of Finance & Administration	Director of Development Services	GM of Infrastructure	City Manager
AMC	BL	KD	AH

Attachment A - Zoning Bylaw Changes Information Bulletin (updated)

Zoning Bylaw Changes

Updated based on engagement results

Properties will be rezoned

In fall 2023, the Province passed a number of housing policy changes that affect communities across BC, including Penticton. The City is in the process of amending its Official Community Plan and Zoning Bylaw to include the Provincial requirements and the local OCP Housing Task Force recommendations. Here are some of the key changes being proposed for the Zoning Bylaw:

Building OUR Future

Key Changes	Proposal	Rationale
More Units in Urban Residential Zones *(Chapter 10: Urban Residential zones)*	Replace existing single-detached and duplex zones with new zones (R4-L and R4-S) which allow for up to 4 units per lot with updated subdivision and development regulations.	The City is proposing to rezone single-detached and duplex-zoned properties to implement Provincial legislation requiring cities to allow 3 to 6 units per single-detached and duplex zoned lot. Given the provincial criteria, up to 4 units must be allowed on these lots in Penticton. A large lot category and small lot category are proposed. (Maps are available at **shapeyourcitypenticton.ca**)
Remove Residential Parking Requirements in the Downtown and for Accessory Units *(Chapter 6: Parking Requirements)*	▪ Remove on-site residential parking requirements in the downtown area. ▪ Remove parking requirements for carriage houses and secondary suites. Staff are recommending a downtown parking study be completed, including options for a future parkade to plan ahead for future demands.	On-site parking requirements can be difficult to achieve on smaller sites which limits the number of potential homes. To support the development of more housing in the downtown, and more rental suites as carriage houses and secondary suites across the City, mandated parking requirements are proposed to be removed. While it is still expected parking will be provided on-site in many cases, this change provides flexibility for the parking ratio that makes the most sense for development.
Increase Allowable Downtown Building Heights on the 400-600 blocks of Main Street *(Chapter 11: C5 zone)*	Increase allowable building heights on the 400-600 blocks of Main Street from 15m to 36.6m.	The OCP Housing Task Force identified downtown building height restrictions on the 0-600 blocks of Main Street and on Front Street as potentially restricting new housing development. Recognizing the character of the 0-300 blocks of Main Street and 0-200 blocks of Front Street in particular, it's proposed to update the OCP and Zoning Bylaw to allow greater building heights on the 400-600 blocks of Main Street only. The 36.6m height (approx. 10 storeys) is already allowed through zoning in other parts of the downtown.

CITY OF Penticton

Text provided in red demonstrates changes as a result of public feedback. Full engagement results are available at www.shapeyourcitypenticton.ca

Zoning Bylaw Changes

Building OUR Future

Key Changes	Proposal	Rationale
Creating Transit-Oriented Areas *(Chapter 4: General Provisions)*	Designate new transit-oriented areas through mapping, and new regulations to allow for the new height, density, and parking requirements in transit-oriented areas (within 400m of specific bus exchanges).	To implement the transit-oriented areas designated by the Province (Penticton Plaza and Peachtree Square), and any other areas identified as a potential transit-oriented development (Cherry Lane Mall), the Zoning Bylaw must be updated to allow for 4-6 storey buildings, higher densities (1.5-2.5 Floor Area Ratio), and eliminate residential parking requirements (except for accessible spaces) within those areas. Transit-Oriented Area maps are available at **shapeyourcitypenticton.ca**
Increase Lakeshore Drive Residential Front Yard Setbacks *(Chapter 10: R4-L (new), RM2, RM3 & RM4 zones)*	For single-detached and multi-family residential lots on Lakeshore Drive West, an increased front yard setback of 9m (29.5 ft) is proposed. This change would apply to 308-736 Lakeshore Drive West.	Through previous community engagement, it has been determined that the historic character of Lakeshore Drive is important to the community. One way of ensuring any new development on this residential section fits the unique character of the waterfront boulevard is to require greater front yard setbacks to help keep new residential development in line with existing developments.

Other Zoning Bylaw Updates

Many more Zoning Bylaw updates are proposed to help implement the OCP Housing Task Force recommendations and other minor technical updates to help with clarity, understanding, and interpretation of the Zoning Bylaw overall.

Please review a full tracked-changes version of the Zoning Bylaw available on **shapeyourcitypenticton.ca** and feel free to leave your comments on the specific changes being proposed.

CITY OF Penticton

Text provided in red demonstrates changes as a result of public feedback. Full engagement results are available at www.shapeyourcitypenticton.ca

The Corporation of the City of Penticton

Bylaw No. 2024-22

A Bylaw to establish zones and regulate within the zones

WHEREAS Section 479 of the *Local Government Act* provides that a local government may adopt a Zoning Bylaw;

AND WHEREAS the Municipal Council is desirous of replacing the City of Penticton Zoning Bylaw No. 2023-08;

AND WHEREAS this bylaw has been considered in conjunction with The City of Penticton Official Community Plan Bylaw No. 2019-08;

NOW THEREFORE the Municipal Council of The Corporation 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 Bylaw No. 2024-22".

2. **Application**

The following schedules attached hereto are hereby made part of this bylaw and adopted as the Zoning Bylaw for the City of Penticton:

.1 Schedule A (Zoning Bylaw Text)

.2 Schedule B (Zoning Bylaw Map)

.3 Schedule C (Penticton Plaza Transit-Oriented Area Map)

.4 Schedule D (Peachtree Square Transit-Oriented Area Map)

.5 Schedule E (Cherry Lane Mall Transit-Oriented Area Map)

3. **Consultation**

This bylaw has been referred to the Ministry of Transportation prior to adoption.

4. **Repeal**

City of Penticton "Zoning Bylaw No. 2023-08" and the amendments thereto are hereby repealed upon the adoption of this Bylaw.

READ A FIRST time this	day of	2024
A PUBLIC HEARING was held this	day of	, 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 __ day of ____, 2024 and the __ day of ____, 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 _____ day of _____, 2024

_____
for Minister of Transportation & Infrastructure

_____
Julius Bloomfield, Mayor

_____
Angie Collison, Corporate Officer

Schedule A – Zoning Bylaw Text

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Chapter 1 – General Administration

1.1 Short Title

This Bylaw may be cited as the Zoning Bylaw.

1.2 Purpose

The purpose of this Bylaw is to provide a clear and efficient system of land use regulation for the orderly, economic, beneficial, equitable and environmentally sensitive use, development, and redevelopment of the ***City*** of Penticton having regard for the provisions of the ***City*** of Penticton's ***Official Community Plan.***

1.3 Severability

A declaration by a court of competent jurisdiction that a chapter, clause or provision of this Bylaw, including anything shown on Schedules to the Bylaw is invalid, shall not affect the validity of the Bylaw or any part of the Bylaw other than the chapter, clause or provision, or part of the Schedule declared to be invalid.

1.4 Compliance with Other Legislation

1.4.1 Other Municipal Bylaws, Provincial and Federal Statutes and Regulations

In addition to this Bylaw, a person is responsible for ascertaining and complying with the requirements of all other applicable municipal bylaws, or Provincial or Federal statutes and regulations.

1.4.2 Official Community Plan and Development Permits

The provisions of the development permit system included within the ***Official Community Plan*** apply in addition to the regulations in this Bylaw.

1.5 Applying Zoning Regulations

1.5.1 Administrators of Zoning Bylaw

The ***Director of Development Services***, Building Officials, Bylaw Enforcement Officers, and Planning Department staff shall administer this Bylaw.

1.5.2 Areas Subject to the Bylaw, Existing Uses and Variance Orders

Except for legal non-conforming uses or developments approved by a Development Variance Permit or a Board of Variance order, or another agreement or permit as authorized by the *Local Government Act*, or other provincial legislation and subject to Section 528 of the *Local Government Act*, the ***use***, ***buildings*** and ***structures*** in each ***zone*** or area shall be in accordance with the ***uses*** listed in the ***zone*** and in accordance with all the appropriate regulations and requirements of this Bylaw.

1.6 Exclusions

This Bylaw does not apply to the following:

1.6.1 ***Mobile vending units***, subject to compliance with all ***City*** regulations and bylaws, shall be permitted on all ***City*** owned land. ***Mobile vending units*** are permitted on privately owned land in commercial ***zones***.

1.6.2 A ***building*** or ***structure*** for a ***residential sales centre*** for the sales of units of a ***building*** under construction or ***lots*** for sale in a subdivision shall be permitted in all ***zones*** for as long as it is necessary for the construction and sales in progress to be completed.

1.6.3 The ***use*** of non-residential ***zones*** for activities such as amusement ***carnivals***, religious gatherings, and music festivals for less than 7 days in any six-month period, provided approval has been issued under the City's Business Licence and Permit requirements.

1.7 Development Applications in Process

1.7.1 A completed application for a building permit, Development Permit or Development Variance Permit that is received prior to the effective date of this Bylaw shall be processed in accordance with the regulations of ***City*** of Penticton's Zoning Bylaw No. 2023-08, as amended. Such applications will have one year from the effective date of this Bylaw to be issued and after which time they must comply with this Bylaw.

1.8 Enforcement

1.8.1 The ***Director of Development Services***, Building Officials and Bylaw Enforcement Officers and Planning Department staff are authorized to enforce the provisions of this Bylaw.

1.8.2 No person shall interfere with or obstruct the entry of a Bylaw Enforcement Officer or any authorized ***City*** representative onto any land or into any ***building*** to which entry is made or attempted pursuant to the provisions of this Bylaw.

1.9 Prohibitions

1.9.1 No person shall contravene, cause, suffer, or permit a contravention of this Bylaw.

1.9.2 No person shall commence or undertake a ***use*** that is not permitted by this Bylaw.

1.9.3 No person shall construct, make an addition to, or alter a ***building*** or ***structure***, which is not permitted by this Bylaw.

1.9.4 No person shall modify any description, specifications, or plans that were the basis for the issuance of any permit by the ***Director of Development Services*** or by a Building Inspector.

1.9.5 No person shall authorize or do any construction that is at variance with the description, specifications or plans that were the basis for the issuance of a building permit if such variance contravenes this Bylaw.

1.10 Penalties

1.10.1 Every person who violates a provision of this Bylaw commits an offence and is liable on summary conviction to a penalty not exceeding Ten Thousand Dollars ($10,000.00) and the costs of prosecution. Each day a violation of the provisions of this Bylaw exists or is permitted to exist shall constitute a separate offence.

Chapter 2 - **Interpretation**

2.1 Interpretation of Words and Terms

2.1.1 Words used in the present tense include the other tenses and derivative forms; words used in the singular include the plural and vice versa.

2.1.2 The words "shall" and "is" require mandatory compliance except where a variance has been granted pursuant to the *Local Government Act*.

2.1.3 The phrase "used for" includes "arranged for", "designed for", "maintained for", or "occupied for".

2.1.4 Words, phrases, and terms neither defined in Chapter 3 – Definitions of this Bylaw nor in the *Local Government Act* or other provincial statutes shall be given their usual and customary meaning.

2.1.5 Where a regulation involves two (2) or more conditions, provisions, or events connected by the conjunction:

.1 "and" means all the connected items shall apply in combination;

.2 "or" indicates that the connected items may apply singly or in combination; and

.3 "either-or" indicates the items shall apply singly but not in combination.

2.1.6 Where a term or phrase is shown in bold type, it is subject to interpretation using the definitions contained within Chapter 3 – Definitions of this Bylaw.

2.2 Illustrations

2.2.1 Examples and illustrations are for the purposes of clarification and convenience. Where there is a direct conflict between an illustration and the text of this bylaw, the text shall prevail.

2.3 References to Legislation

2.3.1 Any enactments referred to herein are a reference to an enactment of British Columbia law and regulations thereto, as amended, revised, consolidated or replaced from time to time, and any bylaw referred to herein is a reference to an enactment of the ***Council*** of the ***City*** of Penticton, as amended, revised, consolidated or replaced from time to time.

2.4 Zone Boundaries

The ***zone*** boundaries on the Zoning Map shall be interpreted as follows:

2.4.1 Where a ***zone*** boundary follows a ***street***, ***lane***, railway, pipeline, power line, utility right-of-way, or easement, it follows the centreline, unless otherwise clearly indicated on the Zoning Map.

2.4.2 Where a ***zone*** boundary is shown as approximately following the ***City*** boundary, it follows the ***City*** boundary.

2.4.3 Where a ***zone*** boundary is shown as approximately following the edge, shoreline, or high water mark of a river, lake, or other water body, it follows that line.

2.4.4 Where a ***zone*** boundary is shown as approximately following a ***property line***, it follows the ***property line***.

2.4.5 Where a ***zone*** boundary is shown as approximately following a topographic contour line or a top-of-bank line, it follows that line.

2.4.6 Where a ***zone*** boundary is shown as being generally parallel to or as an extension of any of the features listed above, it shall be so.

2.5 Street Closings

2.5.1 When any ***street*** or ***lane*** is closed or the dedication has been removed in accordance with Section 40 of the *Community Charter*, the roadway lands have the same zoning as the ***abutting*** land. When ***abutting*** lands are governed by different ***zones***, the centre of roadway is the ***zone*** boundary unless the ***zone*** boundary is shown clearly following the edge of the roadway.

2.6 Schedules

2.6.1 The Schedules attached to this Bylaw form part of this Bylaw.

2.7 Lots Containing More than One Zone

2.7.1 Where a ***lot*** is divided into more than one ***zone***, each zoned portion of the ***lot*** shall be considered as a separate ***lot*** for the purpose of determining ***zone*** provisions.

2.7.2 For the purpose of determining ***interior side yard setbacks*** for each zoned portion of the lot, the ***zone*** boundary separating ***uses*** on the same legal ***lot*** shall be considered to be the ***interior side yard*** line for the ***abutting uses***.

Chapter 3 - **Definitions**

3.1 Undefined Uses

3.1.1 The following guidelines shall be applied in interpreting the ***use*** definitions:

.1 Typical ***uses*** listed in the definitions as examples are not intended to be exclusive or restrictive; and

.2 Where a specific ***use*** does not conform to the wording of any ***use*** definition or generally conforms to the wording of two (2) or more definitions, the ***use*** is deemed to conform to and is included in that ***use*** which is most similar in functional purpose or physical characteristics.

3.2 Definitions

A

ABUT or ***ABUTTING*** means immediately contiguous to, or physically touching, and when used with respect to ***lots***, means two (2) ***lots*** that share a common ***property line***.

ACCESSORY BUILDING or ***STRUCTURE*** means a ***building*** or ***structure***, normally ancillary to, incidental, subordinate to and dedicated exclusively to, and located on the same ***lot*** as, the principal ***building*** or ***structure***.

ACCESSORY SUITE means a self-contained ***dwelling unit*** located within a ***dwelling unit*** or an ***accessory building***.

ACCESSORY USE means a ***use*** which is normally ancillary to, incidental to subordinate to, dedicated exclusively to and located on the same ***lot*** as the ***permitted use***. Parking may be an ***accessory use*** when it serves the ***permitted use***. An ***accessory use*** is permitted at the same time or after the permitted principal use is established on a parcel.

ADJACENT means land that ***abuts*** and is contiguous to a ***lot***, and also includes land that would be contiguous if not for a ***street***, ***lane***, ***walkway***, stream, utility ***lot***, underground pipeline, power line, drainage ditch, ***watercourse***, or similar feature.

AGRICULTURAL FARM HELP DWELLING means any ***dwelling unit*** on an agricultural zoned property that is used to house necessary full-time permanent or seasonal farm workers employed on the same site as the agricultural operation only. This may include but is not limited to ***single detached dwellings***, ***manufactured homes***, or bunkhouses.

AGRICULTURAL STRUCTURE means a ***building*** or ***structure*** used for agriculture or ***intensive impact agriculture***, and may include irrigation works.

AGRICULTURAL USE means the primary production of ***farm*** products such as dairy products, poultry products, cattle, hogs, sheep or other animals, wheat or other grains, and vegetables, orchards, vineyards or other field crops, and any other activity designated as ***farm use*** by the *Agricultural Land Commission Act,* and its regulations, and farm operations as defined in the *Farm Practices Protection*

(Right to Farm) Act. This ***use*** may include the processing and marketing of on-farm products and those off-farm products permitted by the Agricultural Land Commission (ALC) as well as a ***winery***.

AGRI-TOURISM ACCOMMODATION means the provision of short term sleeping accommodations for tourists, on a property classified as ***farm*** under the *Assessment Act*, up to a maximum of 10 ***sleeping units***. Typical uses include but are not limited to ***farm*** inns and seasonal ***farm*** cabins.

AIRPORT means any area designed, prepared, equipped or set aside for the arrival, departure, movement or servicing of aircraft, and includes any associated ***buildings***, installations, ***open space***, and equipment in connection therewith. This includes ancillary services including but not limited to gift shops, car rentals, ***restaurants*** and ***personal service establishment uses***. It may include temporary residential ***uses*** for emergency personnel.

AMENITY SPACE, INDOOR means a common area located within a building, which is developed for the recreational ***use*** of the residents. Typical ***uses*** include, but are not limited to, children's play area, games room, swimming pool, indoor gym or hobby room.

AMENITY SPACE, OUTDOOR means a useable ***open space*** area (common or individual) which is developed for the recreational ***use*** of the residents of a residential ***dwelling unit***, and may include ***balconies***, ***patios***, ***decks*** and level landscaped recreation areas. ***Amenity space, outdoor*** does not include parking areas, required access paths or ***walkways***, and xeriscaping.

ANIMAL CLINIC means those premises where domestic pets, animals and birds are treated inside a ***building*** and kept for medical or surgical purposes and are directly or indirectly under the care of a veterinarian, but does not include an ***animal shelter***.

ANIMAL KENNELS AND STABLE means premises used for the buying, selling, breeding or overnight boarding of animals including individual dogs, cats, horses, and other domesticated animals but excluding livestock other than horses.

ANIMAL SHELTER means a ***lot*** and/or ***building*** or part thereof, used for the temporary care of lost, abandoned or neglected animals.

APARTMENT means a residential ***building*** consisting of three (3) or more ***dwelling units*** on a ***lot***, where each ***dwelling unit*** has its principal access from a common entrance or hallway. Ground level ***dwelling units*** may have the principal access from a common entrance or hallway or may have direct ground level access to the outside.

APPROVED GRADE (see *GRADE, APPROVED*)

ARTISAN CRAFTS means the production and retail sale of crafts. Typical ***uses*** include but are not limited to pottery, wood crafts, metal crafts, textile crafts, glass crafts, custom stone crafts or native crafts; this may also include art, audio visual or a photographic studio.

ASSEMBLY means a ***building*** wherein people assemble for public, non-profit, fraternal, ***business***, private group or religious purposes. Typical ***uses*** include but are not limited to conference and convention facilities, social clubs, non-profit organizations and churches. ***Uses*** may include rooms for eating, drinking and general ***assembly*** and may hold a Liquor Primary License.

AWNING means a retractable or non-retractable covering of non-rigid materials such as canvas or similar fabric projecting from the exterior wall of a ***building***.

B

BACHELOR DWELLING UNIT means a ***dwelling unit*** in which the sleeping and living areas are combined and which is not capable of containing a separate bedroom or bedrooms.

BAKERY means any ***building*** or ***structure*** or part of a ***building*** or ***structure*** where bread, biscuits, ice cream cones, cakes, pies, buns, or any other ***bakery*** product of which flour or meal is the principal ingredient, are manufactured for sale and/or consumption on or off premises.

BALCONY means an unenclosed platform, attached to and projecting from the face of a ***building*** with or without a supporting ***structure*** above the ***first storey***, normally surrounded by a railing and used as an outdoor porch or sun-deck with access only from within the ***building***.

BARELAND STRATA LOT (see *LOT, BARELAND STRATA*)

BASEMENT means a ***storey*** or ***storeys*** of a ***building*** located below the ***first storey***, that is 1.8 m or greater in ***height***, but shall not include a ***cellar***.

BED AND BREAKFAST HOME means the ***use*** of a residence in which temporary overnight accommodation and breakfast is provided to tourists.

BED AND BREAKFAST INN means the ***use*** of a ***building*** containing ***dwelling units*** within which not more than 10 ***sleeping units*** may be rented for the temporary accommodation of the travelling public and where the room rate may include meals served on the premises.

BICYCLE PARKING, CLASS 1 means bicycle parking spaces that are provided for residents, students, or employees of a ***permitted use***. It is intended for the long-term secure parking of bicycles and includes bicycle lockers, compounds or rooms specifically provided and equipped for bicycle storage, considerations for electric bicycle charging, and individual ***garages*** or ***carports*** for each ***dwelling unit***.

BICYCLE PARKING, CLASS 2 means bicycle parking spaces that are provided for patrons or visitors of a ***permitted use***. It is intended for the short-term parking of bicycles and includes racks, lockers, or other structurally sound devices designed to secure one (1) or more bicycles in an orderly fashion located at ***street*** level or ***grade***.

BOARDER means a non-family member who is a lodger, roomer, or person who pays for and takes regular lodging, with or without meals.

BOARDING HOUSE means a ***building*** in which the ***owner*** or manager supplies accommodation and/or ***sleeping unit*** accommodation for remuneration. It may or may not include meal service. It includes lodges for senior citizens but does not include hotels, motels, temporary shelter services, ***congregate housing***, or ***bed and breakfast homes***.

BOULEVARD AREA means the area between the edge of an asphalt ***street*** and a ***property line***.

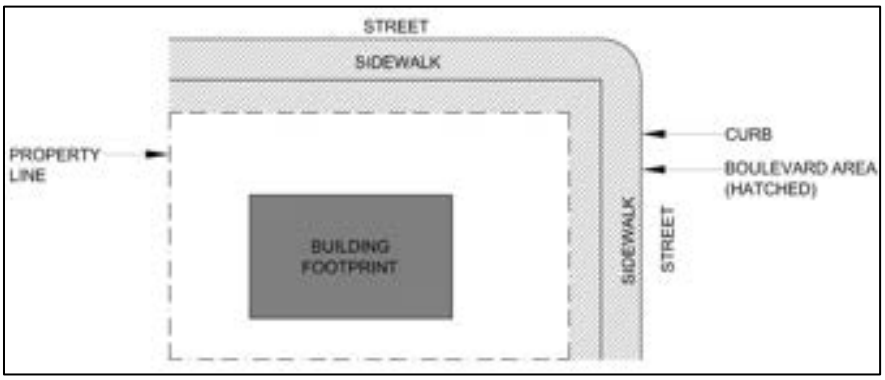


Figure 1 - Boulevard Definition

BUILDING means a temporary or permanent ***structure*** having a roof supported by columns or walls for the shelter or enclosure of persons, animals, materials, chattels and/or equipment.

BUILDING AND GARDEN SUPPLY means the retail sale or wholesale of ***building*** material, fixtures, or hardware, garden furniture, construction and home improvement equipment or supplies, animal feed, farm supplies, and includes a lumber yard, ***building*** supply outlet, home improvement centre, and may include ***accessory*** rental of home construction, maintenance or repair equipment.

BUILDING ENVELOPE means that area of the ***lot*** that may be used for the footprint of a possible ***building*** or ***structure*** after ***yard*** requirements have been accounted for. The ***building envelope*** may be further restricted by other regulations such as ***lot coverage*** or ***amenity space*** requirements.

BUILDING FACE OR FACADE means that portion of any exterior elevation of a ***building*** exposed to public view extending from the ***building grade*** to the soffit or the top of the ***parapet wall*** and the entire length of the ***building*** elevation.

BUILDING FOOTPRINT means the area of a ***lot*** that is surrounded by the exterior walls of a ***building*** and in the absence of walls the area under the horizontal projection of a roof extending more than 0.6 m from the outside of the exterior wall, ***deck*** or ***balcony*** over 0.6 m in ***height***.

BUILDING FRONTAGE means the measurement of the length of a ***building*** wall, which directly faces a ***street***.

BUILDING GRADE (see *GRADE, BUILDING*)

BUSINESS means an establishment for carrying on a commercial or industrial undertaking of any kind or nature, or the providing of professional, personal, or other service for gain or profit. This includes a ***home occupation***.

BUSINESS SUPPORT SERVICE means a ***use*** providing support services to a ***business***. Typical ***uses*** include but are not limited to minor equipment for printing, duplicating, binding or photographic processing, ***office*** maintenance or custodial services, ***office*** security, ***office*** equipment sales, and rentals, testing laboratories, locksmiths, sign shops and other similar ***uses***.

C

CALL CENTRE means a ***building*** or a portion of a ***building*** in which workers provide support services to offsite customers primarily via telephone interactions. Services to customers are not typically available on a walk-in or over-the-counter basis. ***Call centres*** are distinct from ***office*** uses on the bases of multiple-shift operations.

CALIPER means the trunk diameter of a tree measured at a point 300 mm above the top of the root ball.

CAMPGROUND means land which has been planned and improved for the seasonal short term ***use*** of holiday trailers, motor homes, tents, campers and similar ***recreational vehicles,*** for a period not to exceed 240 days in one (1) year, and is not used as year round storage or accommodation for residential ***use***. Typical ***uses*** include but are not limited to ***tourist*** trailer parks, campsites, and tenting grounds.

CANNABIS PRODUCTION FACILITY means a federally licensed facility through the *Cannabis Act*, as amended from time to time, where cannabis products are grown, processed and packaged.

CANNABIS RETAIL STORE means a business selling cannabis products through a storefront with a cannabis retail store license issued from the BC Liquor and Cannabis Regulation Branch.

CANOPY means a covering of rigid material or a marquee which projects from the wall of a ***building***. It does not include an ***awning***, projecting roof, roof eaves, or enclosed ***structure***.

CANTILEVERED BALCONY means a ***balcony*** that protrudes from the face of the ***building*** without any visible supports other than the fixing to the face of the ***building***. The weight and imposed loads are supporting by cantilevering the structure off the wall.

CARRIAGE HOUSE means an ***accessory dwelling unit*** located on a residential ***lot***. A ***carriage house*** may be a purpose-built ***structure***, or a renovated ***garage*** or ***accessory building***.

CARNIVALS means a temporary ***use*** providing a variety of shows, games and amusement rides in which the patrons take part, for a period of less than 30 days.

CARPORT means a roofed ***structure*** with less than 60% of the perimeter enclosed, used by the building occupants to shelter parked ***vehicles***. It can be either free standing or attached to the ***principal building***, but cannot be enclosed on the front.

CELLAR means that portion of a ***building*** between two (2) or more floor levels that is completely underground. A ***cellar*** does not include a walkout ***basement***.

CEMETERY means those areas of land that are set aside for the burial of human remains.

CITY means the ***City*** of Penticton.

CLEARANCE means the unobstructed vertical distance between the ***building grade*** or finished floor and the underside of a ***canopy***, ***awning***, ceiling, or ***structure***.

CLUSTER HOUSING means a grouping of three or more attached or detached ***dwelling units*** on a single parcel with common amenity areas.

COMMERCIAL SCHOOL means a specialty school facility used for training, instruction, and certification in a specific trade, skill, or service for the financial gain of the individual or company owning the school. Typical ***uses*** include but are not limited to secretarial, ***business***, hairdressing, automotive and construction trades, dancing, art, martial arts or music schools.

COMMUNITY GARDEN means the ***use*** of land for cultivating or growing plants. The garden must be operated by a registered organization such as a community association, strata corporation or non-profit group.

CONCRETE MIXING PLANT means the processing, manufacturing, recycling, and sales of concrete and/or the accessory manufacturing and sales of products made from concrete.

CONGREGATE HOUSING means a residential development in the form of multiple ***sleeping*** or ***dwelling units*** where residents are provided with common living facilities, meal preparation, laundry services and room cleaning. ***Congregate housing*** may also include other services such as personal services, transportation for routine medical appointments and counselling for the residents of the facility.

CONSERVATION means a use providing for the preservation of natural resources.

CONTRACTOR SERVICES, AGRICULTURAL means development used for the provision of off-site agricultural services, such as vineyard maintenance, ***farm*** labour, agricultural earthworks and includes the storage and warehousing of materials and equipment used for agricultural purposes.

CONTRACTOR SERVICES, GENERAL means development used for the provision of ***building*** and road construction services including ***landscaping***, concrete, electrical, excavation, drilling, heating and plumbing or similar services of a construction nature, which require on-site ***storage and warehouse*** space. Any sales, display, ***office*** or technical support service areas shall only be permitted as an ***accessory use***.

CONTRACTOR SERVICES, LIMITED means development used for the provision of electrical, plumbing, heating, painting and similar contractor services and the accessory sale of goods normally associated with the contractor services where all materials are kept within an enclosed ***building***, and there are no accessory manufacturing activities.

CONVENIENCE STORE means the retail sale of those goods required by area residents or employees on a day-to-day basis, from ***business*** premises which do not exceed 250 m^2 in ***gross floor area***. Typical ***uses*** include but are not limited to small food stores selling confectionery, tobacco, groceries, beverages, pharmaceutical and personal care items, printed matter, or the rental of videos. This ***use*** does not include the sale of alcoholic beverages.

COOKING EQUIPMENT means equipment, devices or appliances that can be utilized to prepare a meal and includes but is not limited to a gas or electric range or stove, countertop cooking unit, hot plate, wall oven, microwave oven, convection oven, toaster oven, electric frying pan, electric wok, pressure cooker, crock pot, or any other such culinary facility or any combination of such culinary facilities.

CO-OPERATIVE VEHICLE means an automobile, van, or pick-up truck, owned and operated by an organization that permits scheduled, temporary ***use*** of the ***vehicle*** by its members.

CORNER LOT (see *LOT, CORNER*)

CORNER VISIBILITY TRIANGLE means the triangular space formed by the ***street*** lines of a ***corner lot*** and a line drawn from a point in one (1) ***street*** line to a point in the other ***street*** line, each such point being 4.5 m from the point of intersection of the ***street*** lines (measured along the ***street*** lines).

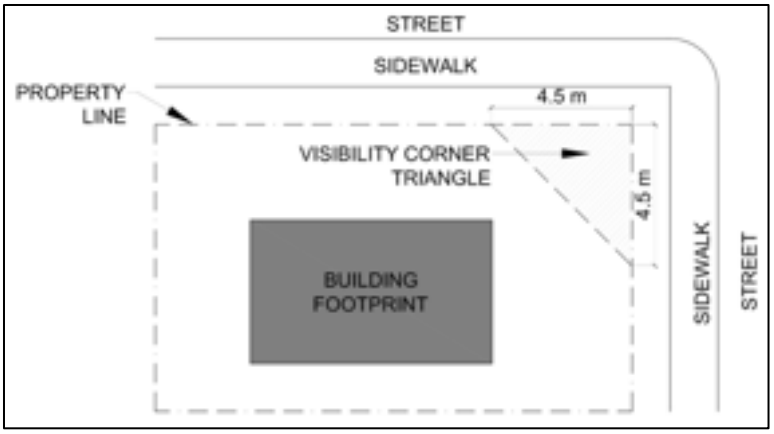


Figure 2 - Corner Visibility Triangle Definition

COUNCIL means the Municipal ***Council*** of the ***City*** of Penticton.

CRAFT BREWERY/DISTILLERY means a ***building*** used for production of alcoholic beverages including beer, ale, cider, wine or spirits, with a maximum ***gross floor area*** of 1,000 m^2. The use must also include a retail and/or restaurant component, of at least 25% of the total ***gross floor area*** of the ***craft brewery/distillery***.

CRAWL SPACE means the space between the underside of the joists of the floor above and the ground floor slab or ground surface where no slab exists, having a vertical clear ***height*** of less than 1.8 metres (5.9 feet).

CSA means Canadian Standards Association.

CUSTOM INDOOR MANUFACTURING means development used for small-scale on-site indoor production of goods by hand, manufacturing primarily involving the ***use*** of hand tools. Typical ***uses*** include but are not limited to jewellery, toy and musical instrument manufacturing, specialty food products, gunsmiths, and pottery and sculpture studios. Any sales, display, or ***office*** space shall only be permitted as an ***accessory use***.

D

DAY CARE CENTRE, MAJOR means a premise that is licensed and regulated by the *Community Care and Assisted Living Act: Child Care Licensing Regulation*, which provides care for more than eight (8) children, for not more than thirteen (13) hours per day.

DAY CARE CENTRE, MINOR means a premise that is licensed and regulated by the *Community Care and Assisted Living Act: Child Care Licensing Regulation*, which provides care for not more than eight (8) children, for not more than thirteen (13) hours per day.

DECK means a ***structure*** more than 0.6 m above ***grade*** without a roof or walls, except for visual partitions and railings.

DENSITY means a measure of the intensity of a ***building*** or ***buildings*** to the area of the site, including the number of units on a site measured in units/area, or ***floor area ratio (FAR)***, as the case may be.

DIRECTOR OF DEVELOPMENT SERVICES means the person appointed by ***City Council*** to administer and enforce the provisions of this Bylaw.

DOUBLE FRONTING LOT (see ***LOT, DOUBLE FRONTING***)

DUPLEX means a ***building*** designed exclusively to accommodate two (2) ***households*** living independently in separate ***dwelling units*** above, below, beside each other or back-to-back to each other.

DUPLEX, BACK-TO-BACK means a ***duplex*** dwelling that is configured such that one unit faces the front of the ***lot*** and the other faces the back of the ***lot***. Both units share a common back wall.

DUPLEX, SIDE-BY-SIDE means a ***duplex*** dwelling that shares a common side wall.

DUPLEX, STACKED means a ***duplex*** dwelling that is configured such that one unit is on top of the other.

DUPLEX SUITE means a self-contained ***accessory dwelling unit*** located within a ***duplex***, which has its own entrance, kitchen, bathroom and living area.

DWELLING UNIT means accommodation providing interconnected, free flowing space including bedroom(s), washroom and a ***kitchen*** intended for domestic ***use***, and used or intended to be used permanently for a ***household***. A ***dwelling unit*** includes only one (1) room containing ***cooking equipment***, and which, due to its design, plumbing, equipment, and furnishings, may be used primarily as a ***kitchen***. A ***dwelling unit*** may include a maximum of one (1) ***wet bar***, in addition to one (1) ***kitchen***.

E

EDUCATION SERVICE means a ***use*** that involves public ***assembly*** for education, training or instruction purposes, and includes the administration ***offices*** and maintenance/storage facilities required for the daily operation of the facility on the same site or within the same school district. Typical ***uses*** include but are not limited to public schools; private elementary and secondary schools; community colleges; universities; and technical and vocational schools, and their administrative ***offices***.

ELECTRIC VEHICLE ENERGY MANAGEMENT SYSTEM means a system used to control electric vehicle supply equipment loads through the process of connecting, disconnecting, increasing, or reducing electric power to the loads and consisting of any of the following: a monitor(s), communications equipment, a controller(s), a timer(s), and other applicable device(s).

EMERGENCY SHELTER means a ***boarding home*** operated by non-profit society or government agency which provides temporary emergency accommodation, meals and support services for individuals who are in a housing crisis.

ENERGIZED OUTLET means 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 ***Director of Development Services***.

EXTENDED CARE RESIDENCE means a facility providing room, board, and limited medical treatment for the elderly and infirm including accessory staff residences. Typical ***uses*** include but are not limited to nursing homes with health care for dependent residents.

EXTERIOR SIDE YARD (see ***YARD, EXTERIOR SIDE***)

F

FARM means an area of land classified as a "farm" under the *Assessment Act*, and may be comprised of one (1) or several contiguous or non-contiguous ***lots*** owned or operated for the principal purpose of a ***farm business***.

FARM GARDEN STAND means an ***accessory building*** or ***structure*** used for retailing agricultural products produced on the ***farm***.

FARM RETAIL SALES means on-farm retail sale to the public of products grown or raised on a ***farm***, and may include the sale of non-farm products in a portion of the retail sales area that does not exceed 50% of the total ***farm retail sales*** area.

FARM RETAIL SALES AREA means the floor area or dedicated outside area on which the ***farm retail sales*** are taking place and includes areas used for retail purposes indoors and outdoors. It does not include parking, driveways, ***office*** space, washrooms or areas for processing or product storage.

FENCE means a ***structure*** used as an enclosure or for ***screening*** purposes, but excludes ***retaining walls***, gates, pergolas, and trellises.

FINANCIAL SERVICE means the provision of financial and investment services by a bank, trust company, investment dealer, credit union, mortgage broker, insurance company or related ***business***. Insurance companies that cater to a specific sector of the commercial or industrial ***business*** community and do not offer personal, financial, investment or insurance services to the general public are not included in this definition.

FIRST STOREY (see ***STOREY, FIRST***)

FLANKING STREET (see ***STREET, FLANKING***)

FLEX UNIT means a purpose built designated area within a multiple residential ***dwelling unit*** that may be used as either a small-scale commercial space, an additional ***dwelling unit*** or incorporated into the larger ***dwelling unit***.

FLEET SERVICE means a collection of ***vehicles*** for the delivery of people, goods or services, where such ***vehicles*** are not available for sale or long-term lease. Typical ***uses*** include but are not limited to ambulance services, taxi services, bus lines, storage of a fleet of rental ***vehicles***, and messenger and courier services. This does not include moving or cartage firms involving trucks or buses with a gross ***vehicle*** weight of more than 3,000 kg.

FLOOR AREA, CARRIAGE HOUSE (CHFA) means the total floor area in a ***carriage house***, measured from the outside face of the exterior wall. ***CHFA*** does not include ***decks***, ***balconies*** and covered ***patios*** or ***garages*** and other enclosed or open parking areas.

FLOOR AREA, GROSS (***GFA***) means the total floor area of all ***storeys*** of all ***buildings*** or ***structures*** with a clear ceiling ***height*** of 1.8 m or more, measured from the outside face of the exterior walls. This does not include ***balconies***, ***decks*** or ***patios***.

FLOOR AREA, NET (***NFA***) means the total usable floor area in a ***building*** and ***accessory building***, measured from the outside face of the exterior walls. ***NFA*** does not include the following sub-areas:

.1 ***Garages***, other enclosed or open parking areas
.2 ***balconies, decks*** and ***patios***
.3 Garbage or loading rooms
.4 Floor area devoted exclusively to mechanical or electrical equipment
.5 ***Basements***
.6 Lofts
.7 Stairwells and elevator shafts
.8 ***Amenity space, indoor,*** up to the maximum 20% permitted as required amenity space.

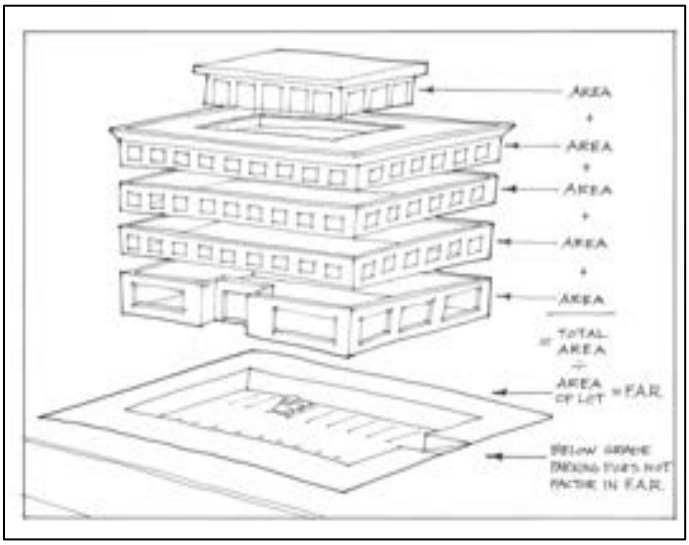


Figure 3 - Floor Area Ratio (FAR) Definition

FLOOR AREA RATIO (***FAR***) means the numerical value of the ***floor area, net (NFA)*** divided by the area of the ***lot***. ***Floor area ratio*** may be referred to as "***FAR***" in this Bylaw.

FORESTRY means extraction, storage, sorting and grading of primary forest materials. This use does not include ***natural resource processing***.

FOUNDRY means a factory that produces metal castings.

FRONT LOT LINE (see *LOT LINE, FRONT*)

FRONT YARD (see *YARD, FRONT*)

FUNERAL SERVICE means premises used for the care and preparation of human remains for interment or cremation. The ***use funeral service*** may also include holding of bereavement rites and ceremonies and associated retail sales of funeral products as ***accessory uses***.

G

GARAGE means an ***accessory building*** or part of a ***principal building*** designed and used for the shelter or storage of ***vehicles*** and includes a ***carport***. For the purpose of calculating ***yard setbacks*** and ***lot coverage*** requirements, an attached ***garage*** is deemed to be part of the ***principal building***.

GARDEN CENTRE means a location used primarily for the raising, storage and sale of produce, bedding, ornamental plants and related materials such as tools, soil, and fertilizers intended for ***use*** by ***household*** customers.

GENERAL CONTRACTOR SERVICES (see *CONTRACTOR SERVICES, GENERAL*)

GENERAL INDUSTRIAL (see *INDUSTRIAL, GENERAL*)

GOVERNMENT SERVICE means a location for Crown Corporation, municipal, provincial or federal governments to provide services directly to the public that is primarily conducted indoors. This includes exhibition and convention facilities, protective and emergency services by fire protection, police, ambulance, or other such services as a base of operations, courthouse, city hall, government ***offices*** and ***public libraries and cultural exhibits***, museums, community services, and similar public ***government services***.

GRADE, APPROVED means the ground surface elevation level after man-made re-grading in accordance with an engineered site grading plan approved by the ***City***. For determination of ***building heights***, ***approved grade*** shall mean the average level across the lowest side of the building, except that ***localized depressions*** need not be considered in the determination of average levels of grade.

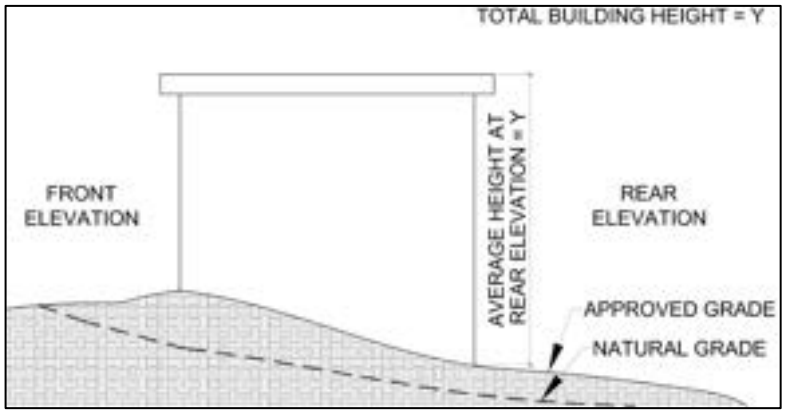


Figure 4 - Grade Definitions

GRADE, BUILDING means the lowest of the average levels of finished ground adjoining each exterior wall of a ***building***, excluding ***localized depressions*** need not be considered in the determination of average levels of grade.

GRADE, NATURAL means the elevation of the ground surface in its state before man made alteration.

GROCERY STORE means a retail outlet with a ***floor area, net (NFA)*** of at least 929 m^2 (10,000 sq. ft.), including storage space, primarily retailing in a general line of foods, including canned, dry and frozen foods, fresh fruit and vegetables, fresh and prepared meats, fish and poultry, dairy products, baked products, snack foods, non-liquor beverages and general ***household*** products and pharmaceuticals. This ***use*** can include retail liquor sales with a store-within-a-store model as licensed by the BC Liquor and Cannabis Regulation Branch (LCRB) or the sale of 100% BC wine, with a wine-on-the-shelf model, as licensed by the LCRB, but not both in the same location.

GROSS FLOOR AREA (see *FLOOR AREA, GROSS (GFA)*)

H

HARD-SURFACING means a durable ground surface, constructed of cast-in-place concrete, brick, or concrete unit pavers, turfstone, stone, asphalt, or similar material but excluding gravel and clay.

HEALTH SERVICE means the provision of physical or mental ***health services*** on an out-patient basis. Services may be of a preventative, diagnostic, treatment, therapeutic, rehabilitative, or counselling nature. Typical ***uses*** include but are not limited to medical and dental ***offices***, chiropractors, massage therapists, acupuncture clinics, health clinics, and counselling services.

HEAVY INDUSTRIAL (see *INDUSTRIAL, HEAVY*)

HEIGHT means, with respect to a ***building***, the maximum vertical distance between ***natural grade*** or ***approved grade*** and the highest point of the ***structure*** of a non-sloping roof, or the mid-point between the intersection point of the ***building*** wall and roof ***structure*** and ridge of a sloping roof excluding dormers.

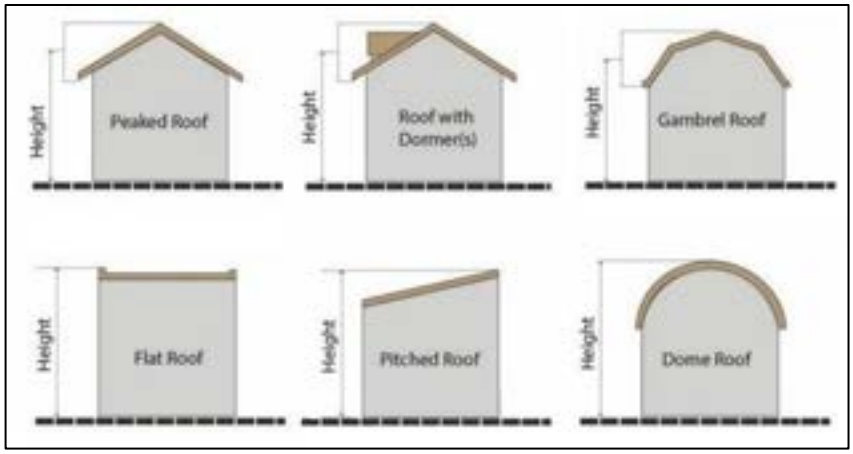


Figure 5 - Height Definition

HIGH TECHNOLOGY SERVICE means an ***office use*** for aeronautics, biochemistry, computer ***assembly***, computer design, communications, data processing, electronics, precision engineering, health care research, internet services, robotics, software development, telecommunications, web development, and related industries and including accessory customer support services.

HOME OCCUPATION means an occupation or profession carried out as an ***accessory use*** incidental to the residential ***use*** of a ***dwelling unit***.

HOSPITAL AND PATIENT CARE SERVICE means a facility providing room, board, and surgical or other medical treatment for the sick and injured including out-patient services and accessory staff residences. Typical ***uses*** include but are not limited to hospitals, mental care health facilities, and rehabilitation and recovery facilities.

HOUSEHOLD means:

.1 a person;

.2 two (2) or more persons related by blood, marriage, or adoption; or associated through foster care, all living together in one (1) ***dwelling unit*** as a single ***household*** using common ***cooking facilities***; or

.3 a group of not more than five (5) persons, including ***boarders***, who are not related by blood, marriage, or adoption, or associated through foster care, all living together in one (1) ***dwelling unit*** as a single ***household*** using common ***cooking facilities***.

In addition to the above, this may include one (1) housekeeper or nanny.

HOUSEHOLD REPAIR SERVICE means the repair of goods, equipment and small appliances normally found within the home. Typical ***uses*** include but are not limited to radio, television, computer and appliance repair, furniture refinishing, drapery shops, and upholstery shops.

I

INDOOR AMUSEMENT, ENTERTAINMENT AND RECREATION means facilities within an enclosed ***building*** intended for leisure activities where patrons are predominantly participants or spectators. Typical ***uses*** include but are not limited to amusement arcades, bingo halls, health and fitness centres, athletic facilities and ice rinks, billiard and pool halls, swimming pools, bowling alleys, motion picture

theatres, concert or music halls and casinos. Such ***permitted uses*** may be licensed by the BC Liquor and Cannabis Regulation Branch (LCRB) to sell alcoholic beverages as an ***accessory use***.

INDOOR ANIMAL DAYCARE AND GROOMING means an establishment intended to provide care and grooming for domesticated animals excluding livestock, during the day or evening but not overnight, to a maximum limit of ten (10) animals at any given time.

INDUSTRIAL, GENERAL means the ***use*** of land principally for one (1) or more of the following:

.1 recycling used goods and materials,

.2 manufacturing or assembling of semi-finished or finished goods, products or equipment,

.3 preparation of printed and film materials,

.4 storing, cleaning, servicing, renting, repairing or testing of materials, goods and equipment normally associated with industrial, ***business*** or ***household use***,

.5 terminals for the storage or transhipping of materials, goods and equipment,

.6 the towing and compounding of ***vehicles*** (not including salvage) and storage of tow trucks,

.7 distribution and sale of materials, bulk goods and equipment to institutions, industrial, ***farm*** or commercial ***businesses*** for their direct ***use*** or to ***retail stores*** or other uses for resale to individual customers, or

.8 training in general industrial operations, trades, occupational first aid, emergency response or industrial health and safety.

This ***use*** does not include gravel crushers or asphalt plants.

INDUSTRIAL, HEAVY means processing, manufacturing, fabricating or assembling semi-finished or finished goods, products or equipment from raw materials, or storing, cleaning, servicing, repairing or testing materials, goods and equipment normally associated with industrial or ***business use***. This ***use*** typically has area, intensity and land ***use*** impacts with greater magnitude and significance than ***industrial, general***. Typical ***uses*** include sawmills, wood processing, manufacturing of manufactured homes, ***vehicles*** or heavy equipment.

IRREGULAR LOT (see *LOT, IRREGULAR*)

INTENSIVE IMPACT AGRICULTURE means the ***use*** of a livestock confinement area, feedlots, ***buildings*** or ***structures*** for:

.1 the confinement of poultry, livestock or fur bearing animals, or

.2 the production of mushrooms in combination with a compost facility or a managed organic matter ***use***.

INTERIOR LOT (see *LOT, INTERIOR*)

INTERIOR SIDE YARD (see *YARD, INTERIOR SIDE*)

J

K

KITCHEN means facilities for the preparation or cooking of food, and includes any room containing ***cooking equipment***, counters, plumbing, or wiring, which, may be intended or used for the preparation, or cooking of food.

L

LANDSCAPE BUFFER means a landscaped or natural area intended to visibly separate and ***screen*** one (1) ***use*** from another. This also refers to the ***use*** of vegetation and other ***screening*** or separation methods to separate non-farming and agricultural land ***uses***.

LANDSCAPING means changing, modifying or enhancing the visual appearance of a site including reshaping the earth, planting lawns, shrubs, trees or preserving the original natural vegetation, adding walkways, ***fences***, ***patios*** and other ornamental features for the purpose of beautifying or ***screening*** the appearance of a ***lot,*** or returning it to an original environmental condition.

LANE means a highway under the *Local Government Act* of more than 3.0 m but not greater than 8.0 m in width.

LEVEL 2 CHARGING means 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, as amended from time to time.

LIMITED CONTRACTOR SERVICES (see ***CONTRACTOR SERVICES, LIMITED***)

LIQUOR PRIMARY LICENSED PREMISE means a location where alcoholic beverages are offered for sale to the public for consumption on the premises. Typical ***uses*** include but are not limited to beverage rooms, neighbourhood pubs, cocktail lounge, cabarets and nightclubs. The ***use*** must hold a Liquor Primary License with the BC Liquor and Cannabis Regulation Branch (LCRB).

LIVE-WORK UNIT means a purpose-built or purpose-renovated space that combines a permitted commercial ***use*** with a ***dwelling unit.***

LOADING SPACE means an on-site space reserved for temporary parking for the purpose of loading or unloading goods and materials.

LOCALIZED DEPRESSION means a depression below the ***approved grade***, created for the purpose of providing a vehicle or pedestrian entrance to a ***building*** or for the provision of a window well.

LOT means a parcel of land, including Crown Land, which is legally defined either by registered plan or legal description.

LOT AREA means the total horizontal area within the ***lot line***s of a ***lot***.

LOT, BARELAND STRATA means the smallest unit of land defined on a horizontal plane according to a bareland strata plan under the provisions of regulations pursuant to the *Strata Property Act*.

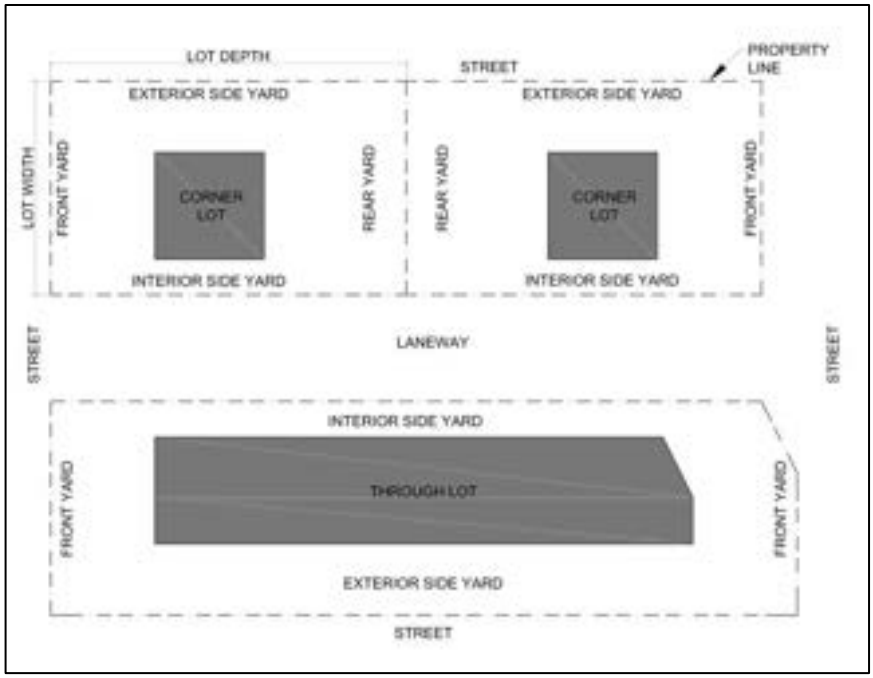


Figure 6 - Lot Definition

LOT, CORNER means a ***lot*** situated at the intersection of two (2) or more ***streets***.

LOT COVERAGE means the percentage of the total horizontal area of a ***lot*** or ***lots*** that may be built upon with ***buildings***, ***accessory buildings*** or ***structures***, including ***carports***; covered ***patios*** larger than 23 m^2; and ***decks*** over 0.6 m in height. ***Lot coverage*** excludes uncovered steps, cornices, porticos, pergolas, ***cantilevered balconies*** and similar projections permitted in accordance with Table 4.1 of this Bylaw.

LOT, DOUBLE FRONTING (or ***THROUGH***) means a ***lot*** which ***abuts*** two (2) ***streets*** which are parallel or nearly parallel to the ***lot***. This does not include a ***lot*** with a second frontage on a rear ***lane***.

LOT, INTERIOR means a ***lot*** other than a ***corner lot***.

LOT, IRREGULAR means a ***lot*** that does not fall into one of the other ***lot*** definitions.

LOT, PANHANDLE means a ***lot***, which has its primary legal access from a ***street*** through a narrow strip of land, which is an integral part of the ***lot***. This narrow strip is referred to as the panhandle. The panhandle portion of the ***lot*** is not included in the calculation of minimum ***lot*** size.

LOT, STRATA means a ***lot*** shown on a strata plan according to the *Strata Property Act*.

LOT LINE means the legally defined boundary of any ***lot*** or ***property line***.

LOT LINE, FRONT means the ***street*** frontage onto which the primary façade or ***front yard*** of the ***building*** faces. In the case of ***through lots***, or ***double fronting lots***, two ***front lot lines*** are possible.

LOT LINE, REAR means either the ***lot line*** opposite to, and most distant from, the ***front lot line***, or, where there is no such ***property line***, the point of intersection of any ***property lines*** other than a ***front lot line*** which is furthest from and opposite the ***front lot line***.

LOT LINE, SIDE means any ***lot*** boundary line, which is not a ***front*** or ***rear lot line***.

LOT WIDTH means:

.1 where a ***lot*** has parallel ***side lot lines***, the distance between the ***side lot lines*** at the ***front yard setback*** line;

.2 where a ***lot*** is an ***irregular lot***, the average between the horizontal distance between the ***side lot lines*** at the ***rear*** and the ***front yard setback lines***;

.3 where a ***lot*** is a ***panhandle lot***, the average distance between the ***rear setback lines*** and from the top of the panhandle where the panhandle meets the larger portion of the ***lot***, not including the panhandle itself.

M

MAJOR DAY CARE CENTRE (see *DAY CARE CENTRE, MAJOR*)

MAJOR HOME OCCUPATION means the ***use*** of a ***dwelling unit*** or ***accessory building*** for a ***business*** by a resident who resides at that ***dwelling unit***. The ***business*** must be secondary to the residential ***use*** of the ***building*** and shall not change the residential character of the ***dwelling unit*** or ***accessory building***.

MARINA means a commercial or government establishment or premise, containing docking or mooring facilities where boats and other water vessels and their accessories are berthed, stored, serviced, repaired, constructed or kept for sale or for rent.

METAL STORAGE CONTAINER means a shipping or cargo container, being a prefabricated metal container or box specifically constructed for the transportation of goods by rail, ship or ***transport truck***.

MINOR DAY CARE CENTRE (see *DAY CARE CENTRE, MINOR*)

MINOR HOME OCCUPATION means the ***use*** of a ***dwelling unit*** or ***secondary suite*** for a **business** by a resident who resides at that ***dwelling unit***. The ***business*** must be secondary to the residential ***use*** of the ***building*** and no aspects of ***business*** operations shall be detectable from outside the property.

MOBILE CATERING FOOD SERVICE means the delivery and sale of food to the public using a fleet of ***vehicles***.

MANUFACTURED HOME means a single or multiple section ***single detached dwelling unit*** built to ***CSA*** Z240 MH Standards for residential occupancy and may be transported on wheels.

MANUFACTURED HOME PARK means a ***lot*** for the placement of two (2) or more ***manufactured homes***. This does not include the situation where an additional agricultural ***dwelling unit*** is located on a ***lot*** where the principal ***dwelling unit*** is a ***manufactured home***.

MANUFACTURED HOME SPACE means an area of land for the installation of one (1) ***manufactured home*** situated within a ***manufactured home park***.

MOBILE VENDING UNIT means a self-contained mobile unit not exceeding 20 m^2 in ground coverage, intended to be moved from location to location, for the purpose of offering for sale food or retail products.

MODULAR HOUSING means a factory-built ***dwelling unit*** built to ***CSA*** 277 Standards that is transportable and designed to be used by itself or to be incorporated with similar units at a ***building*** site into a modular ***structure*** and intended for year-round habitation. The term is intended to apply to

major assemblies and does not include prefabricated panels, trusses, plumbing trees, and other prefabricated sub-elements, which are to be incorporated into a ***structure*** at the site.

MOTOR VEHICLE AND EQUIPMENT REPAIR SHOP means the servicing and mechanical repair of automobiles, motorcycles, boats, snowmobiles, and similar ***vehicles*** and small equipment or the sale, installation, or servicing of related accessories and parts. This includes but is not limited to transmission shops, muffler shops, small engine repairs, tire shops, auto glass shops, and upholstery shops and excludes ***vehicle body repair and paint shop***.

MOTOR VEHICLE AND EQUIPMENT SERVICES, INDUSTRIAL AND AGRICULTURE means the sale, rental, service, or repair of heavy ***vehicles***, machinery or mechanical equipment typically used in ***building,*** roadway, pipeline, oil field and mining construction, manufacturing, assembling and processing operations and agricultural production. This does not include automobiles and recreation vehicle sales/rentals.

MOTOR VEHICLE BODY REPAIR AND PAINT SHOP means those premises where automobiles, trucks, and other ***vehicles*** undergo body repair and painting.

MOTOR VEHICLE SALES AND RENTAL means the retail sale or rental of new or used automobiles, boats, motorcycles, snowmobiles and light trucks and similar ***vehicles*** and small equipment, together with incidental maintenance services, storage, fuelling, washing, and sales of parts. It includes automobile dealerships but does not include dealerships for the sale or rental of ***vehicles*** with a gross ***vehicle*** weight of more than 4100 kg or the sale of motorhomes with a gross ***vehicle*** weight rating of more than 5500 kg or a length of more than 6.7 m.

MOTOR VEHICLE SERVICE STATIONS means the routine washing, servicing or repair of ***vehicles*** within a ***building*** containing not more than three (3) service bays, and for the sale of gasoline, petroleum products, and a limited range of auto parts and accessories. ***Accessory uses*** may include ***restaurants,*** single-bay ***vehicle*** wash, and ***convenience stores***.

MULTIPLE HOUSING means housing that contains three (3) or more ***dwelling units***, excluding ***accessory suites***, and may include ***townhouses*** and ***apartments***.

MUNICIPAL SOLID WASTE FACILITY means a facility designed, constructed and operated for the collection, processing, transferring or disposal of the solid waste stream or components thereof, including but not limited to, transfer stations, material recycling facilities, composting facilities and disposal facilities.

N

NATURAL BOUNDARY means the visible high water mark, as established by a BC Land Surveyor, of any lake, river, stream or other body of water where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark the soil of the bed of the body of water a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself. In the case of Okanagan Lake, the ***natural boundary*** shall correspond to an elevation of 342.18 m G.S.C. (1122.63 if). In the case of Skaha Lake, the ***natural boundary*** shall correspond to an elevation of 337.76 m G.S.C. (1108.13 if).

NATURAL GRADE (see *GRADE, NATURAL*)

NATURAL RESOURCE PROCESSING means the quarrying, extraction, removal and off-site sale of sand, gravel, earth or mineralised rock found on or under the ***lot***. Typical ***uses*** include but are not limited to quarries, gravel pits, and stripping of topsoil. This does not include processing of raw materials transported to the site.

NET FLOOR AREA (see *FLOOR AREA, NET (NFA)*)

O

OFFICE means a ***building*** primarily used for conducting the affairs of ***business***, including the provision of administrative, ***business***, clerical and secretarial agencies, consulting, financial, ***government services***, ***health services***, ***high technology services***, insurance, legal, management, professional, and real estate services. This ***use*** excludes ***businesses*** providing the servicing and repair of goods, the sale of goods to the customer on the site, the manufacture or handling of a product, and retail ***uses***.

OFFICIAL COMMUNITY PLAN (***OCP***) means the Penticton ***Official Community Plan***, as amended from time to time.

ON-SITE BEER/WINE MAKING means an establishment that provides goods, facilities or services to persons producing or manufacturing, wine, beer or cider in the establishment for their own consumption or consumption at no charge by others.

OPEN SPACE means that portion of a ***lot*** not occupied by parking or ***vehicle*** areas or ***buildings*** that is accessible and suitable for gardens, ***landscaping***, and recreational ***use*** by ***building*** tenants or residents.

OUTDOOR AMUSEMENT, ENTERTAINMENT and ***RECREATION*** means facilities which are available to the public at large for sports and active recreation conducted outdoors. Typical ***uses*** include but are not limited to golf courses, ball fields, and riding stables.

OUTDOOR MARKET means a temporary ***use*** where groups of individual sellers offer new and used goods, crafts or produce for sale directly to the public. This may consist of vendors that include liquor sales and/or tasting within an outdoor market in accordance with the requirements of the BC Liquor and Cannabis Regulation Branch (LCRB).

OUTDOOR STORAGE means the storage of equipment, goods, and materials in the open air where such storage of goods and materials does not involve the erection of permanent ***structures*** or the material alteration of the existing state of the land. Typical ***uses*** include but are not limited to ***vehicle*** or heavy equipment storage compounds.

OWNER means the person(s) or organization listed as the titleholder on a property's legal certificate of title.

P

PANHANDLE LOT (see *LOT, PANHANDLE*)

PARAPET or ***PARAPET WALL*** means that portion of a perimeter ***building*** wall that rises above the roof.

PARENT PARCEL means the original parcel of land that was or is proposed to be the subject of a plan of subdivision.

PARKING LOT means a ***lot*** or part of a ***lot*** or a ***building*** available to be used for the temporary parking of more than one (1) ***vehicle***.

PARKING LOT, PUBLIC means providing vehicular parking which is intended for public ***use*** and not primarily intended for the ***use*** of residents, employees, or clients of a particular ***permitted use*** and may include the collection of a fee.

PARKING SPACE means an off-***street*** space of the size and dimensions to park one (1) ***vehicle*** in conformance with the parking provisions of this Bylaw, exclusive of driveways, aisles, ramps, or obstructions.

PARKING STRUCTURE means a ***structure*** designed for the parking of motor ***vehicles*** in tiers or floors, which may be constructed above, below or at ***building grade***, available to be used for the temporary parking of more than one (1) ***vehicle*** by residents, customers, employees and the public at large.

PARKING, TANDEM means two (2) ***parking spaces***, one (1) behind the other, with a common or shared point of access to a manoeuvring aisle, ***lane*** or ***street***.

PARTY WALL means a wall jointly owned and jointly used by two (2) parties under easement agreement or by right in law, and erected at or upon a line separating two (2) ***lots*** each of which is, or is capable of being, a separate real estate entity.

PASSIVE RECREATION means a ***use*** providing for non-motorized recreational activity including trails, environmentally sensitive areas, forest reserve, green belts, conservation areas and natural areas. It may include ***accessory uses*** and ***buildings*** that are consistent with passive recreational activities. Typical uses include walking, canoeing, biking and wildlife observation.

PATIO means any solid ***structure*** at ***building grade*** meant for support of people or materials outdoors and less than 0.6 m in ***height***.

PERMITTED USE means the main or primary ***use*** of land, ***buildings*** or ***structures*** that is provided for in the list of ***permitted uses*** in the ***zones*** of this Bylaw.

PERSONAL SERVICE ESTABLISHMENT means a ***use***, which provides personal services to an individual, which are related to the care and appearance of the body or the cleaning and repair of personal effects. Typical ***uses*** include but are not limited to barber shops, hairdressers, manicurists, tailors, dress makers, shoe repair shops, tanning, photography studios, dry cleaners or laundries, dry cleaner pick-up depots, tanning beds, and similar ***uses***, but does not include ***health services***, laundromats or body rub business.

PRINCIPAL BUILDING means the main ***building*** or ***structure*** on a ***lot*** that accommodates a ***permitted use.***

PROPERTY LINE means a legal boundary of a ***lot***.

PUBLIC LIBRARIES AND CULTURAL EXHIBITS means the collection of literary, artistic, musical and similar reference materials in the form of books, manuscripts, recordings and films for public ***use***; or the collection, preservation and public exhibition of works or objects of historical, scientific or artistic value. Typical ***uses*** include but are not limited to libraries, museums, and art galleries.

PUBLIC PARK means any publically accessible land designated specifically for passive or active recreation.

PUBLIC PARKING LOT (see ***PARKING LOT, PUBLIC***)

Q

R

REAR LOT LINE (see ***LOT LINE, REAR***)

REAR YARD (see ***YARD, REAR***)

RECREATION EQUIPMENT SALE, SERVICE AND RENTALS means the retail sale or rental of new or used bicycles, motorcycles, snowmobiles, tent trailers, boats, travel trailers or similar light recreational equipment, together with maintenance services, storage, and sales of parts. It does not include dealerships for the sale of motorhomes with a gross ***vehicle*** weight rating of more than 5500 kg or a length of more than 6.7 m.

RECREATIONAL VEHICLE means a transportable conveyance intended as a temporary accommodation for travel, vacation, or recreational ***use*** and includes travel trailers, motorized homes, slide-in campers, chassis-mounted campers, boats, all-terrain ***vehicles***, snowmobiles and tent trailers but not including ***manufactured homes***.

RESIDENTIAL SALES CENTRE means a temporary ***building*** or ***structure*** used for a limited period of time for the purpose of marketing residential land or ***buildings***.

RESORT RESIDENTIAL means a ***multiple housing building***:

.1 in which every unit is occupied as a residential ***dwelling unit***,

.2 for the temporary accommodation of the travelling public under a rental pool scheme operated by a strata corporation, or

.3 approved through a strata plan and owned by any person or family member under a time share ***use*** plan or time share ownership plan as defined in the *Real Estate Act* of British Columbia.

RESTAURANT means a location where prepared food and beverages are offered for sale to the public.

RETAIL STORE means premises where goods, merchandise and other materials are offered for retail sale to the general public. It may include limited on-site storage or limited seasonal outdoor sales to support the retail operation, and may also include the manufacturing of products to be sold on site, provided the ***gross floor area*** used for manufacturing does not exceed 25% of the ***gross floor area*** of the ***retail stores***. Typical ***uses*** include but are not limited to: food, hardware, pharmaceutical, retail liquor sales, clothing, pawnshops, thrift store, auctioneer establishments and sporting goods stores, but does not include ***grocery stores***.

RETAINING WALL means a ***structure*** constructed to hold back, stabilize or support an earthen bank.

RURAL HOME OCCUPATION means the ***use*** of a ***dwelling unit*** or ***accessory building*** for a ***business*** by a resident who resides at that ***dwelling unit***. The ***business*** must be secondary to the residential ***use*** of the ***building*** and shall not change the residential character of the ***dwelling unit*** or ***accessory building***.

S

SCREENING or ***SCREEN*** means a fence, ***building***, ***structure*** or other device, which provides a visual barrier sufficient to conceal parking areas, garbage collection areas and storage areas.

SECONDARY SUITE means a self-contained, ***accessory dwelling unit*** located within a ***single detached dwelling unit*** which has one (1) or more habitable rooms (used or intended for ***use*** as a residence by one (1) or more persons living as a ***household***), with self-contained sleeping, living, cooking, and sanitary facilities, and direct access to the open air, without passing through any part of the ***principal building***.

SECURITY/OPERATOR DWELLING UNIT means a portion of a ***building*** or detached ***building*** used to provide on-site accommodation by the employer for persons employed on the property, a residence for the site caretaker or operator of a commercial or industrial establishment, or for the on-duty security personnel at a storage facility when permitted in a ***zone***.

SELF-STORAGE means a self-contained ***building*** or group of ***buildings*** containing lockers available for rent for the storage of personal goods or a facility used exclusively to store bulk goods of a non-hazardous nature.

SETBACK means the horizontal distance separating a ***building***, ***structure*** or ***use*** from a specified location.

SHOPPING CENTRE means one (1) or more ***buildings*** containing a minimum ***gross floor area*** of 1000 m^2 and containing a group of ***retail stores*** and other ***businesses***, which share common services, parking, and other facilities on one (1) or more ***lots***.

SHORT TERM RENTAL means the rental of a portion or entire ***dwelling unit*** to the vacationing public for a period of 90 days or less.

SHORT TERM RENTAL, HIGH OCCUPANT means a ***short term rental*** in which more than six (6) persons are accommodated. ***SIDE LOT LINE*** (see *LOT LINE, SIDE*)

SIDE YARD (see *YARD, SIDE*)

SINGLE DETACHED DWELLING means housing that contains one (1) single ***household*** in a ***dwelling unit***. This ***use*** includes ***modular housing*** that conforms to the ***CSA*** A277 Standards, but does not include a ***manufactured home*** conforming to ***CSA*** Z240 MH Standards.

SLEEPING UNIT means a habitable room not equipped with a ***kitchen***, providing accommodation for guests.

STORAGE AND WAREHOUSE means the storage and distribution of goods, wares, merchandise, substances, articles or things, whether or not the storage is contained in separately occupied, secured storage areas or lockers.

STOREY means the habitable volume between the floors of a ***building*** or between its floor and ceiling, that is 1.8 m or greater.

STOREY, FIRST means the uppermost ***storey*** having its floor level not more than 1.2 m above ***building grade***.

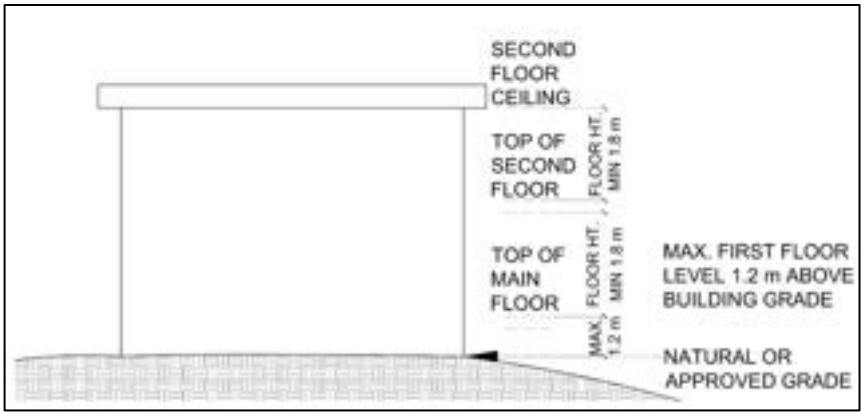


Figure 7 - Storey Definition

STRATA LOT (see ***LOT, STRATA***)

STREET means a highway as defined under the *Local Government Act* over 8.0 m in width, which affords the principal access to ***abutting*** properties.

STREET, FLANKING means a ***street***, which ***abuts*** a ***side lot line***.

STRUCTURE means a construction of any kind whether fixed to or supported by or sunk into land or water including towers, flagpoles, swimming pools, docks, signs and tanks, and excludes areas of ***hard surfacing***.

T

TANDEM PARKING (see ***PARKING, TANDEM***)

THROUGH LOT (see ***LOT, DOUBLE FRONTING***)

TOWNHOUSE means a ***building*** containing three (3) or more ***dwelling units*** that share common ***party walls***, floors or ceilings with ***adjacent dwelling units***, with each ***dwelling unit*** having a separate exterior entrance.

TOURIST ACCOMMODATION means a ***building*** or part thereof, which provides a management ***office*** and sleeping accommodation for tourists, and may include public facilities such as banquet, beverage, conference, meeting and convention rooms and recreation facilities.

TRANSIT-ORIENTED AREA means an area within a 400m radius of a prescribed bus exchange and are intended to be higher-density, mixed-use neighbourhoods. The Province may prescribe specific ***transit-oriented areas*** and applicable development regulations on ***lots*** partially or fully within them. ***Transit-oriented areas*** are delineated on Schedule C, Schedule D, and Schedule E of this bylaw and are split in two categories: "Area 1" includes ***lots*** less than 200m from a prescribed bus exchange, and "Area 2" includes ***lots*** between 200m and 400m from a prescribed bus exchange.

TRANSPORT TRUCK AND MOTORHOME SALES AND RENTALS means the sale or rental of new or used transport trucks, motor homes, ***manufactured homes***, and automobiles together with maintenance services and the sale of parts and accessories. Typical ***uses*** include but are not limited to truck dealerships, ***recreation vehicle*** sales, and ***manufactured home*** and motor home dealerships.

U

URBAN AGRICULTURE means the cultivation of a portion of a parcel for the production of food including fruits, vegetables, nuts and herbs for human consumption. Cultivation can be done by the property ***owner*** or off-site resident, provided the ***owner*** has given her/his permission. Production activities should not be noxious or an unreasonable nuisance to surrounding properties.

URBAN AREA BOUNDARY means the boundary separating an agricultural ***zone*** from those lands designated in the ***City's Official Community Plan*** and/or zoned in the ***City's*** Zoning Bylaw for non-agricultural ***uses***.

USE means the purposes for which land, a ***building*** or a ***structure*** is arranged or intended, or for which either land, a ***building***, or a ***structure*** is, or may be, occupied and maintained.

UTILITY SERVICES means development for utility infrastructure purposes that provides for the essential utility servicing of the ***City*** with water, sanitary sewer, storm sewer, electrical, natural gas, cable TV, internet, fiber optics, telephone and/or similar utilities where such utilities are established by the ***City***, by another government body or by a company operating under the *Public Utilities Act*. This ***use*** does not include storage yards.

V

VEHICLE means any motor ***vehicle*** as defined in the *Motor Vehicle Act*.

W

WALKWAY means a ***street*** intended to carry pedestrian and non-motorized traffic only, except that a ***walkway*** may be designed to accommodate mobility scooters and/or afford emergency ***vehicle use***.

WALL FACE means any portion of a vertical wall that is uninterrupted by a horizontal break of less than 1.2 m.

WATERCOURSE means any natural depression, as established by a BC Land Surveyor, with visible banks, which contains water at some time, and includes any lake, river, stream, creek, spring, ravine, swamp, gulch, coulee, wetland, or surface source of water, whether containing fish or not, including intermittent streams, and drainage works which contain fish.

WET BAR means a small facility that is used exclusively to prepare beverages and other items that do not require cooking. Exhaust fans, 220-volt wiring, natural gas rough in and permanent cooking facilities of any type are not permitted. The provision of wet bars in no way permits an additional ***dwelling unit*** to be established.

WHOLESALE BUSINESS means an establishment acting as agents or brokers and buying merchandise for, or selling merchandise to retail users, industrial users, commercial users, institutional users or wholesale users.

WINERY and ***CIDERY*** means a ***farm winery***, estate ***winery***, urban ***winery***, or a ***cidery*** that is licensed under the BC Liquor and Cannabis Regulation Branch (LCRB). It may include processing, storage, retail sales, tours, wine tasting, and may include a ***restaurant***.

WRECKING YARD means any land or ***building*** used for the collection, demolition, dismantlement, storage, salvage, recycling or sale of waste materials including scrap metal, ***vehicles***, machinery, and other discarded materials.

X

Y

YARD means an area created by a ***setback***.

YARD, EXTERIOR SIDE means a ***side yard*** immediately adjoining a ***street***.

YARD, FRONT means the area between ***side lot lines*** extending from the ***front lot line*** to the nearest above finished grade wall or supporting member of a ***building*** or ***structure*** other than a ***retaining wall***.

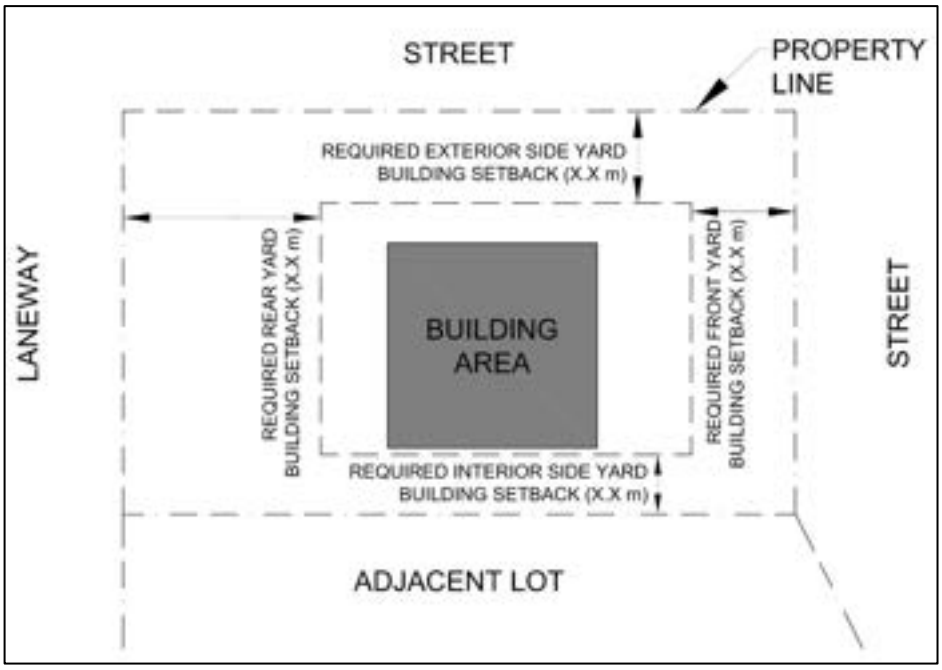


Figure 8 - Yard Definitions

YARD, INTERIOR SIDE means a ***side yard*** other than an ***exterior side yard***.

YARD, REAR means the area between the ***side lot lines*** extending from the ***rear lot line*** to the nearest above finished grade wall or supporting member of a ***building*** or ***structure*** other than a ***retaining wall***.

YARD, SIDE means that part of the ***lot***, which extends from a ***front yard*** to the ***rear yard*** between the ***side lot line*** and the nearest above finished grade wall or supporting member of a ***building*** or ***structure***.

Z

ZONE means the areas into which the ***City*** is divided in accordance with the maps attached as Schedule 'A' of this Bylaw and for which specific regulations are outlined herein for each area.

Chapter 4 – General Development Regulations

4.1 Applicability of General Development Regulations

Except as otherwise specified in this Bylaw, the following regulations apply to all ***zones*** established in this Bylaw.

4.2 Accessory Buildings, Structures, Garages and Carports

All ***accessory buildings***, ***structures***, ***garages*** and ***carports*** are subject to the following regulations:

4.2.1 An ***accessory building*** or structure shall not be used as a ***dwelling unit***, unless permitted in accordance with Section 8.2 of this Bylaw.

4.2.2 An ***accessory building*** or structure shall not be situated on a ***lot*** unless the principal building, to which it is accessory, has already been constructed or will be constructed simultaneously.

4.2.3 Notwithstanding any ***yard*** requirements of this bylaw, any ***accessory building*** or ***structure*** with a ***building footprint*** of 10.0 m^2 or less, may be erected anywhere on a ***lot***, provided that it is situated behind the front face of the ***principal building***.

4.2.4 The following are permitted anywhere on a ***lot***:

.1 ***fences***, in accordance with Section 5.4 of this Bylaw,

.2 ***retaining walls***, in accordance Section 5.4 of this Bylaw,

.3 trellises, pergolas, or

.4 children's play equipment.

4.2.5 All ***structures*** connected by foundation, roofline or roof ***structure*** (including but not limited to pergolas or trellises) to the ***principal building*** are deemed to be a portion of the ***principal building***.

4.2.6 Where a ***garage*** or ***carport*** has driveway access from the ***front yard*** or ***exterior side yard*** to the ***street***, the minimum required distance from the ***garage*** or ***carport*** to the back of the curb or sidewalk shall be 6.0 m.

4.2.7 Where a driveway gate exceeds 1.2 m in height, the minimum required distance from the driveway gate to the back of the curb or sidewalk shall be 6.0 m.

4.3 Corner Visibility Triangle

4.3.1 No hedge, planting, tree, ***fence***, sign, or other ***structure*** shall be erected, placed, or maintained within the ***corner visibility triangle*** to a ***height*** greater than 1.2 m.

4.3.2 Notwithstanding the ***corner visibility triangle*** requirements listed in Section 4.3.1 of this Bylaw, the ***corner visbility triangle*** may be reduced to the area created by the actual ***setback*** of the ***building*** or ***structure***.

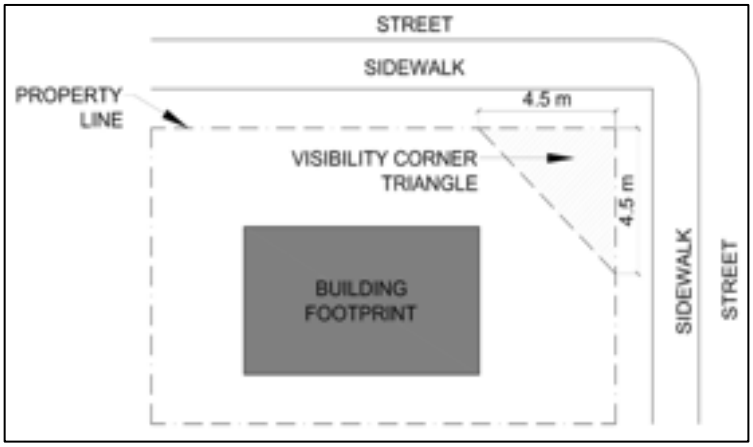


Figure 9 - Corner Visibility Triangle Diagram

4.4 Height and Grade

4.4.1 The following ***structures*** shall not exceed twice the maximum allowable ***height*** permitted by the zone: chimneystacks, aerials, antennae, water towers, wind machines, monuments, observation and transmission towers, steeples, solar thermal collectors or flagpoles.

4.4.2 Any mechanical or structural appurtenance such as elevator housings, roof stairway entrances, ventilating equipment and skylights, constituting not more than ten percent (10%) of the total roof area of a ***building***, may exceed the ***height*** limitations specified for each ***zone*** provided that the appurtenance is screened from view.

4.4.3 ***Localized depressions*** are not included in the calculation of ***height*** and are subject to the following requirements:

.1 A ***localized depression*** for a pedestrian entrance shall not exceed 40% of the corresponding wall length or 7 m^2 measured in plan view.

.2 A ***localized depression*** for a window well shall not extend more than 0.9 m from the ***building*** wall face and not exceed 25% of the corresponding ***wall face*** length in total, for one or more light wells.

4.5 Airport Regulations

4.5.1 Notwithstanding Section 4.4 of this Bylaw, in no case shall the ***height*** of any ***building***, ***structure*** or appurtenance, including temporary assemblies for construction purposes, such as cranes, exceed the Horizontal Surface elevation as described in the federal *Penticton Airport Zoning Regulations, C.R.C., c. 101* as amended, unless approved to do so by the appropriate federal authorities.

4.6 Highway Setbacks and Future Road Right-of-Way

4.6.1 A ***setback*** from a highway shall be measured from the ***lot*** boundary ***abutting*** to that highway, provided that where a highway is designated as a Collector or Arterial in the ***City*** of Penticton ***Official Community Plan*** Bylaw, as amended from time to time, the ***setback*** shall be measured from where the boundary of the Collector or Arterial would meet the ***lot*** if that highway was constructed.

4.6.2 No ***buildings*** or ***structures*** shall be constructed on land that is located within an existing or future right-of-way of any Collector or Arterial highway as designated within the ***City*** of Penticton ***Official Community Plan*** Bylaw.

4.6.3 Notwithstanding the minimum ***lot area*** and ***width*** requirements of this bylaw, the Subdivision Approving Officer may approve:

.3 A road dedication, required by the ***City***, where the dedication:

.a reduces the area or ***width*** of the ***lot*** to less than the required minimum ***lot area***, or

.b reduces the area or ***width*** of an existing undersized ***lot***.

4.7 Swimming Pools and Hot Tubs

All ***lots*** with exterior swimming pools or hot tubs are subject to the following regulations:

4.7.1 Swimming pools and hot tubs shall not be located in a required ***front yard***.

4.7.2 Above ground swimming pools and hot tubs shall meet the siting requirements of ***accessory buildings***.

4.7.3 At grade swimming pools shall be located at a minimum of 1.0 m from ***side*** and ***rear property lines*** and 3.0 m from any ***street***.

4.8 Temporary Uses and Buildings

Any ***lots*** with temporary ***uses*** and/or ***buildings*** are subject to the following regulations:

4.8.1 Fabric Covered Metal Frame Buildings

The ***use*** of fabric-covered metal frame ***buildings*** over 10 m^2, is limited to ***industrial, agricultural,*** and ***institutional uses***.

4.8.2 Tents, Recreational Vehicles and Similar Structures

.1 A temporary ***use*** located partially or totally in a tent, trailer, ***manufactured home***, motor home or ***building*** or ***structure*** not permanently fixed to the site is prohibited, except for temporary ***uses*** accessory to a permitted ***campground***, industrial ***use*** or public ***use***.

.2 Notwithstanding section 4.8.2.1 of this bylaw, occupancy of a recreational vehicle in a residential or rural ***zone*** is permitted for no more than 10 days in one period of 30 consecutive days.

4.8.3 Outdoor Temporary Uses

Where a ***use*** is permitted in a zone, the ***use*** may, on a temporary basis, be carried on out-doors and may occupy required ***parking spaces***.

4.8.4 Metal Storage Containers

Notwithstanding Section 4.8.2 of this Bylaw, ***metal storage containers*** are permitted in the M1, M2, M3, C4, C6, C7, P1, P2 and A ***zones*** under the following conditions:

.1 ***Metal storage containers*** may only be stacked one (1) on top of the other in the M1, M2, and M3 ***zones***, to a maximum of two (2) containers high.

.2 ***Metal storage containers*** shall be sited according to the siting regulations for ***buildings*** in the ***zones*** listed. In the C4, C6, and C7 ***zones***, ***metal storage containers*** shall not be located between the ***principal building*** and any ***street*** frontage, except a ***lane***.

.3 ***Metal storage containers*** shall not be located on a required ***parking space***, on parking drive aisles, within driveway accesses or on fire ***lanes***;

.4 On ***lots*** within the C4, C6, C7, P1 and P2 ***zones***, the maximum number of ***metal storage containers*** shall be two (2) containers per ***lot*** for the first 0.2 ha or less of ***lot area*** plus 2 additional containers for each 0.2 ha of additional ***lot area, to a maximum*** *of 5 containers*;

.5 On lots within the A ***zone***, the maximum number of ***metal storage containers*** shall be one (1) container per ***lot***.

.6 Notwithstanding Section 4.8.4.2 of this Bylaw, a ***metal storage container*** may be used as temporary storage for a permitted seasonal ***garden centre*** and may be located between the ***principal building*** and the ***street***;

.7 ***Metal storage containers*** shall only be used to store materials or products that are incidental to the operation of the ***business*** or facility located on the ***lot***; and

.8 Notwithstanding Sections 4.8.4.2 to 4.8.4.7 of this Bylaw, a ***metal storage container*** may be used as temporary storage during construction in any ***zone*** provided that a valid ***building*** permit has been issued authorizing the construction. The ***metal storage container*** must be removed upon completion of the construction.

4.9 Yards and Projections

All developments are subject to the following regulations:

4.9.1 Certain types of architectural features are permitted to project from a ***building*** or a ***structure*** in a required ***yard*** in accordance with Table 4.1.

Table 4.1 – Permitted Projections

Feature	Maximum Projection in to Required Yards
Chimney, chimney box and fireplace box	0.6 m in any ***yard***
Eaves, eave-troughs and gutters	0.6 m ***interior side yard*** 1.5 m ***front yard*** 1.5 m ***exterior yard*** 3.0 m ***rear yard*** *except ***accessory buildings*** or ***structures***, including ***carriage houses***, which shall be 0.6m in any ***yard***
Ornamental elements such as sills, belt courses, cornices, ***parapets*** and pilasters	0.6 m in any ***yard***
Canopies and ***awnings***	0.6 m ***interior side yard*** 1.5 m ***front yard*** 1.5 m ***exterior yard*** 3.0 m ***rear yard***

	*except ***accessory buildings*** or ***structures***, including ***carriage houses***, which shall be 0 m in any ***yard***
Fire escapes, open stairways, landings, steps, ramps and patios	1.5 m ***front yard*** 1.5 m ***exterior yard*** 3.0 m ***rear yard*** If features is less than 0.6 m from grade then not subject to regulations *except ***accessory buildings*** or ***structures***, including ***carriage houses***, which shall be 0 m in any ***yard*** Wheelchair ramps have no limit
Covered or uncovered ***balcony***, porch, ***deck***, platform and veranda	1.5 m ***front yard*** 1.5 m ***exterior yard*** 3.0 m ***rear yard*** *except ***accessory buildings*** or ***structures***, including ***carriage houses***, which shall be 0 m in any ***yard***
Any cantilevered, architectural projection that constitutes less than 25% of the wall face to which the projection is attached	0.6 m in any ***yard***
Window wells below ***approved grade*** and not more than 3.0m in length	0.9 m in any ***yard***

4.9.2 In ***zones*** allowing more than two (2) ***dwelling units***, projections, utilities, underground parking and similar ***structures*** constructed entirely beneath the surface of the ground can encroach into required ***yards***, provided such underground encroachments do not result in a grade inconsistent with ***abutting*** properties, and the encroachments are covered by sufficient soil depth or surface treatment to foster ***landscaping***.

4.9.3 A concrete exterior staircase to access a ***basement*** area below grade may project into any ***setback*** area.

4.9.4 Notwithstanding buffer or landscape requirements, ***patio*** seating for ***restaurants*** may encroach into any ***yard setbacks*** in the CT1 ('Tourist Commercial') ***zone***.

4.10 Refuse and Recycling Bins

All ***multiple housing***, commercial or industrial ***permitted uses*** shall provide refuse and recycling bins subject to the following regulations:

4.10.1 When any ***multiple housing*** residential, commercial or industrial ***permitted use*** is proposed, provisions for garbage storage, recycling and collection shall be made for these facilities on the same site as the ***permitted use***.

4.10.2 All site refuse, recycling bins, utility kiosks, and containers in ***zones*** other than agricultural ***zones***, including all other large receptacles used for the temporary storage of materials, shall require ***screening*** by way of ***fencing*** and/or ***landscaping*** from ***adjacent lots*** and ***streets***.

4.10.3 ***Screening*** required in Section 4.10 of this Bylaw shall consist of ***landscaping*** and/or ***fencing*** that is a minimum of 1.2 m in ***height*** to a maximum ***height*** of 2.0 m.

4.10.4 Refuse or recycling bins, rooms or enclosures designed for ***vehicle*** access shall be located to provide unobstructed access with a minimum width of 3.0 m and a minimum vertical ***clearance*** of 4.6 m.

4.10.5 Any refuse and recycling areas co-existing with any parking or loading area:

.1 Shall be clearly delineated as separate and in addition to required ***parking*** and ***loading spaces***, and

.2 Shall not be located in any public Right-of-Way.

4.11 Drive-through Facilities

4.11.1 Where drive-through facilities are installed, there shall be adequate queuing ***lanes*** provided on the property to accommodate six (6) ***vehicles*** between the ***property line*** and the ordering station. These queuing spaces shall be exclusive of any other ***parking space*** and aisle requirements contained in this Bylaw.

4.11.2 The drive-through facilities shall not be visible from the ***street***. If the drive-through facilities are visible from the ***street*** or neighbouring properties, ***landscape screening*** or ***fencing***, a minimum of 1.2 m in ***height***, shall be required.

4.12 Uses Permitted in All Zones

4.12.1 The following uses shall be a permitted use in all zones:

.1 ***Public parks*** shall be a permitted use in all zones

.2 ***Utility services*** shall be a permitted use in all zones.

.3 ***Urban agriculture*** shall be permitted in all zones.

.4 Cultural exhibits shall be permitted in all zones.

.5 ***Day care centre, minor*** shall be permitted in all zones.

4.13 Agricultural Land Reserve

4.13.1 Notwithstanding any other provisions of this Bylaw, all lands within the Agricultural Land Reserve (ALR) are subject to the Agricultural Land Commission Act (ALCA), the Agricultural Land Reserve Use, Subdivision and Procedure Regulation (the Regulation), as amended from time to time, and any Orders of the Agricultural Land Commission (ALC). The ALCA and Regulations generally prohibit or restrict non-farm ***use*** and subdivision of ALR lands, unless permitted or exempted.

4.14 Streamside Protection

4.14.1 Development must not occur within 30.0 m of a ***watercourse*** boundary or a distance determined by a Qualified Environmental Professional (QEP), whichever is less, in accordance with the *Riparian Area Protection Act*, *Riparian Area Protection Regulation*, and the Development Permit Area requirements identified within the ***City*** of Penticton's Official Community Plan Bylaw, as amended from time to time.

4.15 Energy Efficient Buildings

4.15.1 Achieving a low-energy, high-efficiency ***building*** through high quality thermal envelope design and better insulation will result in thicker wall and roof insulation than a typical building, which may affect floor area, ***lot coverage***, ***setbacks*** and ***height***. For the purposes of

creating a more efficient ***building*** the following may be applied, at the discretion of the ***Director of Development Services*** or delegate:

.1 Floor area calculation: calculation of ***gross floor area*** and ***net floor area*** may exclude exterior wall thickness in excess of 0.165m up to a maximum exclusion of 0.305m provided that the wall thickness is utilized for the provision of insulating material and/or protection against wind, water and vapour.

.2 ***Lot coverage*** calculation: calculation of ***lot coverage*** may exclude exterior wall thickness in excess of 0.165m up to a maximum exclusion of 0.305m provided that the wall thickness is utilized for the provision of insulating material and/or protection against wind, water and vapour.

.3 ***Setbacks***: where the exterior wall thickness is in excess of 0.165m, provided that the wall thickness is utilized for the provision of insulating materials and/or protection against wind, water and vapour, the minimum distance to an abutting lot line as permitted elsewhere in this Bylaw may be reduced by 0.25m.

.4 ***Height***: the ***height*** of ***buildings*** and ***structures*** permitted elsewhere in this Bylaw may be exceeded for roof thickness in excess of 0.3m provided that the excluded roof thickness is required to achieve compliance with the BC Energy Step Code Passive House energy standard or other enhanced energy performance standard.

4.16 Transit-Oriented Areas

4.16.1 ***Transit-oriented areas*** are delineated on Schedule C, Schedule D and Schedule E of this bylaw.

4.16.2 In lieu of the applicable regulations elsewhere in this bylaw, the regulations in Table 4.2 apply to all residential and mixed-use developments with at least 50% residential ***gross floor area*** within ***transit-oriented areas***.

Table 4.2 – *Transit-Oriented Areas* Development Regulations

Regulation	*Transit-Oriented Area*: Area 1	*Transit-Oriented Area*: Area 2
Minimum vehicle ***parking spaces***	No vehicle ***parking spaces*** are required for ***dwelling units***.	
Minimum accessible ***parking spaces***	Accessible ***parking spaces*** shall be provided in accordance with Table 6.8 of this bylaw, based on the corresponding number of ***dwelling units*** on the ***lot***.	
Maximum ***height***	6 ***storeys*** above ***approved grade****	4 ***storeys*** above ***approved grade****
Maximum ***density***	2.5 ***Floor Area Ratio (FAR)****	1.5 ***Floor Area Ratio (FAR)****
* If the ***lot*** is within a ***zone*** which permits greater ***height*** and/or ***density*** than noted in Table 4.2, then the greater ***height*** and/or ***density*** regulation applies.		

Chapter 5 – Landscaping and Screening

5.1 General Landscaping Requirements

The minimum ***landscaping*** requirements shall be in accordance with the following regulations:

5.1.1 For the purposes of Chapter 5 of this Bylaw, all areas without ***buildings***, ***structures***, driveways, approved parking or garbage and recycling collection areas or natural areas, shall be deemed to be ***landscape*** areas.

5.1.2 ***Boulevard areas*** are deemed to be part of the ***landscape*** area of a property.

5.1.3 All ***landscape*** areas are required to be kept in a clean, tidy and well-maintained state.

5.1.4 ***Landscape*** areas for all new construction in ***duplex***, ***multiple housing*** and commercial ***zoned*** properties are required to be appropriately irrigated, with a fully automated, underground irrigation system.

5.1.5 Irrigation systems may encroach onto ***City*** owned ***boulevard areas***.

5.1.6 In cases where a property is to be developed in phases, temporary ***landscaping*** shall be required until the remainder of the property is developed.

5.1.7 Synthetic turf is prohibited.

5.2 Landscape Buffers Separating Uses

5.2.1 All ***landscape buffers*** shall be provided in accordance with the regulations outlined in Table 5.1 and shall consist of:

.1 One (1) tree for every 10.0 linear meters of required buffer area, including ***walkway***s and driveways. Deciduous trees shall be a minimum ***caliper*** of 60 mm and a minimum clear stem height of 1.5 m. Coniferous trees shall be a minimum 2.5 m in height, and

.2 One (1) shrub for every linear meter of required buffer area, including ***walkway***s and driveways. The shrubs shall be a minimum No. 2 pot shrub.

5.2.2 Required ***landscape buffers*** shall be continuous along the affected property boundaries, interrupted only by ***walkways*** and driveways providing access to the property.

5.2.3 All required ***landscape buffer*** areas shall be watered by a fully automatic, underground, irrigation system.

Table 5.1 – Required Landscape Buffers

Standard	Residential – 5 or more *dwelling units*	Commercial (excluding C5 zone)	Industrial
Minimum width of ***landscape buffer abutting*** a residential ***zone***	3.0 m	3.0 m	3.0 m
Minimum visual screen ***height abutting*** a residential ***zone***	1.2 m	1.2 m	1.8 m

Minimum width of ***landscape buffer*** along highway	3.0 m	3.0 m	N/A

5.2.4 Notwithstanding the ***landscape buffer*** requirements listed in Table 5.1, buffer widths may be reduced to the width of the actual ***setback*** of the ***building*** or ***structure*** if the actual ***setback*** of any ***building*** or ***structure*** is less than the buffer specified in Table 5.1.

5.2.5 Where ***landscape buffers*** are being reduced in accordance with Section 5.2.4 of this Bylaw, cash-in-lieu of each tree not planted, in accordance with the ***City's*** Fees and Charges Bylaw, as amended, must be submitted to the ***City*** to be deposited in the Urban Forest Reserve Fund to be used for tree infilling in the ***City***.

5.2.6 Where a visual ***screen*** is required, it may consist of either vegetation or decorative ***fence*** or wall.

5.2.7 ***Wrecking yard uses*** shall have a ***landscape buffer*** to include solid wall or fence with design consistent with the ***principal building***, between 2.5 m and 3.5 m in ***height***, and no material may be stacked higher than the top of the solid wall or ***fence***.

5.3 Tree Requirement and Protection

5.3.1 Trees are required to be planted for all new residential development in accordance with the following regulations:

.1 For new developments in the R4-L or R4-S ***zones***, a minimum one (1) tree per ***dwelling unit***, not including ***secondary suites*** or ***duplex suites***, is required to be planted on the property, with a minimum of one (1) tree being located in the ***front yard***.

.2 Tree species must be selected from the official document "Approved and Suggested Trees in the City of Penticton" prepared by the City of Penticton Parks Department, as amended from time to time.

5.3.2 Trees required in accordance with Section 5.3.1 of this Bylaw are required to be either a deciduous tree with a minimum ***caliper*** of 60 mm and a clear stem height of 1.5 m or a coniferous tree with a minimum height of 2.5 m.

5.4 Fences and Retaining Walls

5.4.1 Fencing

.1 Subject to the ***corner visibility triangle*** regulations in Section 4.3 of this Bylaw, the following ***height*** limitations shall apply to ***fences***, decorative (non-retaining) walls and hedges in all ***zones***:

.a 1.2 m;

.b 1.8 m if situated behind the ***front yard setback***;

.c 1.8 m if situated within the ***interior, exterior,*** and ***rear yard setback;***

.d 2.4 m if situated ***adjacent*** to a controlled access highway; and

.e 2.4 m if in an agricultural or industrial ***zone***.

.2 Barbed wire and electric fencing is prohibited in all ***zones*** except for A, M1 M2 and M3.

.3 Razor wire is prohibited in all ***zones***.

.4 Temporary ***fencing***, construction ***fencing*** or other ***fencing*** that is not permanently affixed to the ground, is only permitted on properties currently holding a valid building

or demolition permit or for special events. Upon completion of the works outlined in the permit or conclusion of the event, any temporary ***fencing*** must be removed.

.5 Notwithstanding Section 5.4.1.1 of this Bylaw, for all properties located in a commercial or residential ***zone***, where a property is vacant, a powder coated chain link ***fence*** or solid wooden ***fence*** may be constructed to 1.8m in ***height*** in any ***yard*** with the following requirements:

.a Powder coated chain link ***fence*** containing ***screening*** along all ***street*** frontages that has either:

.i A weather resistant banner containing art work that would not be considered offensive by the public; or

.ii A mix of small and medium sized trees and shrubs planted along all ***street*** frontages and located behind the powder coated chain link ***fence***; or

.b Solid wooden ***fencing*** that contains artwork that would not be considered offensive by the public on all visible ***street*** frontages.

5.4.2 Retaining walls

.1 ***Retaining walls*** that are located within any required ***yards*** must not exceed a ***height*** of 1.2 m above ***approved grade***.

.2 ***Retaining walls*** that are located outside of any required ***yards*** must not exceed a ***height*** of 2.4 m above ***approved grade***.

.3 ***Retaining walls*** approved as a condition of subdivision may exceed the maximum ***heights*** specified within Sections 5.4.2.1 and 5.4.2.2 of this Bylaw.

.4 Multiple parallel ***retaining walls*** must be spaced to provide at least a 1.2 m horizontal separation between them, as shown in Figure 10.

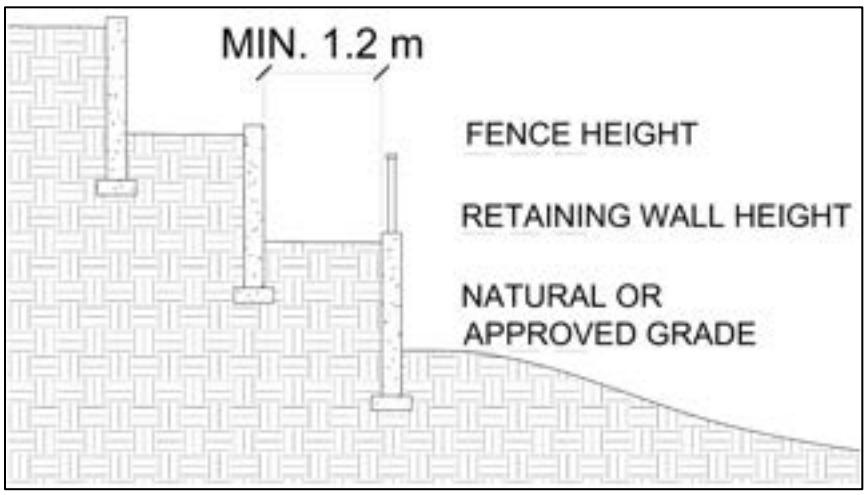


Figure 10 – Multiple Retaining Walls

.5 Notwithstanding Section 5.4.2.1 of this Bylaw, in the case of a retaining wall constructed on a property zoned M1, M2 or M3, the retaining wall must not exceed a ***height*** of 2.4 m above ***approved grade***.

.6 Notwithstanding Section 5.4.2.1 of this Bylaw, a retaining wall may be higher than 1.2 m, measured from ***approved grade***, where the ***natural grade*** of the subject property is lower than the ***abutting*** property, to a maximum of 2.4 m, as shown in Figure 11.

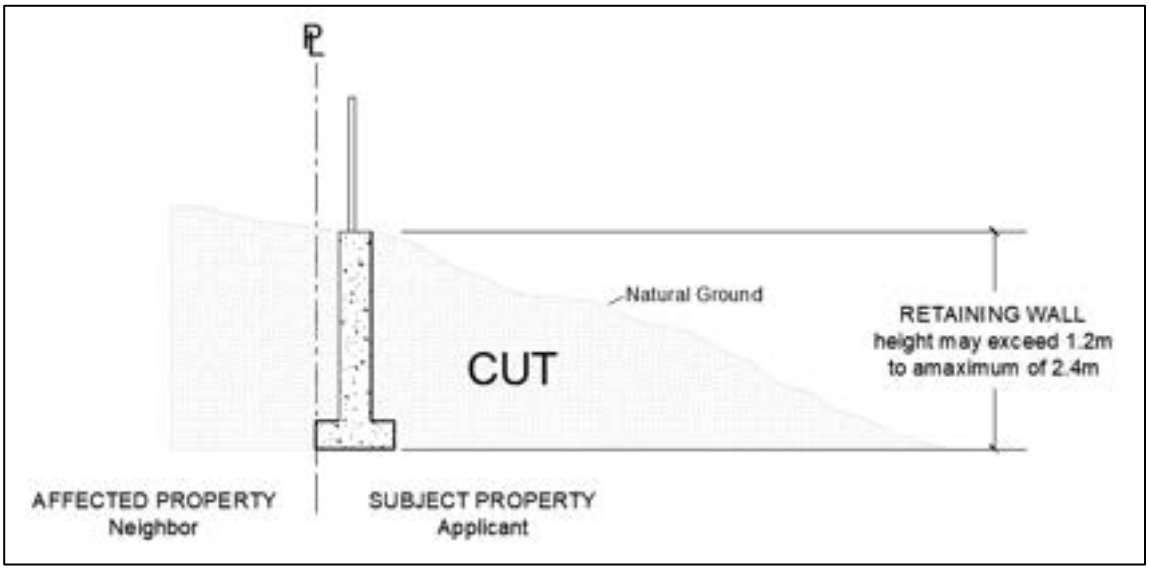


Figure 11 – Height of Retaining Walls

5.4.3 Fences on retaining walls

.1 In the case where a ***fence*** is built on top of a ***retaining wall***, the ***height*** of the ***fence*** and the ***height*** of the ***retaining wall*** shall be measured separately according to their respective regulations.

Chapter 6 – **Parking and Loading**

6.1 Off-Street Vehicle Parking

6.1.1 General Requirements

.1 ***Parking spaces*** shall be provided in accordance with the Table 6.6 and shall be located on the same ***lot*** as the ***use*** serviced by the parking.

.2 Where the calculation of the required number of ***parking spaces*** yields a fractional number, the required number of spaces shall be rounded down to the nearest whole number.

.3 Where Table 6.6 does not clearly define requirements for a particular ***permitted use***, the single ***use*** or combination of ***uses*** most representative of the proposed ***permitted use*** shall be used to determine the parking requirements.

.4 Where a proposal consists of a mix of ***uses***, the total number of spaces shall be the sum of the space requirements for each ***use*** as calculated using Table 6.6.

.5 Visitor parking locations are to be clearly marked as "VISITOR PARKING".

.6 In any residential or ***multiple housing zone***, no ***vehicle*** or equipment having a gross ***vehicle*** weight in excess of 5600 kg shall be parked or stored on the property unless stored such that the ***vehicle*** or equipment is entirely enclosed within a ***building***.

.7 In residential or ***multiple housing zones***, no more than one (1) ***recreational vehicle*** may be parked per ***dwelling unit***. Additional ***recreational vehicles*** may be parked or stored on the property such that the ***vehicle*** is entirely enclosed within a ***building.***

.8 When any new development is commenced or when any existing development is enlarged or ***use*** changed, for properties having or proposing direct access to Highway 97, ***vehicle*** parking and ***loading spaces*** shall be provided and maintained by the property owner in accordance with the Ministry of Transportation & Infrastructure standards.

6.1.2 Parking Reductions

.1 **Bicycle Parking**

.a Where five (5) additional ***Class 1*** or ***Class 2 bicycle parking spaces*** are provided on site, the ***vehicle parking space*** requirement can be reduced by a maximum of one (1) ***parking space***.

.b Section 6.1.2.1.a of this Bylaw may only be applied where the proposed development requires ***Class 1*** or ***Class 2 bicycle parking spaces***, in accordance with Section 6.4 of this Bylaw.

.2 **Cash-in-Lieu**

.a Cash-in-lieu may only be provided for the following zones, in accordance with Table 6.1:

.i Multi-family residential: RM2, RM3, RM4 and RM5,

.ii Commercial: C1, C2, C3, C4, C7, C8 and C9,

.iii Industrial: M1, M2 and M3, or

.iv Bicycle parking: C5 and C6.

.b A property ***owner*** may provide the ***City*** a sum of money equal to the number of ***parking spaces*** not provided, multiplied by the applicable cash-in-lieu amount, as identified in Table 6.1. The sum of money will be deposited into the Off-Street Parking Reserve and Alternative Transportation Infrastructure Reserve at the rate of 75% to the Off Street Parking Reserve and 25% to the Alternative Transportation Infrastructure Reserve.

.c In the case of the RM2 and RM3 zones, the cash-in-lieu provision shall not lower the total number of ***parking spaces*** to below one (1) ***parking space*** per ***dwelling unit***.

Table 6.1 – Cash in Lieu

Existing floor area converted to residential dwelling unit	New commercial, industrial and/or high density residential floor area	Class 1 bicycle parking space for commercial uses
$13,000	$13,000	$1,000

6.1.3 Shared Parking Provisions

.1 Shared ***use*** of off-***street parking spaces*** is permitted under the following conditions:

.a Notwithstanding Section 6.1.1.4 of this Bylaw, shared off-***street*** parking areas for two (2) or more ***uses*** in a ***building*** or on a parcel may be permitted when the maximum parking demand of such ***uses*** occurs at different periods of the day.

6.1.4 Off-site Parking

.1 Notwithstanding Section 6.1.1.1 of this Bylaw, for some or all of the required off-***street parking spaces*** for residential ***uses*** within the C5 and C6, and any non-residential ***zone***, the required parking may be provided on another ***lot*** or property, provided the required ***parking spaces*** are no further than 150 m measured along a public pathway or sidewalk route from the nearest point of the parking to the nearest point of the site of the ***permitted use*** served by the parking.

.2 Where off-***street*** parking is located on a site separate from the ***permitted use***:

.a The ***owner*** of the separate site of the off-***street parking lot*** shall covenant with the ***City***, by agreement, that the remote lands required for off-***street*** parking and access thereto shall be so used as long as required by this Bylaw, and

.b The remote parking shall be developed to the same standard as on-site parking.

6.1.5 Parking Space Dimensions

All off-***street parking spaces*** shall conform to the following provisions:

.1 ***Parking spaces*** shall be developed in accordance with Tables 6.2 and 6.3, and Figures 12 and 13:

Table 6.2 – Standard Car Parking Dimensions					
Stall Angle	Standard Stall Width (m)	Accessible Stall Width (m)	Stall Length(m)	Drive Isle (m) (one-way)	Drive Isle (m) (two-way)
90°	2.7	3.7	5.8	6.0	7.0
60°	2.7	3.7	6.4	5.5	6.6
45°	2.7	3.7	6.0	4.0	6.6
30°	2.7	3.7	5.25	3.6	6.6
Parallel	2.7	-	7.0	-	-

.2 Where a ***parking space*** adjoins a ***fence***, wall or other ***structure*** of greater than 0.3 m in ***height***, the width of the ***parking space*** shall be increased by 0.3 m to enable the convenient opening of ***vehicle*** doors.

.3 Where a ***parking space*** is located parallel with a ***property line***, the width of the ***parking space*** shall be increased by 0.5 m to enable the convenient opening of ***vehicle*** doors.

.4 Notwithstanding Table 6.6, up to 25% of off-***street parking spaces*** may be designed as small car ***parking spaces*** in accordance with Table 6.3. Such spaces shall be clearly marked with "small car".

.5 ***Parking spaces*** shall have a vertical ***clearance*** of at least 2.0 m.

Table 6.3 – Small Car Parking Dimensions				
Stall Angle	Small Car Width (m)	Stall Length (m)	Drive Isle (m) (one-way)	Drive Isle (m) (two-way)
90°	2.5	5.6	6.0	7.0
60°	2.5	5.1	5.5	6.6
45°	2.5	4.8	4.0	6.6
30°	2.5	4.2	3.6	6.6

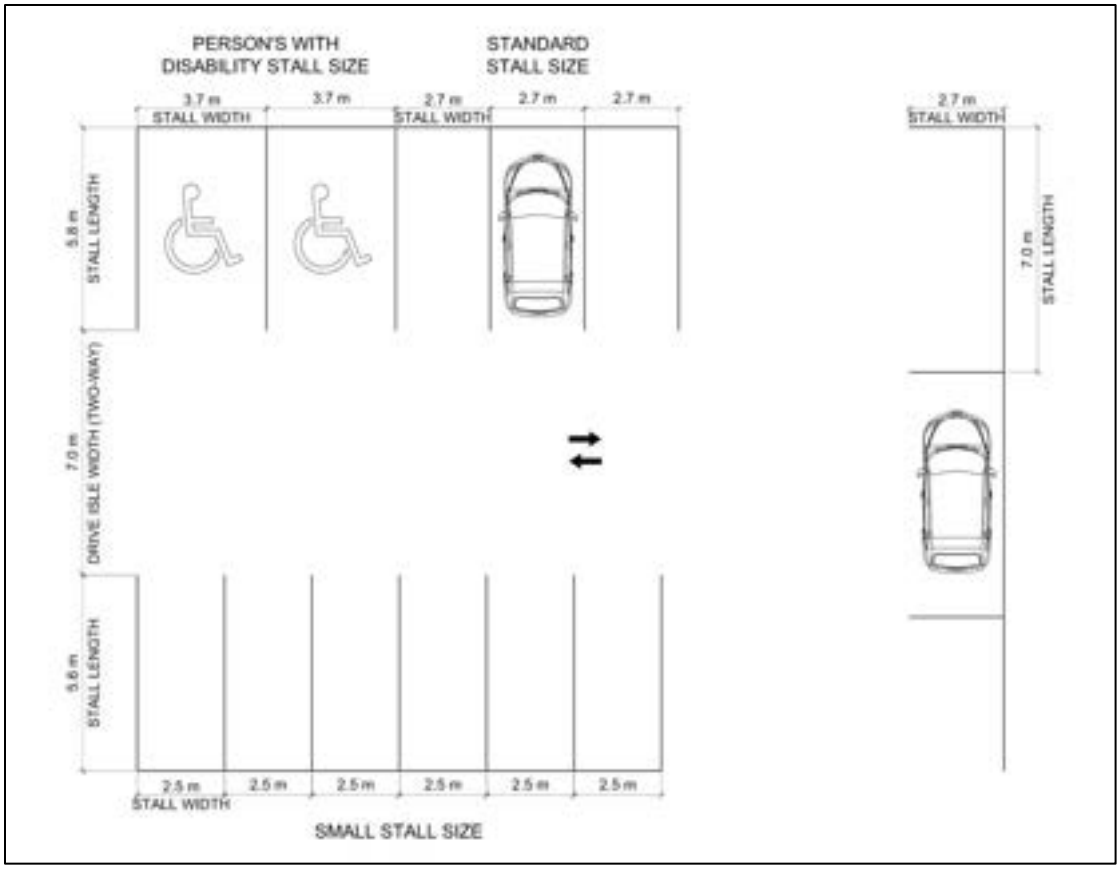


Figure 12 - Stall Size

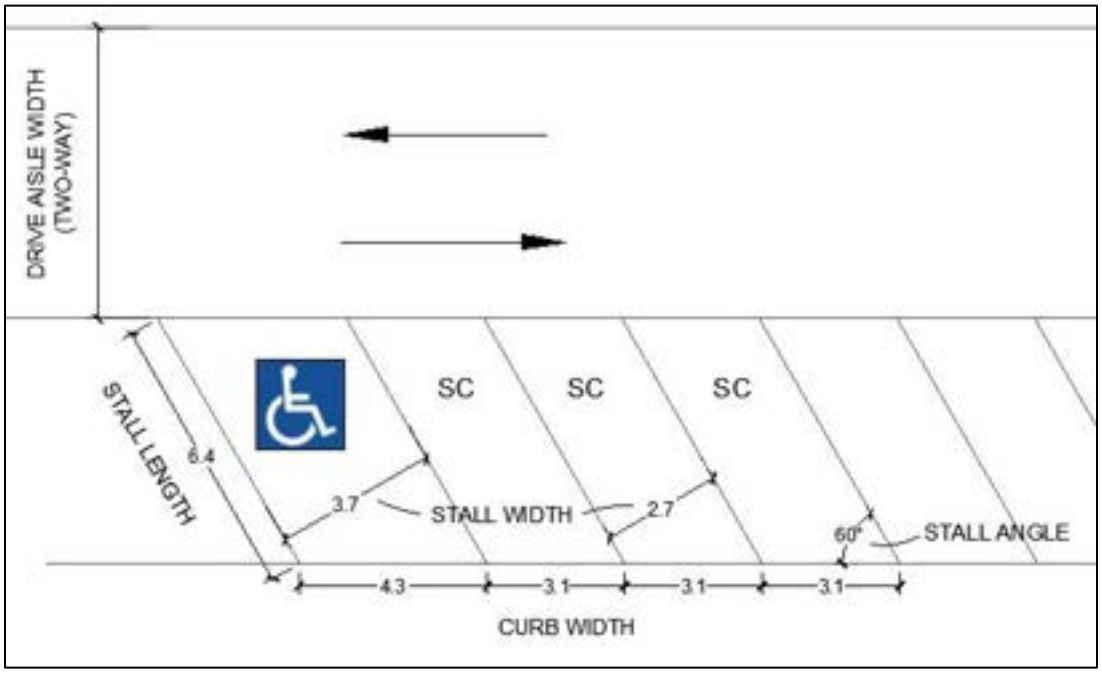


Figure 13 - Stall Size

6.1.6 Tandem Parking

.1 Required ***parking spaces*** may only be configured as ***tandem parking*** for ***single detached dwellings.***

.2 ***Secondary suites, carriage houses, and multiple housing*** developments, including ***duplex*** housing, ***cluster housing***, ***townhouses,*** and ***apartment*** buildings:

.a Any ***parking spaces*** that are provided in excess of the requirement per ***dwelling unit*** may be configured as ***tandem parking***.

.3 Required visitor ***parking spaces*** shall not be configured as ***tandem parking***.

6.2 Off-Street Loading Spaces

All developments requiring a loading ***zone*** shall be subject to the following regulations:

6.2.1 Number of Spaces for Single and Shared Uses

.1 Where a proposal is for new ***building***, or enlargement of existing ***building***, off-***street loading spaces*** shall be provided by the property ***owner*** in accordance with the requirements of this Bylaw.

.2 The number of off-***street loading spaces***, required for each ***use*** is specified in Table 6.6.

.3 The ***loading space*** requirements for more than one (1) ***use*** on a single ***lot*** or for a ***building*** containing more than one (1) ***use***, shall be the sum total of the ***loading space*** requirements for each of the component uses.

6.2.2 Size and Access

.1 ***Loading spaces*** shall be of adequate size and accessibility to accommodate the ***vehicles*** expected to load and unload, but in no case shall a ***loading space*** be less than 28 m^2 in area, less than 3.0 m in width, or have less than 4.0 m in overhead ***clearance***.

.2 Access to any ***loading spaces*** shall be provided on the ***lot*** or from a ***lane abutting*** the ***lot***, and arranged such that no backing or turning movement of ***vehicles*** going to or from the ***lot*** causes interference with traffic on the ***abutting streets*** or ***lanes***.

6.3 Development Standards for Parking and Loading Areas

All off-street ***parking spaces*** shall be subject to the following regulations:

6.3.1 Every off-***street*** parking or loading area containing five (5) or more ***parking spaces***:

.1 Shall clearly delineate individual ***parking spaces***, ***loading spaces***, accessible spaces, manoeuvring aisles, entrances, and exits with pavement markings, signs, and/or other physical means.

.2 Shall direct surface drainage to approved planting areas or an approved on-site drainage system or to the public storm system in accordance with the Subdivision and Development Bylaw.

.3 Shall, except in the case of agricultural zones, ***public parks*** and ***open space use***, consist of a durable, dust-free hard surface of concrete, asphalt, grasscrete, or similar material.

.4 Shall locate concrete wheel stops where ***parking spaces abut*** sidewalks, ***buildings***, ***streets*** or landscaped areas.

.5 Shall be constructed with surface grades not exceeding 6%.

6.3.2 Every outdoor off-***street*** parking or ***loading space*** accommodating ten (10) or more ***spaces*** shall incorporate ***landscaping*** within the parking area calculated on the basis of 2.0 m^2 of landscaped island area per ***parking*** and ***loading space***. This shall be landscaped in accordance with Chapter 5.

6.3.3 Every off-***street*** parking or loading area which is illuminated shall have all lighting positioned towards the ground and in such a manner that light falling onto ***abutting*** properties is minimized.

6.4 Off-Street Bicycle Parking

6.4.1 Bicycle Parking Requirements

The number of bicycle parking spaces required for uses shall be calculated in accordance with the standards set out in Table 6.4 below.

Table 6.4 – Bicycle Parking Requirements

Use	Class 1	Class 2
Office	1 per 150 m^2 ***NFA***	1 per 400 m^2 ***NFA***
Restaurant and ***Liquor Primary Licensed Premise***	1 per 400 m^2 ***NFA***	1 per 100 m^2 ***NFA***
Grocery Store	1 per 200 m^2 ***NFA***	1 per 200 m^2 ***NFA***
Retail	Minimum of 5, plus 1 per 200 m^2 ***NFA***, to a maximum requirement of 25	Minimum of 5, plus 1 per 200 m^2 ***NFA***, to a maximum requirement of 30
Any commercial ***uses*** not otherwise listed	1 per 300 m^2 ***NFA***, to a maximum requirement of 25	1 per 300 m^2 ***NFA***, to a maximum requirement of 30
Public ***Assembly*** and Organizations	Minimum 4	Minimum 4
Residential ***Uses*** (***Multiple Housing***)	0.5 per ***dwelling unit***	0.1 per ***dwelling unit***

6.4.2 General Requirements

.1 Where a proposal is for a new ***building***, or an increase in floor area of an existing ***building*** off-***street*** bicycle ***parking spaces*** shall be provided for the total ***building*** in accordance with Table 6.4.

.2 Where calculation of the total number of bicycle ***parking spaces*** yields a fractional number, the required number of spaces shall be rounded to the nearest whole number.

.3 Where more than one calculation of bicycle ***parking space*** requirements is specified for a land ***use***, the greater requirement shall be applied.

.4 Where Table 6.4 does not clearly define requirements for a particular ***permitted use*** the single ***use*** or combination of ***uses*** most representative of the proposed ***permitted use*** shall be used to determine the parking requirement.

6.4.3 Development Standards for Bicycle Parking

.1 ***Bicycle Parking, Class 1*** shall be located in bicycle lockers, compounds or rooms with lockable doors specifically provided and equipped for bicycle storage.

.2 ***Bicycle Parking, Class 2*** shall consist of bicycle parking racks constructed of theft-resistant material, shall be securely anchored to the floor, ***building,*** or ground, supporting the bicycle frame above the centre of gravity, and enabling the bicycle frame and front or rear wheel to be locked; and

.3 Bicycle racks shall be located in a convenient, well-lit location that is easily located and accessible by visitors and subject to casual surveillance by occupants of the ***building*** served by the bicycle rack.

.4 Bicycle parking spaces shall be located on a hard surface.

.5 For multiple housing developments, where a dwelling unit is designed with and has access to its own garage space, no Class 1 bicycle parking shall be required for that dwelling unit.

6.4.4 Bicycle Parking Space Dimensions

.1 Bicycle parking stalls shall be provided in accordance with Table 6.5.

.2 Aisles between bicycle racks shall be a minimum of 1.2 m in width.

Table 6.5 – Bicycle Parking Dimensions

	Width	Length	Clearance
Horizontal Bicycle Parking	0.6 m	1.8 m	1.9 m
Vertical Bicycle Parking	0.6 m	1.0 m	1.9 m

6.5 Parking Requirements

The number of ***parking spaces*** required for ***uses*** shall be calculated in accordance with the standards set out below (i.e. 1 per ***dwelling unit*** means 1 ***parking space*** per ***dwelling unit***):

Table 6.6 – Parking Requirements

Use	Minimum Parking Space Requirement	Loading Space Requirement
Agricultural		
Agri-Tourism	4 per ***business***	0
Alcohol Production Facility	1 per 30 m^2 ***NFA*** of retail sales/tasting area	0
Commercial		
Any ***use*** in the C5 and C6 zone	No parking or loading required	
Any commercial ***uses*** not otherwise listed	1 per 50 m^2 ***NFA***	0
Major and ***Rural Home Residential Occupation***	1 per business	0
Health Service	1 per 30 m^2 ***NFA***	0
Marina	1 per 2 boat slips	0
Office	1 per 30 m^2 ***NFA***	0
Personal Service Establishment	1 per 30 m^2 ***NFA***	0
Restaurant	1 per 50 m^2 ***NFA***	1
Grocery Store	1 per 30 m^2 NFA	1
Tourist Accommodation	1 per sleeping room	1
Convention Facility	1 per 50 m^2 ***NFA***	1
Industrial		
General Industrial Uses or Uses on Industrial Zoned Property	1 per 200 m^2 ***NFA***	0
Self Storage and Storage and Warehouse	Minimum 5	0
Public Assembly and Organizations		
Assembly	1 per 50 m^2 ***NFA***	0

Day Care Centre, Minor or Major	1 per 50 m^2 ***NFA***	0
Extended Care Residence	1 per 4 beds	0
Hospital and Patient Care Service	1 per 4 beds	1
Residential Uses		
Dwelling Unit in C5 or C6 ***zone*** ***Dwelling Unit*** in RM5 ***zone*** with frontage on Ellis Street	0 per ***dwelling unit***	0
Dwelling Unit in a commercial building (excluding C5 or C6 zones)	1 per ***dwelling unit***	0
Apartment, Townhouse, Cluster Housing	1 per ***dwelling unit*** plus 0.2 spaces/unit for visitors	0
Duplex, Live-Work unit	1 per ***dwelling unit***	0
Bed and Breakfast Home	1 per bedroom to a maximum of 3 plus 1 for the required corresponding ***dwelling unit***	0
Boarding House	1 per 2 sleeping rooms plus 2 for the required corresponding principal ***dwelling unit***	0
Congregate Housing	1 per staff dwelling plus 1 per 5 bed spaces	0
Manufactured Home Park	1 per ***manufactured home*** space	0
Secondary Suite or Carriage House	0 per ***accessory suite***	0
Security / Operator Dwelling	1 per ***dwelling unit***	0
Single Detached Dwelling	1	0
Residential Sales Centre	2 per centre	0
Short Term Rental, High Occupant	1 per licensed bedroom, up to a maximum requirement of 4 parking spaces	0

6.6 Electric Vehicle (EV) Ready Charging Requirements

6.6.1 ***Energized Outlets*** provided pursuant to this section shall be clearly labelled for their intended future use as electric vehicle charging locations.

6.6.2 The minimum number of required ***Energized Outlets*** for ***Level 2 Charging*** parking spaces is set out in Table 6.7:

Table 6.7 *Level 2 Charging* Parking Requirements	
Use/Zone	Number of *Level 2 Charging* Spaces to be Included
Single Detached Dwelling, ***Carriage House,*** ***Duplex,*** ***Cluster Housing,*** ***Multiple Housing*** and ***Dwelling Units*** in Commercial Zones	1 per ***dwelling unit***
Commercial, Industrial, Public and Institutional ***zones***	Minimum 2, plus 1 for every 5 ***parking spaces*** over 10 ***parking spaces***

6.6.3 Despite Section 6.6.2, no ***Energized Outlet*** for ***Level 2 Charging*** is required when constructing a new ***dwelling unit*** within an existing ***building***.

6.6.4 Where one or more accessible ***parking spaces*** are required by this bylaw, a minimum 50% of the accessible ***parking spaces*** shall feature ***Energized Outlets*** for ***Level 2 Charging*** or higher.

6.6.5 The ***Director of Development Services*** may specify requirements for technical matters, including but not limited to metering and performance standards for ***Electric Vehicle Energy Management Systems.***

6.7 Accessible Parking Requirements

6.7.1 The number of accessible ***parking spaces*** required for ***uses*** shall be calculated in accordance with Table 6.8, and are considered as part of the required number of ***parking spaces***.

6.7.2 Every subsequent owner or occupier of the property shall maintain the required accessible parking spaces.

6.7.3 Accessible parking spaces shall be as level as practicable, as near as practicable to the building entrance(s) and designed to service those with mobility challenges, including curb ramps.

6.7.4 Every accessible parking space shall be clearly identified with signage.

6.7.5 Accessible parking requirements shall not be eligible for any parking reductions.

Table 6.8 Accessible Parking Requirements	
Total Number of Parking Spaces Required	Number of Accessible Spaces to be Included
0 – 9	0
10 – 20	1
21 – 50	2
51 – 100	3
Over 101	3 + 2% of total spaces over 100 spaces

Chapter 7 - Specific Use Regulations

7.1 Applicability of Specific Use Regulations

7.1.1 The specific ***use*** regulations shall apply to all ***zones*** unless otherwise exempted in this Chapter.

7.1.2 Where these regulations may be in conflict with any ***zone*** regulations or general regulations, these specific ***use*** regulations shall take precedence.

7.2 Bed and Breakfast Home

All ***bed and breakfast homes*** shall be subject to the following regulations:

7.2.1 A ***bed and breakfast home***, where permitted in a zone shall only be operated as an ***accessory use*** within a ***single detached dwelling***, with a maximum 4 ***sleeping units*** with accommodation for a maximum of two (2) guests per ***sleeping unit***.

7.2.2 A ***bed and breakfast home*** shall not change the residential character or external appearance of the ***dwelling*** involved.

7.2.3 The licensed operator of a ***bed and breakfast home*** must reside in the ***dwelling*** in which the bed and breakfast operation is located.

7.2.4 A ***bed and breakfast home*** that has only one (1) ***sleeping unit*** for accommodating guests shall be considered as a ***minor home occupation***.

7.3 Minor Home Occupation

A ***minor home occupation*** shall be subject to the following regulations:

7.3.1 A ***minor home occupation***, where permitted in a zone, shall only be an ***accessory use***.

7.3.2 ***A minor home occupation*** may only be conducted within a principal ***dwelling unit, secondary suite, Carriage House***, or accessory building.

7.3.3 No exterior storage or operation of equipment shall be permitted in conjunction with a ***minor home occupation***.

7.3.4 No variation from the residential character and appearance of land or ***buildings*** shall be permitted.

7.3.5 No nuisance from noise, vibration, smoke, dust, odours, heat, glare, electrical or radio disturbance shall be produced by the ***minor home occupation*** and, at all times, the privacy and enjoyment of ***adjacent dwelling***s shall be preserved and the amenities of the neighbourhood shall not be adversely affected.

7.3.6 A ***minor home occupation*** shall not generate more than one (1) client visit to the site from which the ***business*** is being operated on any given day. Additionally, no more than one (1) commercial ***vehicle*** visit per day is permitted. The permitted commercial ***vehicle*** visit must be between the hours of 8:00 a.m. and 6:00 p.m.

7.3.7 This ***use*** does not include the repair or painting of ***vehicles***, trailers or boats, tow-truck operations, manufacturing and industrial ***uses***, social escort services, cabinet making, welding or machine shops, ***major care centre***, meat cutting, commercial animal breeding, parking or storage of industrial or construction equipment or materials.

7.3.8 No person other than residents of the property on which the ***minor home occupation*** is being carried out shall be engaged in the ***minor home occupation***.

7.3.9 The total area of a ***minor home occupation*** shall not exceed 25% of the floor area of the ***dwelling*** up to a maximum area of 20 m^2.

7.3.10 General retail sales or display of products not produced on the premises shall not be permitted in a ***minor home occupation***, except for products incidental to the service, agricultural products, mail order sales, telephone or internet sales, goods which the customer does not enter the premises to inspect or pick up.

7.3.11 A ***minor home occupation*** sign is permitted according to the provisions of the ***City*** Sign Bylaw, as amended from time to time.

7.4 Major Home Occupation

A ***major home occupation*** shall be subject to the regulations of ***minor home occupations*** above, except the following shall apply:

7.4.1 The doors to the ***accessory building*** or ***structure*** in which the ***business*** is located must be closed when the ***business*** is being conducted.

7.4.2 A ***major home occupation*** shall not exceed 25% of the floor area of the ***dwelling unit***, and in no case shall the combined area of the residence used for the ***business*** and an ***accessory building*** used for the ***business*** exceed 50 m^2.

7.4.3 One employee who is not a resident of the primary ***dwelling unit*** where the ***major home occupation*** is located may work at that location

7.4.4 A ***major home occupation*** shall not generate more than two (2) client visits at any given time

7.4.5 No more than one major home occupation is permitted per property.

7.5 Rural Home Occupation

A ***rural home occupation*** shall be subject to the regulations of ***major home occupation*** above, except the following shall apply:

7.5.1 Two (2) employees who are not residents of the principal residence may work at that location.

7.5.2 A ***rural home occupation*** shall not occupy more than 25% of the floor area of the ***dwelling unit***, and in no case shall the combined area of the ***principal residence*** used for the ***business*** and the ***accessory building*** or ***structure*** used for the ***business*** exceed 100 m^2 of floor area.

7.5.3 If there is more than one (1) ***dwelling*** on a ***lot***, there may be a ***rural home occupation use*** in each ***dwelling unit*** provided the total number of clients, employees or floor area permitted for the combined ***home occupations*** does not exceed the limits outlined in Section 7.5 of this Bylaw.

7.5.4 A ***rural home occupation*** shall not generate more than six (6) client visits at any given time.

7.6 Short Term Rentals

7.6.1 Ownership

.1 A ***short term rental*** shall not be operated without a valid business license issued by the City of Penticton.

.2 A residential ***dwelling unit*** subject to Section 7.6 of this Bylaw shall only be rented out by the principal resident of the property in question.

7.6.2 Development Regulations

.1 No structural alteration or addition to a ***dwelling unit*** to facilitate a ***short term rental*** shall be undertaken that alters the existing residential character and form of the dwelling.

.2 No exterior signage advertising the ***short term rental*** is permitted.

.3 In the case of a property containing a ***single detached dwelling*** with an approved ***secondary suite*** or approved ***carriage house,*** only one dwelling may be used for the purpose of a ***short term rental***.

7.6.3 Operation of Short Term Rental

.1 The ***owner*** shall ensure that renters do not create any form of nuisance for surrounding residents, including, but not limited to noise, light or traffic that is disruptive to the surrounding residents' quiet enjoyment of their property.

.2 A maximum of two (2) persons per bedroom is permitted per ***short term rental dwelling unit***.

7.6.4 Parking Requirements

.1 ***Vehicle*** parking for high occupancy ***short term rentals*** shall be provided in accordance with Chapter 6, and shall meet the following regulations:

.a The property ***owner*** shall ensure that renters park all ***vehicles*** within the allocated parking areas on the property.

7.7 Urban Hens

The keeping of urban hens shall be subject to the following regulations:

7.7.1 Urban hens are restricted to properties with one ***single detached dwelling***.

7.8 Live Work Units

7.8.1 Live work units may only mix a residential dwelling ***use*** with a commercial ***use*** listed as a ***permitted use*** within the zone that the unit is located

7.8.2 Notwithstanding 7.8.1, the storage or use of toxic, flammable or otherwise harmful materials that would be prohibited in a residential ***dwelling unit*** under the BC Fire Code or BC ***Building*** Code, is prohibited in a live work unit.

7.8.3 For live work units located at ground level, the commercial component shall make up at least one third (1/3) of the ***building frontage***

7.8.4 The business operated in a **live-work unit** must be owned and operated by a person living in the dwelling unit portion of the **live work unit**.

7.8.5 In accordance with Section 55 of the *Community Charter,* the Chief Building Inspector may require certification from a professional Engineer or Architect that a proposed live-work unit and the building in which the live-work unit is to be located, complies with the BC Building Code and Fire Code.

Chapter 8 - Accessory Suites Regulations

8.1 Secondary Suite

All ***single detached dwellings*** with a ***secondary suite*** shall be subject to the following regulations:

8.1.1 Limitation of Suites

.1 No more than one (1) ***secondary suite*** shall be permitted in a ***single detached dwelling.***

8.1.2 Sewer Service

.1 No ***secondary suite*** will be allowed without connection to a community sewer system unless the ***lot*** of at least 830 m^2 and meets the requirements of the sewage system regulation under the *Public Health Act*.

8.1.3 Strata Titles

.1 A ***secondary suite*** may not be sited or located on a separate titled parcel from the principal residence or be created as a ***strata lot*** within the ***single detached dwelling***.

8.1.4 Amenity Space

.1 A minimum of 15 m^2 of ***amenity space, outdoor*** shall be provided individually for each the principal residence and the ***secondary suite***.

8.2 Carriage Houses

8.2.1 Limitation of Carriage Houses

.1 In the A, FG, and RC ***zones*** only one (1) ***carriage house*** shall be permitted per property and shall not be allowed in conjunction with a ***secondary suite*** in a principal dwelling.

.2 A ***carriage house*** shall not be situated on a ***lot*** unless the principal dwelling, to which it is accessory, has already been constructed or will be constructed simultaneously.

8.2.2 Strata Titles

.1 A ***carriage house*** shall not be sited or located on a separate titled parcel from the principal residence or be created as a strata lot.

8.2.3 Development Regulations

.1	Minimum ***lot area***:	370 m^2, regardless of zoning; or 1 ha for ***lots*** without connection to a municipal sewer system.
.2	Maximum ***building footprint*** for rural zones: .a FG (Forestry/Grazing) .b A (Agriculture) .c RC (Country Residential)	150 m^2, or 15% of the ***lot area***, whichever is less.
.3	Maximum ***building footprint*** for urban residential zones:	90 m^2, or 15% of the ***lot area***, whichever is less.

	.a R4-L (Small-Scale Multi-Unit Residential: Large Lot) .b R4-S (Small-Scale Multi-Unit Residential: Small Lot)	
.4	Maximum ***height*** for rural zones: .a FG (Forestry/Grazing) .b A (Agriculture) .c RC (Country Residential)	7.0 m and two ***storeys***.
.5	Maximum ***height*** for urban residential zones: .a R4-L (Small-Scale Multi-Unit Residential: Large Lot) .b R4-S (Small-Scale Multi-Unit Residential: Small Lot)	.i Where a ***carriage house*** is accessed from a ***lane*** or is located on a ***double fronting lot***, maximum height is 7.0 m and two ***storeys***. .ii Where no ***lane*** exists, the maximum height is 5.0 m and one ***storey***.
.6	***Setbacks***	The ***setbacks*** for a ***carriage house*** shall meet the ***setback*** provisions for a principal ***dwelling*** for the zone in which the subject property is located, except the ***rear yard setback*** shall be 1.5 m in all ***zones***.
.7	Siting in rural zones: .a FG (Forestry/Grazing) .b A (Agriculture) .c RC (Country Residential)	A ***carriage house*** may be located anywhere on the parcel, subject to ***setback*** requirements.
.8	Siting in urban residential zones: .a R4-L (Small-Scale Multi-Unit Residential: Large Lot) .b R4-S (Small-Scale Multi-Unit Residential: Small Lot)	A carriage house shall be located no closer to the front lot line than the principal ***dwelling***.
.9	Minimum ***amenity space, outdoor***	15 m^2 shall be provided individually for both the principal ***dwelling*** and the ***carriage house***.
.10	Overlook in urban residential zones: .a R4-L (Small-Scale Multi-Unit Residential: Large Lot) .b R4-S (Small-Scale Multi-Unit Residential: Small Lot)	A ***carriage house*** shall not include any ***decks***, ***balconies***, or roof top patios.
.11	Maximum ***Carriage House Floor Area*** for rural zones: .a FG (Forestry/Grazing) .b A (Agriculture) .c RC (Country Residential)	150 m^2
.12	Maximum ***Carriage House Floor Area*** for urban residential zones:	135 m^2

	.a R4-L (Small-Scale Multi-Unit Residential: Large Lot) .b R4-S (Small-Scale Multi-Unit Residential: Small Lot)	
.13	Privacy	In the case of a carriage house having windows on a side yard within 1.5 m of another property, all windows on that building face must be opaque.

8.2.4 Conversion of Pre-Existing Buildings

.1 Notwithstanding Section 8.2.3.6 of this Bylaw, in the case of a pre-existing, legally constructed ***accessory building*** being converted into a carriage house, the ***setbacks*** shall be the existing ***setbacks***.

.2 Any additions or alterations to the ***building*** shall comply with the setbacks as listed in Section 8.2.3.6 of this Bylaw.

8.2.5 Parking and Access Requirements

.1 One on-site ***parking space*** is required for the ***carriage house*** in addition to those spaces required for the principal residence.

.2 All required ***parking spaces*** shall be located on the subject ***lot***.

.3 Where a rear lane is provided, vehicular access to the ***carriage house*** must be from the rear lane.

.4 If a structure containing a ***carriage house*** also contains a garage, workshop or other non-habitable space, dedicated separate exterior accesses are required from the habitable and non-habitable spaces

8.2.6 Access

.1 At a minimum, a dedicated, unobstructed, hard surfaced path of 1.2 m in width must be provided, linking the carriage house to the street frontage on the property.

8.3 Duplex Suite

8.3.1 Limitation of Suites

.1 No more than one (1) ***accessory suite*** shall be permitted in a ***duplex unit***.

8.3.2 Strata Titles

.1 An ***accessory suite*** may not be sited or located on a separate titled parcel from the principal ***dwelling*** unit or be created as a ***strata lot*** within the ***duplex***.

8.3.3 Amenity Space

.1 A minimum of 15m^2 of ***amenity space, outdoor*** shall be provided individually for each of the principal residence and the ***duplex suite***.

8.3.4 Parking and Access Requirements

.1 One on-site ***parking space*** is required for the ***accessory suite*** in addition to those spaces required for the duplex.

.2 All required ***parking spaces*** shall be located on the subject ***lot***.

8.4 Flex Units

8.4.1 Limitation of Suites

.1 ***Flex units*** are limited to a maximum floor area of 40% of the total ***net floor area*** of the principal residence, up to a maximum of 150m^2.

8.4.2 Strata Title

.1 A ***flex unit*** may not be sited or located on a separate titled parcel from the principal unit or be created as a strata lot within the principal unit.

8.4.3 Notwithstanding Section 4.9 of this Bylaw, stairs, ***balconies*** and architectural projections that do not constitute greater than 25% of the face of the front elevation, may project 2.5 m into the required ***front yard*** or ***exterior side yard***.

8.5 Security Operator Dwelling Units

8.5.1 A ***security/operator dwelling unit*** shall not exceed a ***gross floor area*** of 100 m^2.

Chapter 9 – **Rural Zones**

9.1 FG - Forestry and Grazing

PURPOSE

The purpose of this ***zone*** is to provide for ***forestry*** and grazing areas.

9.1.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***agricultural farm help dwelling***
.3 ***agricultural use***
.4 ***animal clinic***
.5 ***animal kennels and stable***
.6 ***carriage house*** (subject to accessory suites regulation 8.2)
.7 ***forestry***
.8 ***municipal solid waste facility***
.9 ***one single detached dwelling***
.10 ***rural home occupation*** (subject to specific use regulation 7.5)
.11 ***secondary suite*** (subject to accessory suites regulation 8.1)
.12 ***short term rental*** (subject to specific use regulation 7.6)

9.1.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	N/A
.2	Minimum ***lot area***:	16 ha
Development Regulations:		
.3	Maximum ***lot coverage***:	10%
.4	Maximum ***height***:	
	.a ***principal building***	12.0 m
	.b ***accessory building*** or ***structure***	13.5 m
.5	Minimum ***front yard***:	10.0 m
.6	Minimum ***side yard***:	
	.a ***interior side yard***	4.5 m
	.b ***exterior side yard***	4.5 m
.7	Minimum ***rear yard***:	9.0 m

9.1.3 OTHER REGULATIONS

.1 Where a parcel is zoned FG and is less than 0.4 ha in area, the ***lot coverage***, ***setbacks*** and ***height*** requirements of the RC ***zone*** shall apply in place of those contained in Section 9.1.2 of this Bylaw.

.2 Necessary ***agricultural farm help dwellings*** are limited to one (1) unit on a property of at least 2 ha or more.

9.1.4 SITE SPECIFIC PROVISIONS

.1 In the case of Lot 1, District Lots 190 and 2710, Similkameen Division Yale District Plan KAP74449, Except Plans EPP88237, EPP106349 and EPP106355, located at 3228

Evergreen Drive, two single family residences and a 20 room ***tourist accommodation*** resort with a maximum floor area of 1850m^2 shall be permitted.

9.2 A – Agriculture

PURPOSE

The purpose of this ***zone*** is to provide for appropriate development within rural areas and to allow ***agricultural uses*** as well as other complementary ***uses*** suitable in an agricultural setting, while protecting these ***uses*** from intrusion of ***uses*** not compatible with ***farm*** operations.

9.2.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***agricultural use***
.3 ***agricultural farm help dwelling***
.4 ***animal kennels and stable***
.5 ***bed and breakfast home*** (subject to specific use regulation 7.2)
.6 ***cannabis production facility***
.7 ***carriage house*** (subject to accessory suites regulation 8.2)
.8 ***forestry***
.9 ***indoor animal daycare and grooming***
.10 ***rural home occupation*** (subject to specific use regulation 7.5)
.11 ***secondary suite*** (subject to accessory suites regulation 8.1)
.12 ***one single detached dwelling***
.13 ***short term rental*** (subject to specific use regulation 7.6)

9.2.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	20% of ***lot*** depth
.2	Minimum ***lot area***:	2.0 ha
Development Regulations:		
.3	Maximum ***lot coverage***:	
	.a residential ***buildings***	10%
	.b including ***agricultural structures***	35%
	.c including agricultural greenhouses with closed wastewater and storm water management, and re-circulating irrigation systems	75%
.4	Maximum ***height***:	
	.a ***principal building***	12.0 m
	.b ***accessory building***	13.0 m
	.c ***agricultural structure***	16.0 m
.5	Minimum ***front yard***:	9.0 m
.6	Minimum ***interior side yard***:	4.5 m
.7	Minimum ***exterior side yard***:	9.0 m
.8	Minimum ***rear yard***:	9.0 m
.9	Maximum combined ***building footprint*** of all residential ***accessory buildings***:	200 m^2

9.2.3 MINIMUM SEPARATION DISTANCES

.1 Minimum distance between ***agricultural structures*** and ***uses*** and a natural ***watercourse*** boundary, domestic water supply or well, on or off site, shall be 15.0 m, unless required otherwise below*:*

	Separation Distances	***Urban Area Boundary***	Natural Watercourse	***Property Line***
.a	Intensive impact agriculture	60.0 m	30.0 m	30.0 m
.b	All farm structures using exhaust fans	N/A	15.0 m	15.0 m
.c	On-farm composting	30.0 m	30.0 m	30.0 m
.d	Agricultural waste storage	30.0 m	30.0 m	30.0 m
.e	Tree, vine, field and forage crops	7.5 m	15.0 m	N/A
.f	Apiculture	15.0 m	15.0 m	N/A
.g	Chemical storage structure	15.0 m	15.0 m	N/A
.h	Field storage	N/A	30.0 m	N/A

9.2.4 MAXIMUM GROSS FLOOR AREAS FOR SPECIFIC USES

.1 The following uses are subject to maximum gross floor areas:

.a	***farm garden stand***:	150 m^2
.b	***farm retail sales*** area:	300 m^2
.c	***winery*** and ***cidery*** the area devoted to food and beverage service shall not exceed:	125 m^2 indoors, and 125 m^2 outdoors

9.2.5 OTHER REGULATIONS

.1 Necessary ***agricultural farm help dwellings*** are limited to one (1) unit on a property of at least 2 ha or more.

.2 Temporary ***dwelling unit***: A second ***dwelling unit***, in addition to the existing ***single detached dwelling unit***, may be constructed on the same ***lot***, subject to the following:

.a The parcel must have a minimum area of 0.4ha;

.b The ***owner*** of the ***lot*** must first grant and register a restrictive covenant to the ***City*** stating that the original (existing) ***single detached dwelling*** must be demolished and removed, made uninhabitable or moved from the ***lot***.

.3 ***Recreational Vehicle*** Storage: Only ***recreational vehicles*** belonging to the ***owner*** or occupier of the principal ***single detached dwelling unit*** on a ***lot*** may be stored on the same ***lot***.

.4 Where a lot legally exists at the time of adoption of this Zoning Bylaw and is zoned A and is less than 0.4 ha in area, the lot coverage, setbacks and height requirements of the RC zone shall apply in place of A zone.

.5 Where a parcel is situated within an Agricultural Land Reserve (ALR) and a subdivision has been approved by the Agricultural Land Commission which does not increase the number of land registry parcels for the land concerned, the parcel is exempt from the minimum ***lot area*** requirement.

.6 Where a ***lot*** is situated within an Agricultural Land Reserve (ALR) and a subdivision has been approved by the Agricultural Land Commission, creating no more than one (1) additional ***lot*** in the ALR, both parcels are exempt from the minimum ***lot area*** requirement.

9.2.6 Site Specific Provisions

In addition to the ***permitted uses*** above:

.1 In the case of Lot 1, Plan 29729, DL 190, LD 54, SDYD, located at 4560 Valleyview Road, a ***farm*** inn, being a self-contained ***building*** with a maximum of 4 sleeping rooms, intended to provide temporary accommodation to the travelling public, shall be permitted.

.2 In the case of Lot 1, DL 369, Plan 22517, located at 1379 Riddle Road, a vacation cottage, being a self-contained ***building*** with a maximum size of 82 m^2 that is intended for short-term ***short term rental*** by the travelling public, shall be permitted.

.3 In the case of Lot 104A, DL 199, 205, 672, Plan 307, except Plan B487, Pcl B on Plan A 203, located at 1175 Chapman Road, ***tourist accommodation***, being the ***use*** of a ***single detached dwelling*** for the accommodation of the travelling public in a maximum of 4 suites, without cooking equipment, where the room rate includes breakfast served on the premises, shall be permitted.

.4 In the case of a portion of the remainder of DL 196 except plans B6706, M9351, 3980, 6394, 8025, 8529, 9167, 11805, 14079, 14454 and 20784, located at 4650 Lakeside Road as shown as the hatched area in the drawing below, a ***public parking lot*** shall be permitted and where the parking area is not required to be hard surfaced, lighted nor drained.



Figure 14 - Location of Public Parking Lot at 4650 Lakeside Road

.5 In the case of Lot 148, District Lot 187, SDYD, Plan 450 located at 1056 Corbishley Avenue, ***agri-tourism accommodation*** on a ***farm***, shall be permitted.

.6 In the case of Lot 128, District Lot 204, SDYD, Plan 450 located at 1291 Corbishley Avenue, ***agri-tourism accommodation*** on a ***farm***, shall be permitted.

.7 In the case of Lot 3, District Lot 187, SDYD, Plan 23377, located at 468 Lower Bench Road, an additional ***short term rental*** suite, shall be permitted.

.8 In the case of Lot 6, District Lot 155, SDYD, Plan 306, Except Plan 21731 located at 398 Upper Bench Rd. South, ***Contractor Services, General***, shall be permitted subject to the following conditions:

.a That the non-farm use be limited to a landscaping business; and

.b That the storage of heavy machinery be limited to not more than 5% of the property and be screened from view from Upper Bench Rd. and neighbouring properties.

(Please also refer to site specific provision 9.2.6.13)

.9 In the case of Parcel B (DD28224F), Plan B1152 of Block C DL204, Similkameen Division Yale District, Plan 305 Except Part on Plan 35371, located at 948 Naramata Road, a ***Craft Brewery/Distillery,*** shall be permitted.

.10 In the case of Lot 3, District Lot 187, Similkameen Division Yale District, Plan 23377, located at 468 Lower Bench Road, a 20 suite hotel and operator dwelling unit shall be permitted and, notwithstanding section 9.2.2 Subdivision and Development Regulations, a maximum parcel coverage of 35% for all buildings is permitted.

.11 In the case of Lot 206, DL587, SDYD, Plan 466, located at 3550 Valleyview Road, ***agri-tourism accommodation*** shall be permitted.

.12 In the case of Lot B, DL187, SDYD, Plan 38091, located at 856 Carder Road, agri-tourism accommodation, with a maximum of six (6) ***sleeping units***, shall be permitted.

.13 In the case of Lot 6, District Lot 155 Similkameen Division Yale District Plan 306 Except Plan 21731, located at 398 Upper Bench Road South, a ***carriage house*** and ***a bed and breakfast home*** shall be permitted. (Please also refer to site specific provision 9.2.6.8)

.14 In the case of Lot 2 District Lot 587 Similkameen Division Yale District Plan 15877 Except Plans 20013 and 20826, located at 3810 Valleyview Road, ***agri-tourism accommodation*** is a permitted use with a maximum of three (3) ***sleeping units***.

9.3 RC – Country Residential Housing

PURPOSE

The purpose is to provide a zone for low-***density*** single detached housing on large rural ***lots***.

9.3.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***agricultural use***
.3 ***bed and breakfast home*** (subject to specific use regulation 7.2)
.4 ***carriage house*** (subject to accessory suites regulation 8.2)
.5 ***major home occupation*** (subject to specific use regulation 7.4)
.6 ***minor home occupation*** (subject to specific use regulation 7.3)
.7 ***one single detached dwelling***
.8 ***rural home occupation*** (subject to specific use regulation 7.5)
.9 ***secondary suite*** (subject to accessory suites regulation 8.1)
.10 ***short term rental*** (subject to specific use regulation 7.6)

9.3.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	45 m
.2	Minimum ***lot area***:	0.4 ha
Development Regulations:		
.3	Maximum ***lot coverage***:	15%
.4	Maximum ***height***:	
	.a ***principal building***	10.5 m
	.b ***accessory building*** or ***structure***	5.0 m
.5	Minimum ***front yard***:	9.0 m
.6	Minimum ***side yard***:	
	.a ***interior side yard***	4.0 m
	.b ***exterior side yard***	6.0 m
.7	Minimum ***rear yard***:	6.0 m
.8	Maximum combined ***building footprint*** of all residential ***accessory buildings***:	200 m^2

9.3.3 SITE SPECIFIC PROVISIONS

In addition to the ***permitted uses*** above:

.1 In the case of Lots 1 – 10, Plan KAS2711, located at 112 Penrose Court and **Lot** 1 KAP 73860:

.a Instead of the ***uses*** and regulations listed within the RC zone, the following ***uses*** are permitted and the following regulations apply:

.i ***single detached dwelling***
.ii ***major home occupation*** (subject to specific use regulation 7.4)
.iii ***accessory use, building*** or ***structure***

.b ***SUBDIVISION AND DEVELOPMENT REGULATIONS***

.i	Minimum ***lot width***:	45 m
.ii	Minimum ***lot area***:	0.4 ha

.iii	Maximum ***lot*** coverage:	15%
.iv	Maximum ***height***:	
	i. ***principal building***	10.5 m
	ii. ***accessory building*** or ***structure***	5.0 m
.v	***Parent parcel*** requirements:	
	i. mini***mum front yard***	10.0 m
	ii. ***mini***mum ***side yard***	
	a. ***interior side yard***	4.0 m
	b. ***exterior side yard***	6.0 m
	iii. ***minimum rear yard***	7.5 m

.2 In the case of Sub Lot 10 District Lot 2711 Similkameen Division Yale District Plan 1190, located at 1530 Reservoir Road, notwithstanding section 9.3.2.5, the minimum front yard shall be 4.5m.

Chapter 10 – **Urban Residential Zones**

10.1 R4-L – Small-Scale Multi-Unit Residential: Large Lot

PURPOSE

The purpose is to provide a ***zone*** for small-scale, multi-unit residential developments including ***single detached dwellings, secondary suites, carriage houses, duplexes, townhouses*** and small ***apartments*** allowing up to 4 units on larger-sized urban serviced ***lots***.

10.1.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***carriage house*** (subject to accessory suites regulation 8.2)
.4 ***congregate housing***
.5 ***one or more back-to-back duplexes, side-by-side duplexes, or stacked duplexes***
.6 ***duplex suite*** (subject to accessory suites regulation 8.3)
.7 ***major home occupation*** (subject to specific use regulation 7.4)
.8 ***minor home occupation*** (subject to specific use regulation 7.3)
.9 ***one or more single detached dwellings***
.10 ***secondary suite*** (subject to accessory suites regulation 8.1)
.11 ***short term rental*** (subject to specific use regulation 7.6)
.12 ***townhouse***

10.1.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	
	.a *standard lot*	16 m
	.b ***corner lot***	18 m
.2	Minimum ***lot area***:	560 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	40%
.4	Maximum ***density***:	4 ***dwelling units***
.5	Maximum ***height***:	
	.a ***principal building***	11.0 m and 3 ***storeys*** above ***approved grade***
	.b ***accessory building*** or ***structure***	4.5 m
.6	Minimum ***front yard*** (subject to general development regulation 4.2.6):	4.5 m
	.a except ***lots*** fronting Lakeshore Drive West:	9.0 m
.7	Minimum interior ***side yard***:	
	.a ***principal building***	1.5 m
	.b ***accessory building or structure***	1.2 m
.8	Minimum exterior ***side yard***:	
	.a ***principal building***	3.0 m
	.b ***accessory building or structure***	1.2 m

.9	Minimum ***rear yard***:		
	.a	***principal building***	6.0 m
	.b	***accessory building*** or ***structure***	1.5 m
.10	Maximum combined ***building footprint*** of all ***accessory buildings***:		75 m^2

10.1.3 OTHER REGULATIONS

.1 Where a rear ***lane*** is provided, vehicular access must be from the rear ***lane***.

.2 A clear, unobstructed, hard-surfaced, and maintained pedestrian access at least 1.2 m in width, must be provided from the front of the ***lot*** to the main entry of each ***dwelling unit***.

.3 A ***major home occupation*** shall only be permitted within a ***single detached dwelling*** or ***accessory building*** and on ***lots*** containing no more than two ***dwelling units***.

10.1.4 AMENITY SPACE

.1 ***Amenity space*** shall be provided at the rate of 20 m^2 for each ***dwelling unit***.

.2 25% of required ***amenity space*** must be provided at the ground floor level.

.3 A maximum of 20% of the required ***amenity space*** may be provided as ***amenity space, indoor.***

10.1.5 SITE SPECIFIC PROVISIONS

In addition to the ***permitted uses*** above:

.1 A ***bed and breakfast home*** shall be permitted on the following ***lots***:

- .a Lot 2, Plan 26294, located at 185 Middle Bench Road South;
- .b Lot 1, Plan 31303, located at 2510 Dartmouth Drive;
- .c Lot 1, District Lot 116 SDYD Plan 19512 Except Plan 29643, located at 168 Kirkpatrick Avenue;
- .d Lot A, District Lot 3 Group 7 SDY (Formerly Yale-Lytton) District Plan KAP74500, except Plan KAP89094, located at 1050 Churchill Avenue.

.2 In the case of Lot 10 DP 196 SDYD Plan 25110, located at 4596 Lakeside Road, the keeping of not more than 3 horses, shall be permitted.

.3 In the case of Lot A, District Lot 3, SDYD, Plan KAP74500, located at 1050 Churchill Avenue, an ***Emergency Shelter***, shall be permitted.

.4 In the case of Lot 1, District Lot 189 Similkameen Division Yale District, Plan 18867, located at 96 Yorkton Avenue, a ***day care centre, major,*** shall be permitted and hours of operation are restricted to 6:00 a.m. – 7:00 p.m.

.5 In the case of Lot 2, District Lot 115, SDYD, Plan 14604, located at 1786 Fairford Drive, a ***carriage house*** with vehicular access from a ***street*** is permitted in conjunction with a ***secondary suite*** in the principal ***dwelling***.

.6 In the case of Lot 2 District Lot 202 Similkameen Division Yale District Plan 6240 and That Portion of Closed Road in District Lot 202 Similkameen Division Yale District Adjoining Lot 2 District Lot 202 Similkameen Division Yale District Plan 6420 As Shown on Plan B7815, located at 174 and 176 Jermyn Avenue, a ***major day care centre*** shall be permitted.

10.2 R4-S – Small-Scale Multi-Unit Residential: Small Lot

PURPOSE

The purpose is to provide a ***zone*** for small-scale, multi-unit residential developments including ***single detached dwellings, secondary suites, carriage houses, duplexes, townhouses*** and small ***apartments*** allowing up to 4 units on smaller-sized urban serviced ***lots***.

10.2.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***carriage house*** (subject to accessory suites regulation 8.2)
.4 ***congregate housing***
.5 ***one or more back-to back duplexes, side-by-side duplexes, or stacked duplexes***
.6 ***duplex suite*** (subject to accessory suites regulation 8.3)
.7 ***major home occupation*** (subject to specific use regulation 7.4)
.8 ***minor home occupation*** (subject to specific use regulation 7.3)
.9 ***one or more single detached dwellings***
.10 ***secondary suite*** (subject to accessory suites regulation 8.1)
.11 ***short term rental*** (subject to specific use regulation 7.6)
.12 ***townhouse***

10.2.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	
	.a standard lot	9.1 m
	.b ***corner lot***	10.5 m
.2	Minimum ***lot area***:	280 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	50%
.4	Maximum ***density***:	4 ***dwelling units***
.5	Maximum ***height***:	
	.a ***principal building***	11.0 m and 3 ***storeys*** above ***approved grade***
	.b ***accessory building*** or ***structure***	4.5 m
.6	Minimum ***front yard*** (subject to general development regulation 4.2.6):	4.5 m
.7	Minimum interior ***side yard***:	
	.a ***principal building***	1.5 m
	.b ***accessory building or structure***	1.2 m
.8	Minimum exterior ***side yard***:	
	.a ***principal building***	3.0 m
	.b ***accessory building or structure***	1.2 m
.9	Minimum ***rear yard***:	
	.a ***principal building***	6.0 m
	.b ***accessory building*** or ***structure***	1.5 m
.10	Maximum combined ***building footprint*** of all ***accessory buildings***:	75 m^2

10.2.3 Other Regulations

.1 Where a rear ***lane*** is provided, vehicular access must be from the rear ***lane***.

.2 A clear, unobstructed, hard-surfaced, and maintained pedestrian access, at least 1.2m in width, must be provided from the front of the ***lot*** to the main entry of each ***dwelling unit***.

.3 A ***major home occupation*** shall only be permitted within a ***single detached dwelling*** or ***accessory building*** and on ***lots*** containing no more than two ***dwelling units***.

10.2.4 Amenity Space

.1 ***Amenity space*** shall be provided at the rate of 20 m^2 for each ***dwelling unit***.

.2 25% of required ***amenity space*** must be provided at the ground floor level.

.3 A maximum of 20% of the required ***amenity space*** may be provided as ***amenity space, indoor***.

10.2.5 Site Specific Provisions

In addition to the ***permitted uses*** above:

.1 A ***bed and breakfast home*** shall be permitted on the following ***lots***:

.e Lot 1, District Lot 4, Group 7, SDY (Formerly Yale-Lytton) District, Plan 26701, located at 396 Lakeshore Drive West;

.f Lot 1 District Lot 4 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 35081, located at 434 Lakeshore Drive West.

.2 In the case of Lot B, District Lot 115, Similkameen Division Yale District, Plan KAP49954, located at 187 Wyles Crescent, a ***day car centre, major*** up to 25 children, shall be permitted, with hours of operation restricted to 7:00 a.m. to 6:00 p.m.

.3 In the case of Lot 10, Block 32, District Lot 202, SDYD, Plan 269 located at 125 Eckhardt Avenue East, ***assembly*** and ***office*** uses, shall be permitted.

.4 In the case of Lot 3, District Lot 4 Similkameen Division Yale (Formerly Yale-Lytton) Plan 2580, located at 264 Wade Avenue West, an ***office***, shall be permitted.

.5 In the case of Lot 6, District Lot 202, Similkameen Division Yale District, Plan 804, located at 633 Winnipeg Street, ***congregate housing***, subject to conformance with the *Community Care and Assisted Living Act* for a maximum of 12 residents, excluding staff, shall be permitted.

.6 In the case of Strata Plans EPS5000, EPS4999, EPS5614 and EPS5613, located at 765 Ontario Street, 769 Ontario Street, 777 Ontario Street, and 781 Ontario Street, two ***dwelling units***, with vehicular access from the street shall be permitted.

10.3 RM1 – Bareland Strata Housing

PURPOSE

The purpose is to provide a ***zone*** for residential single-family bareland strata developments on urban services.

10.3.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***duplex suite*** (subject to accessory suites regulation 8.3)
.3 ***minor home occupation*** (subject to specific use regulation 7.3)
.4 ***one or more duplexes***
.5 ***one or more single-family dwellings***
.6 ***secondary suite*** (subject to accessory suites regulation 8.1)
.7 ***short term rental*** (subject to specific use regulation 7.6)
.8 ***townhouse***

10.3.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***parent parcel*** width:	40 m
.2	Minimum ***parent parcel*** area:	6000 m^2
Development Regulations:		
.3	Maximum ***parent parcel density***:	40 ***dwellings***/ha
.4	***Parent parcel*** requirements:	
	.a Minimum ***front yard***	4.5 m
	.b Minimum ***side yard***	
	.i ***interior side yard***	4.5 m
	.ii ***exterior side yard***	4.5 m
	.c Minimum ***rear yard***	4.5 m
.5	Maximum ***strata lot coverage***:	
	.a single ***storey building***	50%
	.b two (2) ***storey building***	40%
.6	Maximum ***height***:	
	.a ***principal building***	8.5 m
	.b ***accessory building*** or ***structure***	5.0 m

10.3.3 SITE SPECIFIC PROVISIONS

.1 In the case of Lot 2, District Lots 2710 and 3821S, Similkameen Division Yale District, Plan 26850, located at 1760 Carmi Avenue, ***townhouses*** are not permitted.

.2 In the case of Lot A District Lot 2710 Similkameen Division Yale District Plan EPP108577, located at 2990 Partridge Drive (formerly known as 2990, 2995 and 3000 Partridge Drive), duplexes and townhouses shall not be permitted, and the maximum building height for principal buildings shall be 10.5m.

.3 In the case of Lot B District Lot 2710 Similkameen Division Yale District Plan 43260 Except Plans KAP72732 and EP74771 and Lot A District Lot 2710 Similkameen Division Yale District Plan KAP70035, located at 850 Wiltse Boulevard and 160 Crow Place, townhouses and duplexes shall not be permitted, and the maximum building height for principal buildings shall be 10.5m.

10.4 RM2 – Low Density Multiple Housing

PURPOSE

The purpose is to provide a ***zone*** for low ***density multiple housing*** up to three (3) ***storeys*** above grade on urban services.

10.4.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***cluster housing***
.4 ***congregate housing***
.5 ***day care centre, major***
.6 ***minor home occupation*** (subject to specific use regulation 7.3)
.7 ***short term rental*** (subject to specific use regulation 7.6)
.8 ***townhouse***

10.4.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	
	.a standard ***lot***	18 m
	.b ***corner lot***	19.5 m
.2	Minimum ***lot area***:	540 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	40%
.4	Maximum ***density***:	0.8 ***FAR***
.5	Maximum ***height***:	
	.a ***principal building***	12 m
	.b ***accessory building*** or ***structure***	4.5 m
.6	Minimum ***front yard*** (subject to general development regulations 4.2.6):	3.0 m
	.a except ***lots*** fronting Lakeshore Drive West:	9.0 m
.7	Minimum ***interior side yard***:	
	.a ***principal building***	3.0 m
	.i When less than 8.0 m in height and not exceeding two (2) storeys	1.5 m
	.b ***accessory building*** or ***structure***	1.2 m
.8	Minimum ***exterior side yard***	
	.a ***principal building***	4.5 m
	.b ***accessory building*** or ***structure***	1.2 m
.9	Minimum ***rear yard***	6.0 m

10.4.3 OTHER REGULATIONS

.1 In cases where a ***dwelling unit*** faces the back of the ***lot***, a clear, unobstructed and maintained access from the front of the property to the back unit at least 1.2 m in width, must be provided.

10.4.4 AMENITY SPACE

.1 ***Amenity space*** shall be provided at the rate of 20 m^2 for each ***dwelling unit***.

.2 25% of the required ***amenity space*** must be provided at the ground floor level.

.3 A maximum of 20% of the total required ***amenity space*** may be provided as ***amenity space, indoor.***

10.4.5 SITE SPECIFIC PROVISIONS

.1 In the case of Lot 2, District Lot 116, Similkameen Division Yale District, Plan 9696, located at 2922 Wilson Street, the maximum density shall be 0.92 ***FAR.***

.2 In the case of Lot 1, District Lot 4, Group 7, Similkameen Division Yale District, Plan 2689, located at 476 Lakeshore Drive West, the maximum density shall be 0.85 ***FAR.***

.3 In the case of Lot 24, Group 7, Similkameen Division Yale (Formerly Yale-Lytton) District, Plan 932, located at 337 Hastings Avenue, the following regulations shall apply:

.a Minimum ***lot width*** of 14.6m;

.b Maximum Density, ***Floor Area Ratio (FAR)*** of 0.90;

.c Maximum ***Lot Coverage*** of 48%;

.d Maximum ***Building Height*** of 7.0m;

.e Minimum ***Interior Side Yard*** of 1.6m; and

.f Waive the requirement for one (1) visitor ***parking space.***

.4 In the case of Lot 1 District Lot 4 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 2444, located at 452 Lakeshore Drive West, a maximum of four (4) ***dwelling units*** are permitted.

.5 In the case of Lot 3 District Lots 202 and 249 Similkameen Division Yale District Plan 3350, located at 533 Forestbrook Drive, a maximum of four (4) ***dwelling units*** shall be permitted.

.6 In the case of Lot B District Lot 2710 Similkameen Division Yale District Plan 43260 Except Plans KAP72732 and EP74771 and Lot A District Lot 2710 Similkameen Division Yale District Plan KAP70035, located at 850 Wiltse Boulevard and 160 Crow Place (adjacent to Hawthorn Drive cul-de-sac), apartments shall not be permitted, and principal building height is limited to three (3) storeys.

10.5 RM3 – Medium Density Multiple Housing

PURPOSE

The purpose of this ***zone*** is to provide a zone for **medium density multiple housing** up to six (6) **storeys** above grade on urban services.

10.5.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***congregate housing***
.4 ***day care centre, major***
.5 ***extended care residence***
.6 ***minor home occupation*** (subject to specific use regulation 7.3)
.7 ***short term rental*** (subject to specific use regulation 7.6)
.8 ***townhouse***

10.5.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	25 m
.2	Minimum ***lot area***:	1400 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	50%
.4	Maximum ***density***:	1.6 ***FAR***
.5	Maximum ***height***:	
	.a ***principal building***	24 m
	.b ***accessory building*** or ***structure***	4.5 m
.6	Minimum ***front yard*** (subject to general development regulation 4.2.6)**:**	3.0 m
	.a except ***lots*** fronting Lakeshore Drive West:	9.0 m
.7	Minimum ***interior side yard***:	4.5m
.8	Minimum ***exterior side yard***:	4.5 m
.9	Minimum ***rear yard***:	6.0 m

10.5.3 AMENITY SPACE

.1 ***Amenity space*** shall be provided at the rate of 20 m^2 for each ***dwelling unit***.

.2 25% of the required ***amenity space*** must be provided at the ground floor level.

.3 A maximum of 20% of the total required ***amenity space*** may be provided as ***amenity space, indoor.***

10.5.4 OTHER REGULATIONS

.1 A maximum of 60% of the ***lot*** shall be covered with ***hard surfacing***, including ***buildings***, ***structures***, parking areas, driveways, ***walkways***, ***patios*** and similar construction.

10.5.5 SITE SPECIFIC PROVISIONS

.1 In the case of Lot A, District Lot 4, Group 7, Similkameen Division Yale (Formerly Yale Lytton) District, Plan KAP77551, located at 453 Winnipeg Street, ***office***, shall be permitted.

.2 In the case of Lot E, District Lot 4, Group 7, Similkameen (Formerly Yale Lytton) Division Yale District, Plan 502, Except Plan B4474, located at 232 Wade Avenue, parking shall be permitted.

.3 In the case of consolidated Lot C District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3072, located at 914 Churchill Avenue, Lot 5 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 929, located at 920 Churchill Avenue, and Lot 6 District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 929, located at 926 Churchill Avenue, the maximum density shall be 1.98 FAR.

.4 In the case of Lot B District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan EPP112534, located at 951 Dynes Avenue, and Lot A District Lot 3 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan EPP112534, located at 963 Dynes Avenue, apartments shall not be a permitted use.

10.6 RM4 – High Density Multiple Housing

PURPOSE

The purpose is to provide a ***zone*** for high-***density*** mid-rise ***apartments*** up to eight (8) ***storeys*** above grade on urban services.

10.6.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***congregate housing***
.4 ***daycare centre, major***
.5 ***extended care residence***
.6 ***minor home occupation*** (subject to specific use regulation 8.4)
.7 ***short term rental*** (subject to specific use regulation 7.6)

10.6.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	30 m
.2	Minimum ***lot area***:	2000 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	75%
.4	Maximum ***density***:	2.0 ***FAR***
.5	Maximum ***height***:	
	.a ***principal building***	27 m
.6	Minimum ***front yard***:	3.0 m
	.a except ***lots*** fronting Lakeshore Drive West:	9.0 m
.7	Minimum ***interior side yard***:	4.5m
.8	Minimum ***exterior side yard***:	6.0 m
.9	Minimum ***rear yard***:	6.0 m

10.6.3 AMENITY SPACE

.1 ***Amenity space*** shall be provided at the rate of 20 m^2 for each ***dwelling unit***.

.2 A maximum of 20% of the total required ***amenity space*** may be provided as ***amenity space, indoor***.

10.6.4 OTHER REGULATIONS

.1 ***Townhouse*** units within an ***apartment*** use may be permitted on the first floor along a ***street*** frontage.

.2 A maximum of 85% of the ***lot*** shall be covered with ***hard surfacing***, including ***buildings***, ***structures***, parking areas, driveways, ***walkways***, ***patios*** and similar construction.

10.6.5 SITE SPECIFIC PROVISIONS

Instead of the ***uses*** and regulations listed above:

.1 In the case of Strata Plan KAS2716, located at 100 Lakeshore Drive West, 160 Lakeshore Drive West, and 75 Martin Street, the following regulations apply:

SUBDIVISION AND DEVELOPMENT REGULATIONS

.a	Maximum ***height***:	
	.i ***principal building***	46.0m

.b	Minimum ***front yard***:	6.0 m
.c	Minimum ***rear yard***:	9.0 m

.2 In the case of Strata Plan KAS3830, located at 2113 Atkinson Street and 2125 Atkinson Street, the following regulations apply:

.a	Maximum ***height***:		
	.i	***principal building***	30.5 m
	.ii	***accessory building*** or ***structure***	5 m
.b	***Street setbacks***:		
	principal building		
	.i	Atkinson Street	7.6 m
	.ii	Warren Avenue	7.6 m
	accessory building		
	.i	Atkinson Street	4.2 m
	.ii	Warren Avenue	6.1 m
.c	***Yard setbacks***:		
	principal building		
	.i	west ***side yard***	7.6 m
	.ii	south ***side yard***	7.6 m
	accessory building		
	.i	west ***side yard***	5.0 m
	.ii	south ***side yard***	5.0 m
.d	Notwithstanding Chapter 6, off street parking requirements are as follows::		
	.i	***bachelor dwelling unit***	1.0 per unit
	.ii	1 *bedroom* ***dwelling unit***	1.5 per unit
	.iii	2 *bedroom* ***dwelling unit***	1.5 per unit
	.iv	3 *bedroom* ***dwelling unit*** and greater	2.0 per unit
	.v	Up to 25% of total required ***parking spaces*** may be designated for small car ***use***	

.e An ***accessory building*** containing common facilities for private ***use*** by residents shall conform to the ***setback*** requirements identified in Section 10.11.5.2.b and 10.11.5.2.c of this Bylaw.

10.7 RM5 – Urban Residential

PURPOSE

The purpose is to provide a ***zone*** for ***medium*** to ***high density multiple housing*** with lock-off ***flex units*** accommodating small scale commercial space or additional ***dwelling units***, up to four (4) ***storeys*** above grade on urban services around the periphery of the downtown.

10.7.1 PERMITTED USES

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

.1 ***accessory use, building or structure***
.2 ***apartment***
.3 ***duplex***
.4 ***dwelling unit***
.5 ***flex unit*** (subject to accessory suites regulation 8.4)
.6 ***minor home occupation*** (subject to specific use regulation 7.3)
.7 ***short term rental*** (subject to specific use regulation 7.6)
.8 ***townhouse***

Only the following commercial ***uses*** are permitted in a ***flex-unit***:

.9 ***artisan craft***
.10 ***office***
.11 ***personal service establishment***

10.7.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	10 m
.2	Minimum ***lot area***:	275 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	100%
.4	Maximum ***density***:	2.0 ***FAR***
.5	Maximum ***height***:	15 m
.6	Minimum ***front yard***	2.5 m
.7	Minimum ***interior side yard***:	0.0 m
.8	Minimum ***exterior side yard***:	2.5 m
.9	Minimum ***rear yard***:	0.0 m

10.7.3 OTHER REGULATIONS

.1 Where a ***lane*** is provided, vehicular access must be from the ***lane***.

.2 ***Flex units*** are limited to a maximum ***floor area*** of 40% of the total ***net floor area*** of the principal ***dwelling***, up to a maximum of 150 m^2 and may not be separately titled from the principal ***dwelling*** or be strata titled separately from the principal ***dwelling***.

.3 Notwithstanding Section 10.12.2.6 and 10.12.2.8 of this Bylaw, stairs, ***balconies*** and architectural projections that do not constitute greater than 25% of the ***building face*** of the front elevation, may project a maximum of 2.5 m into the required ***front yard*** or ***exterior side yard***.

10.8 RSM – Manufactured Home Park Housing

PURPOSE

The purpose is to provide a ***zone*** for ***manufactured homes*** on individual ***manufactured home spaces*** within a ***manufactured home park***.

10.8.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***minor home occupation*** (subject to specific use regulation 7.3)
.3 ***manufactured home park***
.4 ***manufactured home*** for the ***owner*** or caretaker
.5 ***one single detached dwelling***
.6 ***short term rental*** (subject to specific use regulation 7.6)

10.8.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***manufactured home park lot width***:	50.0 m
.2	Minimum ***manufactured home park lot*** depth:	50.0 m
.3	Minimum ***manufactured home park lot area***:	2.0 ha
.4	Minimum ***manufactured home space*** area	280 m^2
.5	Minimum ***manufactured home space*** width	11.0 m
Development Regulations:		
.6	Maximum ***density***:	25 ***dwelling***s / ha
.7	Maximum ***manufactured home park lot coverage***:	45%
.8	Maximum ***height***:	
	.a ***principal building***	lesser of 6.0 m or 1 ***storey***
	.b ***accessory building*** or ***structure***	4.5 m
.9	Minimum ***setbacks*** for ***manufactured home park***:	
	.a ***front yard***	6.0 m
	.b ***interior side yard***	6.0 m
	.c ***exterior side yard***	6.0 m
	.d ***rear yard***	6.0 m
.10	Minimum ***manufactured home space interior side yard***	1.5 m and 3.0 m
.11	Minimum ***manufactured home space exterior side yard***	3.5 m
.12	Maximum ***lot coverage*** for ***manufactured home space***	45%

10.8.3 OTHER REGULATIONS

.1 Each ***manufactured home space*** shall be permitted a maximum of one (1) detached storage shed or ***accessory building*** or ***structure***, subject to the following:

.a Maximum ***building footprint*** of 10 m^2,

.b Maximum ***height*** of 2.5 m,

.c Located to the rear of the ***manufactured home*** on the ***manufactured home space***,

.d Be located no closer than 1.5 m of the boundary of the ***manufactured home space***, and

.e Be located no closer than 1.2 m from the ***manufactured home***.

10.8.4 LANDSCAPING BUFFER

.1 A ***landscape buffer*** shall be provided around the boundary of a ***manufactured home park*** in accordance with the ***landscape buffer*** standards identified in Section 5.2 of this Bylaw.

.2 In a required buffer area, the following shall apply:

.a No recreation, ***amenity*** or service areas shall be located,

.b No ***building*** or ***structures*** shall be located, and

.c No garbage disposal areas or other use shall be located.

10.8.5 AMENITY SPACE REQUIREMENTS

.1 ***Amenity space*** shall be provided in the amount of 900.0 m^2 for every 25 ***manufactured home spaces*** provided.

.2 ***Amenity space, indoor*** and ***amenity space, outdoor*** may be used to provide the total required ***amenity space***.

Chapter 11 – **Commercial Zones**

11.1 C1 –Commercial Transition

PURPOSE

This ***zone*** provides for limited, small scale, commercial development in mostly residential areas.

11.1.1 PERMITTED USES

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

.1 ***accessory use, building*** *or* ***structure***
.2 ***artisan crafts***
.3 ***bed and breakfast home*** (subject to specific use regulation 8.2)
.4 ***boarding house***
.5 ***convenience store***
.6 ***day care centre, major***
.7 ***one duplex***
.8 ***health service***
.9 ***high technology service***
.10 ***live-work unit*** (subject to specific use regulation 7.8)
.11 ***minor home occupation*** (subject to specific use regulation 7.3)
.12 ***major home occupation*** (subject to specific use regulation 8.4)
.13 ***office***
.14 ***personal service establishment***
.15 ***one single detached dwelling***
.16 ***restaurant***
.17 ***short term rental*** (subject to specific use regulation 7.6)

11.1.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	13.0 m
.2	Minimum ***lot area***:	550 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	40%
.4	Maximum ***height***:	10.5 m
.5	Minimum ***front yard***:	3.0 m
.6	Minimum ***interior side yard***:	1.5 m
.7	Minimum ***exterior side yard***:	4.5 m
.8	Minimum ***rear yard***:	6.0 m

11.1.3 OTHER REGULATIONS

.1 A ***restaurant*** shall not exceed a maximum ***gross floor area*** of 100 m^2.

.2 The commercial component of the ***live-work unit*** must have an area of at least 40% of the ***dwelling unit***.

11.2 C2 – Neighbourhood Commercial

PURPOSE

This ***zone*** provides for a limited range of neighbourhood convenience services.

11.2.1 PERMITTED USES

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

.1 ***accessory use, building*** *or* ***structure***
.2 ***artisan crafts***
.3 ***convenience store***
.4 ***day care centre, major***
.5 ***dwelling unit***
.6 ***minor home occupation*** (subject to specific use regulation 8.4)
.7 ***personal service establishment***
.8 ***restaurant***
.9 ***short term rental*** (subject to specific use regulation 7.6)

11.2.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	15.0 m
.2	Minimum ***lot area***:	550 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	40%
.4	Maximum ***height***:	10.5 m
.5	Minimum ***front yard***:	3.0 m
.6	Minimum ***interior side yard***:	2.4 m
.7	Minimum ***exterior side yard***:	3.0 m
.8	Minimum ***rear yard***:	3.5 m
	.a except where the ***lot abuts*** a ***residential zone***	6.0 m

11.2.3 OTHER REGULATIONS

.1 Commercial ***uses*** shall not exceed a maximum ***gross floor area*** of 125 m^2***.***

.2 A maximum of one (1) ***dwelling unit*** within a commercial ***building*** with a separate entrance to the outside shall be permitted.

11.3 C3 – Mixed Use Commercial

PURPOSE

This ***zone*** provides areas for a mix of medium-***density*** residential, ***office*** and limited retail or personal service commercial ***uses*** within a ***building***.

11.3.1 PERMITTED USES

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

.1 ***accessory use, building*** *or* ***structure***
.2 ***artisan crafts***
.3 ***assembly***
.4 ***business support service***
.5 ***commercial school***
.6 ***congregate housing***
.7 ***day care centre, major***
.8 ***dwelling unit***
.9 ***funeral service***
.10 ***grocery store***
.11 ***health service***
.12 ***high technology service***
.13 ***indoor animal daycare and grooming***
.14 ***indoor recreation***
.15 ***live work unit*** (subject to specific use regulation 7.8)
.16 ***minor home occupation*** (subject to specific use regulation 8.4)
.17 ***office***
.18 ***personal service establishment***
.19 ***restaurant***
.20 ***retail store***
.21 ***short term rental*** (subject to specific use regulation 7.6)

11.3.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	18.0 m
.2	Minimum ***lot area***:	1000 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	50%
.4	Maximum ***density***:	2.0 ***FAR***
.5	Maximum ***height***:	18 m
.6	Minimum ***front yard***:	3.0 m
.7	Minimum ***interior side yard***:	4.5 m
.8	Minimum ***exterior side yard***:	4.5 m
.9	Minimum ***rear yard***:	6.0 m

11.3.3 OTHER REGULATIONS

.1 A minimum area of 10.0 m^2 of ***amenity space*** shall be provided per ***dwelling unit***.

.2 A maximum of 20% of the total required ***amenity space*** may be provided as ***amenity space, indoor***.

.3 A ***dwelling unit*** must be within the same ***building*** of a permitted commercial ***use***.

11.3.4 SITE SPECIFIC PROVISIONS

In addition to the ***uses*** listed above:

.1 In the case of ***Lot*** 4, DL. 3, Group 7, SDYD, Plan 8666 except Plan KAP 71490, located at 1070 Lakeshore Drive West, ***recreation equipment sales/rentals*** including motor scooters not exceeding engine displacement of 50cc and other motorized ***vehicles,*** and a ***bed and breakfast inn*** within a ***building*** with more than one ***dwelling unit,*** shall be permitted.

.2 In the case of Lot 1, District Lot 2, Group 7, Similkameen Division Yale (Formerly Yale-Lytton) District, Plan EPP82665, located at 697 Wade Avenue West, "public parking" and "***storage and warehousing***" shall be permitted uses.

11.4 C4 –General Commercial

PURPOSE

This ***zone*** provides for ***shopping centres,*** large format retail, and strip commercial ***uses***.

11.4.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***animal clinic***
.3 ***artisan crafts***
.4 ***assembly***
.5 ***bakery***
.6 ***business support service***
.7 ***cannabis retail store***
.8 ***commercial school***
.9 ***day care centre, major***
.10 ***dwelling units***
.11 ***financial service***
.12 ***funeral service***
.13 ***government service***
.14 ***grocery store***
.15 ***health service***
.16 ***high technology service***
.17 ***household repair service***
.18 ***indoor amusement, entertainment and recreation***
.19 ***indoor animal daycare and grooming***
.20 ***liquor primary licensed premise***
.21 ***minor home occupation*** (subject to specific use regulation 7.3)
.22 ***office***
.23 ***on-site beer/wine making***
.24 ***outdoor markets***
.25 ***personal service establishment***
.26 ***public parking lot***
.27 ***restaurant***
.28 ***retail store***
.29 ***tourist accommodation***
.30 ***short term rental*** (subject to specific use regulation 7.6)

11.4.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	18.0 m
.2	Minimum ***lot area***:	1000 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	50%
.4	Maximum ***density***:	1.0 ***FAR***
.5	Maximum ***height***:	13 m
.6	Minimum ***front yard***:	3.0 m

.7	Minimum ***interior side yard***:	0 m and 4.5 m
.a	except when a lot ***abuts***, or is ***adjacent*** to, a residential or institutional ***zone***	6.0 m
.8	Minimum ***exterior side yard***:	4.5 m
.9	Minimum ***rear yard***:	3.0 m
.a	except when ***lot abuts,*** or is ***adjacent*** to, a residential or institutional ***zone*** or ***abuts*** a ***lane*** that is ***adjacent*** to a residential or institutional ***zone***	6.0 m

11.4.3 OTHER REGULATIONS

.1 ***Dwelling units*** shall be restricted to second or higher ***storeys.***

.2 When outdoor seating is provided as part of a ***restaurant***, the seating area is exempt from the ***front*** and ***side yard*** requirements, provided that the area contains no permanent roofs and is surrounded by a perimeter fence, wall or hedge a minimum of 1.0 m and a maximum of 1.3 m in ***height***.

.3 Temporary ***uses*** including but not limited to ***vehicle*** and light equipment sales, ***carnivals***, retail sales within a tent, and similar ***uses*** are permitted for not more than ten (10) consecutive days in any in any six month period.

.4 ***Outdoor markets*** and similar ***uses*** are permitted not more than 4 days per month.

.5 A minimum of 5.0 m^2 of ***amenity space*** shall be provided per ***dwelling unit***.

.6 A maximum of 20% of the total required ***amenity space*** may be provided as ***amenity space, indoor***.

11.4.4 SITE SPECIFIC PROVISIONS

In addition to the ***uses*** permitted above:

.1 In the case of Strata ***Lot*** 1, DL 366, Plan KAS 1711 located at 1027 Westminster Ave. West, a residential ***use*** shall be permitted on the main floor.

.2 On ***Lot*** 1, District Lot 115 and 116, Similkameen Division Yale District, Plan 53757, located at 2111 Main Street, ***motor vehicle and equipment repair shop*** shall be permitted.

11.5 C5 – Urban Centre Commercial

PURPOSE

This ***zone*** provides for development of the financial, retail, entertainment, governmental and cultural core of the ***City*** by way of high-***density*** commercial and residential ***uses.***

11.5.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***animal clinic***
.3 ***artisan crafts***
.4 ***assembly***
.5 ***auctions***
.6 ***bakery***
.7 ***bed and breakfast home*** (subject to specific use regulation 7.2)
.8 ***business support service***
.9 ***cannabis retail store***
.10 ***commercial school***
.11 ***community garden***
.12 ***convenience store***
.13 ***craft brewery/distillery***
.14 ***cultural exhibits***
.15 ***custom indoor manufacturing***
.16 ***day care centre, major***
.17 ***dwelling units***
.18 ***financial service***
.19 ***funeral service***
.20 ***government service***
.21 ***grocery store***
.22 ***health service***
.23 ***high technology service***
.24 ***household repair service***
.25 ***indoor amusement, entertainment and recreation***
.26 ***indoor animal daycare and grooming***
.27 ***liquor primary licensed premise***
.28 ***minor home occupation*** (subject to specific use regulation 7.3)
.29 ***office***
.30 ***on-site beer/wine making***
.31 ***outdoor market***
.32 ***personal service establishment***
.33 ***public parking lot***
.34 ***restaurant***
.35 ***retail store***
.36 ***short term rental*** (subject to specific use regulation 7.6)
.37 ***tourist accommodation***

11.5.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:

.1	Minimum ***lot width***:	9.0 m

.2	Minimum ***lot area***:	275 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	100%
.4	Maximum ***density***:	6.0 ***FAR***
.5	Maximum ***height***:	36.6 m
	.a except Main ***Street*** – 100 Block up to and including 300 Block; and	15 m
	.b Front ***Street***	15 m
.6	Minimum ***front yard***:	0 m
.7	Minimum ***interior side yard***:	0 m
.8	Minimum ***exterior side yard***:	0 m
.9	Minimum ***rear yard***:	0 m

11.5.3 Other Regulations

.1 ***Dwelling units*** are restricted to second or higher ***storeys***.

.2 Notwithstanding Section 4.9 of this Bylaw, decorative ***building*** features such as cornices, ***balconies***, secured planters and wall and window trim may project up to 0.4 m from the ***building***, provided that the projection has a ***clearance*** above grade of at least 2.8 m from a public ***street*** and 4.5 m from a public ***lane***.

.3 Notwithstanding Section 4.9 of this Bylaw, canopies and **awnings** may project up to 1.5 m from a ***building***, provided that the projection has a ***clearance*** of 2.8 m from the established ***building grade*** of a sidewalk and 4.5 m above a public ***lane.***

.4 Notwithstanding Chapter 6 – Parking Regulations of this Bylaw, any commercial ***use*** identified in this ***zone*** shall not be required to provide any required ***vehicle parking*** or ***loading spaces***.

11.5.4 Site Specific Provisions

In addition to the ***uses*** permitted above:

.1 In the case of ***Lots*** 1-11, Block A, District ***Lot*** 4, Group 7,and on ***Lot*** A, Plan KAP49367, SDYD, Plan 373, located at 333 Martin Street, above the ground floor and on the ground floor in the areas designated on Schedules A and B to Bylaw 2003-67, ***congregate housing***, shall be permitted.

.2 In the case of ***Lot*** B, Plan 36574, located at 56 Forbes Street (Veterans Way), any portion of a ***building*** located 3.0m above grade and ***abutting*** the north ***property line*** shall have a ***setback*** of 6.0 m.

.3 In the case of ***Lot*** 1, Plan KAP 56198, located at 123 Nanaimo Avenue East, an ***emergency shelter,*** shall be permitted.

.4 In the case ***Lots*** A and B, District Lots 202 and 4, Group 7, Similkameen Division Yale District, Plan EPP106220, located at 260 Martin Street and 270 Martin Street, ***craft brewery/distillery,*** shall be permitted.

.5 In the case ***Lot*** 1, District Lot 4, Group 7, Similkameen Division Yale (Formerly Yale-Lytton) District, Plan EPP63826, located at 361 Martin Street, ***winery,*** shall be permitted.

.6 In the case of ***Lot*** 1, District Lot 4, Group 7, Similkameen Division Yale (Formerly Yale-Lytton) District, Plan EPP57755, located at 285 Nanaimo Ave W, residential ***uses*** shall be permitted on the first floor.

.7 In the case of ***Lot*** 5, Block 19, District Lot 202, Similkameen Division Yale District Plan 269, located at 532/536 Main Street, ***dwelling units*** on the ***first storey*** behind commercial spaces shall be permitted.

.8 In the case of ***Lots*** 1 and 2, DL 4, Group 7, SDYD (Formerly Yale Lytton), Plan EPP99696, located at 249 Westminster Avenue West and 285 Westminster Avenue West, a ***craft brewery/distillery*** and cidery shall be permitted.

.9 In the case of ***Lot*** 9, Block 15, DL 202, SDYD, Plan 269, located at 456 Main Street, one dwelling unit on the ***first storey*** behind the commercial space shall be permitted.

.10 In the case of ***Lot*** A District Lot 4 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District plan KAP49367, located at 352 Winnipeg Street, the use '***self-storage***' shall be permitted, limited to a maximum ***gross floor area*** of 505 m^2.

.11 In the case of ***Lot*** B District Lot 4 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 574, located at 461 Martin Street, a maximum of two ***dwelling units*** on the ***first storey*** shall be permitted.

11.6 C6 – Urban Peripheral Commercial

PURPOSE

This ***zone*** provides for mix of residential, commercial, ***office*** and retail or personal service commercial ***uses*** within a ***building*** located in the periphery of the downtown core.

11.6.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***animal clinic***
.3 ***artisan crafts***
.4 ***assembly***
.5 ***bakery***
.6 ***business support service***
.7 ***call centre***
.8 ***cannabis retail store***
.9 ***commercial school***
.10 ***contractor service, limited***
.11 ***craft brewery/distillery***
.12 ***custom indoor manufacturing***
.13 ***day care centre, major***
.14 ***dwelling unit***
.15 ***financial service***
.16 ***funeral service***
.17 ***government service***, including ***outdoor storage***, works yards
.18 ***grocery store***
.19 ***health service***
.20 ***high technology service***
.21 ***home and on-site beer and/or wine making and supply centre***
.22 ***household repair service***
.23 ***indoor amusement, entertainment and recreation***
.24 ***indoor animal daycare and grooming***
.25 ***live work unit*** (subject to specific use regulation 7.8)
.26 ***motor vehicle and equipment repair shop***
.27 ***office***
.28 ***personal service establishment***
.29 ***restaurant***
.30 ***retail store***
.31 ***short term rental*** (subject to specific use regulation 7.6)
.32 ***wholesale business***

11.6.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	20.0 m
.2	Minimum ***lot area***:	650 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	100%
.4	Maximum ***height:***	21 m
.5	Minimum ***front yard***:	0.0 m

.6	Minimum ***interior side yard:***	0.0 m
.a	except when ***abutting*** a residential, public or institutional ***zone***	3.0m
.7	Minimum ***exterior side yard:***	0.0 m
.8	Minimum ***rear yard***:	
.a	except when ***abutting*** a ***residential, public*** or ***institutional zone***	0.0 m 6.0 m

11.6.3 OTHER REGULATIONS

.1 ***Dwelling units*** are restricted to second or higher ***storeys***.

.2 Notwithstanding Section 4.9 of this Bylaw, decorative ***building*** features such as cornices, ***balconies***, secured planters and wall and window trim may project up to 0.4 m from the ***building***, provided that the projection has a ***clearance*** above grade of at least 2.8 m from a public ***street*** and 4.5 m from a public ***lane***.

.3 Notwithstanding Section 4.9 of this Bylaw, canopies and **awnings** may project up to 1.5 m from a ***building***, provided that the projection has a ***clearance*** of 2.8 m from the established ***building grade*** of a sidewalk and 4.5 m above a public ***lane.***

.4 Notwithstanding Chapter 6 – Parking Regulations of this Bylaw, any commercial ***use*** identified in this ***zone*** shall not be required to provide any required motor ***vehicle*** parking or ***loading spaces*** for properties fronting onto Westminster Avenue West, Westminster Avenue East and Estabrook Avenue in the downtown.

11.6.4 SITE SPECIFIC PROVISIONS

.1 In the case of ***Lot*** 1, District Lot 4, Group 7, Similkameen Division Yale (Formerly Yale-Lytton) District, Plan EPP44206, located at 380 Westminster Avenue West, dwelling units on the **first storey**, shall be permitted.

.2 In the case of ***Lot*** 14, District Lot 4, Group 7, Similkameen Division Yale (Formerly Yale Lytton) District Plan 871, located at 230 Brunswick Street, indoor millwork, shall be permitted.

11.7 C7 – Service Commercial

PURPOSE

This ***zone*** provides for certain auto-oriented commercial ***uses***, commercial ***uses*** requiring large ***building*** floor space for non-retail purposes and a lesser area for sales, light industrial service industries, and accessory ***office uses***. Auto-related ***uses*** involving ***vehicle*** servicing and sales with outside storage and parking are permitted in this ***zone***.

11.7.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***animal clinic***
.3 ***artisan crafts***
.4 ***assembly***
.5 ***bakery***
.6 ***building and garden supply***
.7 ***business support service***
.8 ***call centre***
.9 ***commercial school***
.10 ***contractor service, general***
.11 ***contractor service, limited***
.12 ***craft brewery/distillery***
.13 ***custom indoor manufacturing***
.14 ***day care centre, major***
.15 ***fleet service***
.16 ***funeral service***
.17 ***garden centre***
.18 ***government service***, including ***outdoor storage***, works yard
.19 ***grocery store***
.20 ***health service***
.21 ***high technology service***
.22 ***household repair service***
.23 ***indoor amusement, entertainment and recreation***
.24 ***indoor animal daycare and grooming***
.25 ***live work unit*** (subject to specific use regulation 7.8)
.26 ***motor vehicle and equipment repair shop***
.27 ***motor vehicle body repair and paint shop***
.28 ***motor vehicle sales and rentals***
.29 ***office***
.30 ***personal service establishment***
.31 ***recreation equipment sales, service and rentals***
.32 ***restaurant***
.33 ***retail store***
.34 ***one security/operator dwelling unit*** (subject to accessory suites regulation 8.5)
.35 ***self-storage***
.36 ***storage and warehouse***
.37 ***transport truck and motorhome sales, service, and rentals***
.38 ***wholesale business***

11.7.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	20.0 m
.2	Minimum ***lot area***:	650 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	50%
.4	Maximum ***height:***	12 m
.5	Minimum ***front yard***:	4.5 m
.6	Minimum ***interior side yard:***	0.0m and 4.5m
.a	except when ***abutting*** a ***residential, public or institutional zone***	6.0m
.7	Minimum ***exterior side yard***	4.5 m
.8	Minimum ***rear yard***:	0.0 m
.a	except when ***abutting*** a ***residential, public*** or ***institutional zone***	7.5 m

11.7.3 OTHER REGULATIONS

.1 In the case of ***transport truck and motorhome sales, service, and rental***, overnight RV parking shall be considered an ***accessory use*** up to a maximum of 3 nights.

11.7.4 SITE SPECIFIC PROVISIONS

In addition to the ***permitted uses*** above:

.1 In the case of ***Lot*** 10 DL 1997S, Plan KAS 1732, located at 126-197 Warren Avenue East, a hair salon, shall be permitted.

.2 ***Tourist accommodation*** shall be permitted on the following properties:

.a ***Lots*** 1-16, Plan KAS 1384, District Lot 366, Similkameen Division Yale District, located at 998 Creston Avenue;

.b ***Lot*** 1, Plan KAP3443, District Lot 250, Similkameen Division Yale District, Except Plan KAP596641, located at 1485 Main Street;

.c ***Lot*** 8, Plan KAP4762, Similkameen Division Yale District, located at 1706 Main Street;

.d ***Lot*** 7, Plan KAP4762, District Lot 1997S, Similkameen Division Yale District, located at 1742 Main Street;

.e ***Lot*** 1, Plan KAP70710, District Lot 116, Similkameen Division Yale District, located at 2406 Skaha Lake Road;

.f ***Lot*** A, Plan KAP13370, District Lot 116, Similkameen Division Yale District, located at 2387 Skaha Lake Road;

.g ***Lot*** 6, Plan KAP10827, District Lot 116, Similkameen Division Yale District, Except Plan 13370, located at 2307 Skaha Lake Road;

.h ***Lot*** 1, Plan 5472, District Lot 250, Similkameen Division Yale District, Except Plans 39932 and KAS59641, located at 1473 Main Street.

.3 In the case of ***Lot*** A, District Lots 1997S and 3237S, Similkameen Division Yale District, Plan EPP75769, located at 1706 Main Street, the following uses shall be permitted: ***dwelling units***, ***congregate housing***, transitional housing and ***emergency shelter***.

.4 In the case of ***Lot*** 2, District Lot 2, Group 7, Similkameen Division Yale (Formerly Yale-Lytton) District Plan EPP82665, located at 645 Wade Avenue West, ***public parking lot*** and ***storage and warehousing*** shall be permitted uses.

.5 In the case of ***Lot*** 15, DL 5, Group 7, Similkameen Division Yale (Formerly Yale Lytton) District Plan 28077, located at 1652 Fairview Road, ***cannabis retail store*** shall be permitted.

11.8 C8 – Vehicle Service Station

PURPOSE

This ***zone*** provides for ***motor vehicle service stations***, auto gas bars and similar compatible ***uses***.

11.8.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***motor vehicle service station***

11.8.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	30 m
.2	Minimum ***lot area***:	1000 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	35%
.4	Maximum ***height:***	10.5 m
.5	Minimum ***front yard***:	4.5 m
.6	Minimum ***interior side yard***:	4.5 m
.7	Minimum ***exterior side yard***	4.5 m
.8	Minimum ***rear yard***:	4.5 m
	.a except when ***abutting***, or ***adjacent*** to, a ***residential*** or ***institutional zone*** or ***abutting*** a ***lane*** that ***abuts*** a ***residential*** or ***institutional zone***	6.0 m

11.9 C9 - Marina Way Commercial

PURPOSE

This ***zone*** provides for residential and commercial ***use*** development on the Okanagan Lake waterfront for lands bounded by Vancouver Street, Marina Way and Abbott Street.

11.9.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***minor home occupation*** (subject to specific use regulation 7.3)
.4 ***short term rental*** (subject to specific use regulation 7.6)
.5 ***townhouse***

In addition to the above, along Marina Way, and at 200 Marina Way, the following ***uses*** are permitted on the first and second floor:

.6 ***accessory use, building*** or ***structure***
.7 ***artisan crafts***
.8 ***business support service***
.9 ***commercial school***
.10 ***custom indoor manufacturing***
.11 ***dwelling unit***
.12 ***health service***
.13 ***high technology service***
.14 ***indoor amusement, entertainment and recreation***
.15 ***live-work unit*** (subject to specific use regulation 7.8)
.16 ***office***
.17 ***outdoor market***
.18 ***personal service establishment***
.19 ***restaurant***
.20 ***retail store***

11.9.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	30 m
.2	Minimum ***lot area***:	550 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	60%
.4	Maximum ***density***	1.75 ***FAR***
.5	Maximum ***height***:	24 m
.6	Minimum ***front yard***:	
	.a Marina Way	1.0 m
	.b Vancouver Avenue	4.0 m
.7	Minimum ***side yard***	
	Marina Way	
	.a ***interior side yard***:	0 m
	.b ***exterior side yard***:	2.0 m
.8	Minimum ***side yard***	

Vancouver Avenue

.a	***interior side yard***:	2.0 m
.b	***exterior side yard***:	2.0 m
.9	Minimum ***rear yard***:	0 m

11.9.3 OTHER REGULATIONS

.1 A minimum area of 5.0 m^2 of ***amenity space*** shall be provided per ***dwelling unit***.

.2 A maximum of 20% of the total required ***amenity space*** may be provided as ***amenity space, indoor***.

.3 ***A custom indoor manufacturing*** and ***artisan crafts*** shall have a minimum 10% floor space dedicated to ***retail*** and/or display area in the front portion of the ***business***

11.9.4 SITE SPECIFIC PROVISIONS

.1 In the case of Proposed ***Lots*** 2, 3 and 4 located at 203, 225 and 247 Vancouver Avenue, single detached housing is a permitted use as identified on Schedule 'B' of Bylaw No. 2018-49.

11.10 CT1 – Tourist Commercial

PURPOSE

This ***zone*** provides for commercial visitor accommodation, entertainment and services.

11.10.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***day care centre, major***
.3 ***indoor amusement, entertainment and recreation***
.4 ***liquor primary licensed premise***
.5 ***outdoor amusement, entertainment and recreation***
.6 ***outdoor market***
.7 ***personal service establishment***
.8 ***recreation equipment sales, service and rentals***
.9 ***restaurant***
.10 ***retail store***
.11 ***security/operator dwelling unit*** (subject to accessory suites regulation 8.5)
.12 ***tourist accommodation***

11.10.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	20.0 m
.2	Minimum ***lot area:***	930 m^2
Development Regulations:		
.3	Maximum ***density:***	1.2 ***FAR***
.4	Maximum ***lot coverage:***	40%
.5	Maximum ***height:***	12.0 m
.6	Minimum ***front yard:***	3.0 m
.7	Minimum ***interior side yard:***	0 m and 4.5 m
.8	Minimum ***exterior side yard***	4.5 m
.9	Minimum ***rear yard:***	4.5 m
	.a except when ***abutting*** a ***residential*** or ***institutional zone***	6.0 m

11.10.3 OTHER REGULATIONS

.1 The ***gross floor area*** for a ***personal service establishment*** or for a ***retail store*** shall not exceed 100 m^2.

.2 ***Recreation and equipment sales, service and rentals*** shall be limited to bicycles, watercraft, sports equipment and motor scooters not exceeding a fifty-(50) cc engine.

.3 No more than one (1) ***security/operator dwelling unit*** is permitted on a site with a maximum ***gross floor area*** of 100 m^2.

11.10.4 SITE SPECIFIC PROVISIONS

In addition to the ***uses*** and regulations above:

.1 In the case of ***Lot*** A, KAP 63701, known as 21 Lakeshore Drive West, the following regulations shall apply:

.a	Maximum ***height***:	24m

.b	Minimum ***front yard***:	6.0 m
.c	Minimum ***side yard***:	
	i. ***interior side yard***	6.0 m
	ii. ***exterior side yard***	6.0 m
.d	Minimum ***rear yard***:	9.0 m
.e	Minimum ***building*** separation from internal ***streets***, surface ***parking spaces*** or ***walkways***	3.0 m
.f	Maximum casino games	
	i. Slot machines	300
	ii. Gaming tables	30

.2 In the case of ***Lots*** 8 and 9, District Lot 366, Plan 5419, located at 970 and 976 Vernon Ave.; Lot 8, District Lot 366, SDYD, Plan 3413 located at 954 Vernon Ave.; Lot A, District Lot 366, SDYD, Plan KAP84491 located at 950 Westminster Ave. W.; and Lot B, District Lot 366, SDYD, Plan KAP84491 located at 903 Vernon Ave.;

.a Hotel use

.b A use for the temporary accommodation of the travelling public under a rental pool scheme operated by a strata corporation; and/or in a strata plan by any person or family member under a time share use plan or time share ownership plan as defined in the Real Estate Act.

.c Residential use – up to 50% of the hotel floor area occupied by hotel rooms.

.d Eating and drinking establishments, indoor entertainment, recreation and amusement.

.e Retail trade and personal services to a maximum of 100m^2 in floor area.

.f Recreational equipment rentals including motor scooters not exceeding 55cc engine displacement, but excluding other motorized vehicles.

.g Conference facilities, including meeting rooms and kitchen facilities.

.h Professional offices, not to exceed 10% of the building in which they are located not to exceed 900m^2 (9,690 sq. ft.).

.i Notwithstanding the Subdivision and Development Regulations in Section 11.10.2, the following regulations apply to these properties:

.i Maximum Lot Coverage: 40%

.ii Maximum Floor Area Ratio: 1.75

.iii Minimum Parcel Size: 0.4ha

.iv Maximum Height: 40m (subject to Penticton Airport Zoning Regulations.

.j Notwithstanding the Parking Requirements in Section 7.6, the following regulations apply to these properties:

USES	REQUIRED PARKING SPACES	REQUIRED LOADING SPACES
Hotels	0.66 spaces per room	1

11.11 CT2 – Campground Commercial

PURPOSE

This ***zone*** provides for ***campground*** accommodation and ***accessory uses***.

11.11.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***campground***
.3 ***convenience store***
.4 ***indoor amusement, entertainment and recreation***
.5 ***recreation equipment sales, service and rentals***
.6 ***security/operator dwelling unit*** (subject to accessory suites regulation 8.5)

11.11.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	30.0 m
.2	Minimum ***lot area***:	0.4 ha
Development Regulations:		
.3	Maximum ***height***:	10.5 m
.4	Minimum ***front yard***:	6.0 m
.5	Minimum ***interior side yard***:	4.5 m
	.a except when ***abutting*** a ***residential*** or ***institutional zone***	6.0 m
.6	Minimum ***exterior side yard***:	4.5 m
.7	Minimum ***rear yard***:	4.5 m
	.a except when ***abutting*** a ***residential*** or ***institutional zone***	6.0 m

11.11.3 OTHER REGULATIONS

.1 ***Campgrounds*** are subject to the regulations of the ***City's*** Campsite and Tourist Accommodation Bylaw.

.2 ***Indoor amusement entertainment and recreation*** is limited to an ***accessory use*** for ***campground*** guests.

.3 ***Recreation equipment sales, service and rentals*** are limited to bicycles, watercraft, sports equipment and motor scooters not exceeding a fifty-(50) cc engine.

.4 ***Convenience store*** shall be limited to 100 m^2 ***gross floor area.***

11.12 CT3 – Hotel Resort

PURPOSE

This ***zone*** provides for high-***density*** hotel and resort development.

11.12.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***indoor amusement, entertainment and recreation***
.3 ***liquor primary licensed premise***
.4 ***personal service establishment***
.5 ***recreation equipment sales, service and rentals***
.6 ***resort residential***
.7 ***retail store***
.8 ***restaurant***
.9 ***short term rental*** (subject to specific use regulation 7.6)
.10 ***tourist accommodation***

11.12.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	50 m
.2	Minimum ***lot area***:	0.4 ha
Development Regulations:		
.3	Maximum ***lot coverage***:	50%
.4	Maximum ***density***:	1.2 ***FAR***
.5	Maximum ***height***:	18 m
.6	Minimum ***front yard***:	3.0 m
.7	Minimum ***interior side yard***:	6.0 m
.8	Minimum ***exterior side yard***:	6.0 m
.9	Minimum ***rear yard***:	9.0 m
.10	Minimum ***building*** separation from internal ***streets***, surface ***parking spaces*** or ***walkways***	2.0 m, or 3.0 m ***adjacent*** ground floor habitable room windows unless such ***streets*** or ***walkways*** are giving private exclusive access to those ***dwelling units***
.11	Notwithstanding Chapter 6, off street parking requirements are as follows:	
	.a Studio	0.75 spaces
	.b 1 or 2 bedroom ***sleeping unit***	0.75 spaces
	.c bedroom unit with lock-off unit	1.3 spaces
	.d 3 or more bedroom ***sleeping unit***	2 .0 spaces

11.12.3 OTHER REGULATIONS

.1 ***Resort residential building*** must include a minimum of 450 m^2 of resort ***amenity*** facilities, including outdoor pools, indoor games, recreation, fitness and health rooms, pools and spas, guest lounges, meeting rooms and similar amenities.

.2 In addition to the General Regulations Chapter of this Bylaw dealing with projections, utilities, underground parking and similar ***structures*** constructed entirely beneath the

surface of the ground may encroach into required yards provided such underground encroachments do not result in a grade inconsistent with ***abutting*** properties and the encroachments are covered by sufficient soil depth or surface treatment to foster ***landscaping***.

.3 Within 60 m of the front ***lot line abutting*** Skaha Lake Road, the following ***uses*** shall be permitted: ***restaurant***, ***liquor primary licensed premise***, ***retail store, personal service establishment, indoor entertainment, recreation and amusement***, professional ***office***, ***dwelling units*** above the first floor and under the same roof of the ***building*** within which the ***permitted use*** is carried out, provided that a separate entrance from ground level is provided.

.4 ***Recreation equipment sales, service and rentals*** shall be limited to bicycles, watercraft, sports equipment and motor scooters not exceeding to fifty-(50) cc capacity.

.5 ***Personal service establishments*** and ***retail store uses*** shall be limited to 100 m^2 of ***gross floor area***.

Chapter 12 – **Industrial Zones**

12.1 M1 –General Industrial

PURPOSE

This ***zone*** provides for mix of general and light industrial ***uses.***

12.1.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***animal clinic***
.3 ***animal shelter***
.4 ***artisan crafts***
.5 ***building and garden supply***
.6 ***business support service***
.7 ***call centre***
.8 ***cannabis production facility***
.9 ***contractor service, general***
.10 ***contractor service, limited***
.11 ***fleet service***
.12 ***funeral service***
.13 ***garden centre***
.14 ***general industrial use***
.15 ***government service*** including ***outdoor storage***
.16 ***high technology service***
.17 ***household repair service***
.18 ***indoor animal daycare and grooming***
.19 ***mobile catering food service***
.20 ***motor vehicle body repair and paint shop***
.21 ***motor vehicle and equipment repair shops***
.22 ***motor vehicle and equipment services, industrial and agriculture***
.23 ***motor vehicle sales and rental***
.24 ***outdoor storage***, excluding ***wrecking yard***
.25 ***restaurant***
.26 ***one security/operator dwelling unit*** (subject to accessory suites regulation 8.5)
.27 ***self- storage***
.28 ***storage and warehouse***
.29 ***utility service, major***
.30 ***wholesale business***

12.1.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	20.0 m
.2	Minimum ***lot area***:	1000 m^2
Development Regulations:		
.3	Maximum ***height***:	15 m
.4	Minimum ***front yard***:	6.0 m

.5	Minimum ***interior side yard***:	0 m and 3.5 m
	.a when ***abutting*** a ***residential, commercial, public*** or ***institutional zone***	6.0 m
	.b when ***abutting*** a ***lane***	3.0 m
.6	Minimum ***exterior side yard***:	4.5 m
.7	Minimum ***rear yard***:	0 m
	.a when ***abutting*** a ***residential, commercial, public*** or ***institutional zone***	7.5 m

12.1.3 Other Regulations

.1 An ***accessory use*** may include an indoor display, ***office*** and technical training and/or retail sales area for products assembled or manufactured on site.

.2 The floor area devoted to ***accessory uses*** shall not exceed 25% of the ***gross floor area*** of a building.

.3 A ***security/operator dwelling unit*** shall not exceed a ***gross floor area*** of 100 m^2.

.4 A ***restaurant*** shall be limited to 100 m^2 ***gross floor area.***

.5 In the case of a business servicing or repairing ***recreational vehicles***, overnight parking of RVs shall be considered an ***accessory use***.

.6 A **funeral service** shall be limited to 250m^2 ***gross floor area***.

12.1.4 Site Specific Provisions

.1 In the case of ***Lot*** 2, Plan 6155 located at 201 Okanagan Avenue East a Fitness centre and food take out delivery shall be a ***permitted use***.

.2 In the case of ***Lot*** A, DL 3821S, SDYD, Plan KAP51916, located at 1363 Commercial Way an ***indoor amusement, entertainment and recreation*** facility in a ***building*** with a minimum floor area of 230 m^2.

.3 In the case of ***Lot*** 1, District Lot 251 Similkameen Division Yale District Plan 12353, located at 2250 Camrose Street, the use of the premises by a non-profit society:

.a Providing family service operations to include life skills training (may include cooking, budgeting, first aid), employment skills training, and work experience facilitation; and

.b Operating a second hand store which primarily sells donated used merchandise; and

.c Operating a food bank for the purposes of storing and distributing food products for non-profit and charitable purposes; and

.d Operating administrative offices shall be permitted.

.4 In the case of Lot 1 District Lots 250, 2710, 3429S and 3821S Similkameen Division Yale District Plan 37288, located at 1641 Dartmouth Road, indoor recreation with a maximum building footprint of 1,300m2 (14,000 square feet) shall be permitted.

12.2 M2 – Heavy Industrial

PURPOSE

This ***zone*** provides for general and heavy industrial ***uses*** that are incompatible with non-industrial ***uses.***

12.2.1 PERMITTED USES

The ***permitted uses*** in this ***zon***e are:

.1 all ***uses*** permitted in the M1 ***zone***
.2 ***accessory use, building*** or ***structure***
.3 ***concrete mixing plant***
.4 ***foundry***
.5 ***industrial, heavy***

12.2.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	30.0 m
.2	Minimum ***lot area***:	2000 m^2
Development Regulations:		
.3	Maximum ***height***:	15 m
.4	Minimum ***front yard***:	6.0 m
.5	Minimum ***interior side yard***:	6.0 m
.6	Minimum ***exterior side yard***:	4.5 m
.7	Minimum ***rear yard***:	6.0 m
.a	when ***abutting*** a ***residential, commercial, public*** or ***institutional zone***	10.0 m

12.2.3 OTHER REGULATIONS

.1 All ***uses*** in the M1 ***zone*** that are permitted in the M2 ***zone*** shall be subject to the regulations contained within the M1 ***zone***.

.2 An ***accessory use*** may include an indoor display, ***office*** and technical training and/or retail sales for products assembled or manufactured on site.

.3 The floor area devoted to ***accessory uses*** shall not exceed 25% of the ***gross floor area*** of the industrial ***use***.

12.2.4 SITE SPECIFIC PROVISIONS

In addition to the regulations listed above:

.1 In the case of Plan M-489, SDYD located at 4001 Skaha Lake Road, the following regulations apply:

.a *PERMITTED USES*

.1 ***airport***
.2 ***tourist accommodation***
.3 ***accessory use, building*** or ***structure***

.b *SUBDIVISION AND DEVELOPMENT REGULATIONS*

.1	Minimum ***lot width***:	20 m
.2	Minimum ***lot area***:	1000 m^2
.3	Maximum ***height***:	50.0 m

.4	Minimum ***front yard***:	6.0 m
.5	Minimum ***interior side yard***:	4.5m
.6	Minimum ***exterior side yard***:	6.0 m
.7	Minimum ***rear yard***:	7.5 m

12.3 M3 –Wrecking Yard

PURPOSE

This ***zone*** provides for outdoor wrecking and salvage storage activities.

12.3.1 PERMITTED USES

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

.1 all ***uses*** permitted in the M1 ***zone***
.2 ***accessory use, building*** or ***structure***
.3 ***wrecking yard***

12.3.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	30.0 m
.2	Minimum ***lot area***:	2000 m^2
Development Regulations:		
.3	Maximum ***height***:	15 m
.4	Minimum ***front yard***:	6.0 m
.5	Minimum ***interior side yard***:	6.0 m
.6	Minimum ***exterior side yard***:	4.5 m
.7	Minimum ***rear yard***:	6.0 m
	.a when ***abutting*** a ***residential, commercial, public*** or ***institutional zone***	10.0 m

12.3.3 OTHER REGULATIONS

.1 All ***uses*** in the M1 ***zone*** that are permitted in the M3 ***zone*** shall be subject to the regulations contained within the M1 ***zone***.

.2 An ***accessory use, building*** or ***structure*** may include an indoor display, ***office***, technical training, and retail sale of products salvaged on the site.

.3 The floor area devoted to ***accessory uses*** shall not exceed 25% of the ***gross floor area*** of the industrial ***use***.

Chapter 13 – Public Assembly and Recreation Zones

13.1 P1 –Public Assembly

PURPOSE

This ***zone*** provides for governmental and institutional ***uses*** including, educational, health and recreational ***uses***, and civic or cultural gatherings.

13.1.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***assembly***
.3 ***carnival***
.4 ***cemetery***
.5 ***commercial school***
.6 ***congregate housing***
.7 ***day care centre, major***
.8 ***education service***
.9 ***government service***
.10 ***hospital and patient care service***
.11 ***indoor amusement, entertainment and recreation***
.12 ***office***
.13 ***outdoor amusement, entertainment and recreation***
.14 ***outdoor market***
.15 ***public parking lot***
.16 ***restaurant***
.17 ***retail store***
.18 ***security/operator dwelling unit*** (subject to accessory suites regulation 8.5)

13.1.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	15.0 m
.2	Minimum ***lot area***:	560 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	40%
.4	Maximum ***density***:	1.2 ***FAR***
.5	Maximum ***height***:	12 m
.6	Minimum ***front yard***:	6.0 m
.7	Minimum ***interior side yard***:	4.5 m
.8	Minimum ***exterior side yard***:	6.0 m
.9	Minimum ***rear yard***:	7.5 m

13.1.3 SITE SPECIFIC PROVISIONS

.1 In the case of ***Lot*** A, District Lots 1997S, 3237S and 3429S, Similkameen Division Yale District, Plan KAP62140, located at 550 Carmi Avenue, the maximum ***height*** of a ***principal building*** is 45 m.

13.2 P2 – Parks and Recreation

PURPOSE

This ***zone*** provides for parks, recreation and ***open space***.

13.2.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***carnival***
.3 ***community garden***
.4 ***government service***
.5 ***indoor amusement, entertainment and recreation***
.6 ***marina***
.7 ***outdoor amusement, entertainment and recreation***
.8 ***outdoor market***
.9 ***public parking lot***
.10 ***restaurant***

13.2.2 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	15.0 m
.2	Minimum ***lot area***:	560 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	40%
.4	Maximum ***height***:	16 m
.5	Minimum ***front yard***:	6.0 m
.6	Minimum ***interior side yard***:	4.5 m
.7	Minimum ***exterior side yard***:	6.0 m
.8	Minimum ***rear yard***:	7.5 m

13.2.3 OTHER REGULATIONS

.1 A ***security/operator dwelling unit*** shall not exceed a ***gross floor area*** of 100 m^2.

.2 A ***restaurant*** shall be limited to 100 m^2 ***gross floor area.***

13.2.4 SITE SPECIFIC PROVISIONS

.1 In the case of ***Lot*** A District Lots 202, 249 and 250 Similkameen Division Yale District, Plan EPP111114, located at 470 Edmonton Avenue, '***day care centre, major***', shall be permitted.

13.3 P3– Major Utilities

PURPOSE

This ***zone*** provides for the establishment of private and public utilities.

13.3.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***outdoor storage***
.3 ***utility service, major***

13.3.2 DEVELOPMENT REGULATIONS

.1	Maximum ***height***: There is no maximum ***height*** for mechanical ***structures***	15.0 m
.2	Minimum ***front***, ***side*** and ***rear yards***:	6.0 m

13.3.3 OTHER REGULATIONS

.1 In the case where ***utility service, major*** is ***abutting*** or ***adjacent*** to a residential ***zone***, ***landscaping*** shall be required in accordance with the ***landscape buffer*** specification outlined in Section 5.2 of this Bylaw.

13.4 P4– Environmental Reserve

PURPOSE

This ***zone*** provides for the protection and conservation of natural areas.

13.4.1 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***conservation***
.3 ***passive recreation***

Chapter 14 - Comprehensive Development

14.1 CD1 – Repealed

14.2 CD2 – Comprehensive Development (270 Riverside Drive)

14.2.1 PURPOSE

This ***zone*** provides for the comprehensive design of a residential development on Lot A, District Lot 366, SDYD, PL KAP91771 located at 270 Riverside Dr., (Formerly Lot 2 District Lot 366 Similkameen Division Yale District Plan 9991 Except Plan 15522 and Lot 1 District Lot 366 Similkameen Division Yale District Plan 15522 (270 Riverside Dr. & 271 Wylie St) that is consistent with the intent of Official Community Plan Bylaw 2002-20.

14.2.2 PERMITTED USES

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***campground*** with maximum 30 campsites
.4 commercial ***uses*** as part of a ***live-work unit,***
.5 ***convenience store*** in conjunction with a ***campground*** or ***motel use***
.6 ***live-work unit***
.7 ***mobile vending unit***
.8 ***motel*** with a maximum of 19 units and one dwelling unit for a caretaker
.9 seniors' boarding home
.10 ***short term rental*** (subject to specific use regulation 7.6)
.11 ***townhouse***

14.2.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	60.0 m
.2	Minimum ***lot area***:	9000 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	65%
.4	Maximum ***density***:	2.0 FAR
.5	Maximum ***height***:	44 m and 15 stories
.6	Minimum ***front yard*** (Riverside Drive):	4.5 m
.7	Minimum ***interior side yard***:	2.5 m
.8	Minimum ***exterior side yard***:	2.5 m
.9	Minimum ***rear yard*** (Wylie Street):	2.5 m

14.2.4 LIMITATIONS FOR LIVE WORK STUDIOS

.1 A ***live work unit*** shall contain a minimum of 23 square meters (250 square feet) of permitted commercial space to a maximum of 28 square meters (300 square feet).

.2 Permitted commercial space must occupy the entire front portion of the bottom floor of the strata unit with an entrance facing riverside drive.

.3 A permitted commercial use in a ***live-work unit*** shall not generate any commercial vehicle trips.

.4 A permitted commercial use in a ***live-work unit*** shall have a valid business license.

.5 A permitted commercial use in a ***live-work unit*** shall not involve the use of power tools, amplified sound equipment, or manufacturing equipment, including industrial photography, photo processing, or painting equipment.

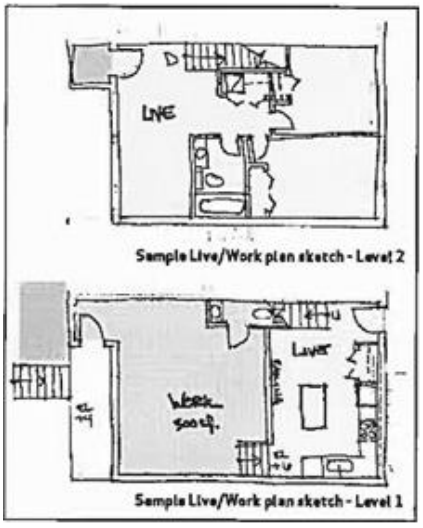


Figure 15 - Live Work CD2

.6 A permitted commercial ***use*** in a ***live-work unit*** shall not produce any nuisance from noise, vibration, smoke, dust, odours, heat, glare, electrical or radio disturbance.

.7 Notwithstanding the permitted commercial uses under Section 14.2.4 of this Bylaw, the storage or use of toxic, flammable or otherwise harmful materials, in manner or quantity that would otherwise be prohibited in a residential dwelling under the BC Fire Code, is prohibited in a live-work studio.

.8 No on-site parking shall be provided for a commercial use in a ***live-work unit***.

.9 No person other than residents of the ***live-work unit*** shall be engaged in a permitted commercial use. However, there is no limit to the number of employees who work off site of the ***live-work unit***.

14.2.5 OTHER REGULATIONS

.1 Commercial ***uses*** as part of a ***live-work unit*** are subject to the limitations of use under Subsection 14.2.4 and no more than 28 square meters (300 square feet) in floor area, including:

.a ***office*** uses

.b studio for and artist, artisan, sculptor, photographer, or musician.

.c retail sale and display of items produced on the premises

.d mail, telephone, or internet sales of goods produced off-site, provided goods are not stored on the premises and the customer does not enter the premises to inspect or pick up the goods purchased

.2 ***Live-work unit*** shall only front Riverside Drive.

.3 Notwithstanding Section 4.9 of this Bylaw, unenclosed stairwells, balconies, porches, canopies and similar architectural projections may project up to 2.0 m into all ***yards***.

.4 The maximum density specified in Section 14.2.3.4 of this Bylaw may be increased to a maximum floor area of 2.5 if the owner provides the following:

.a A cash payment in the amount of $200,000,

.b Dedication of a statutory right of way over the lands lying to the south of the property to the City for the purpose of public open space as shown on the attached specifications,

.c Construction of the improvements within the dedicated open space shown on attached specifications.

.5 Amenities contributions described in Section 14.2.5.4 shall be deliverable upon application for a building permit authorizing construction of any part of the development.

14.3 CD3 – Comprehensive Development (2784 Skaha Lake Road)

14.3.1 PURPOSE

This ***zone*** provides areas for a mix of residential and compatible commercial ***uses*** within the same building on key sites along Skaha Lake Road.

14.3.2 PERMITTED USES

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

.1 care centre
.2 commercial and professional ***business offices***
.3 ***commercial school***
.4 ***day care centres***, kindergartens, nurseries and community care facilities
.5 dry cleaning
.6 eating and drinking establishment
.7 health and fitness facilities
.8 high tech services (#2001-29)
.9 household repair
.10 ***personal service establishment***
.11 residential dwellings in conjunction with the above uses provided a separate entrance to the dwelling units from ground level is maintained
.12 ***retail store*** and service
.13 senior citizens' boarding homes
.14 thrift store
.15 ***utility services***

14.3.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum lot width:	30.0 m
.2	Minimum ***lot area***:	1500 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	70%
.4	Maximum ***density***	2.0 ***FAR***, subject to the Density Bonus provisions below
.5	Maximum ***height:***	46.0 m
.6	Minimum ***front yard***:	3.0 m
.7	Minimum ***interior side yard***:	4.5 m
.8	Minimum ***exterior side yard***:	4.5 m
.9	Minimum ***rear yard***:	4.5 m
.10	Parking Requirements	
	.a Commercial	1 per 28 m^2
	.b Residential	
	.i Bachelor	1.0 spaces per unit
	.ii 1 Bedroom	1.25 spaces per unit
	.iii 2 or more Bedrooms	1.5 spaces per unit

14.3.4 PROJECTIONS INTO YARD SETBACKS

.1 Notwithstanding Section 4.9 of this Bylaw:

.a Entrance canopies or awnings may project no more than 2.5 m into a front setback or an exterior side yard or no closer than 1.5 m to a side lot line.

.b Balconies may project no more than 2.0m into the minimum setbacks and may be partially or totally enclosed where the enclosure consists of clear glazing

14.3.5 DENSITY BONUS

.1 The maximum density specified in Section 14.3.3.4 of this Bylaw may be increased, to a maximum floor area ratio of 2.5 where the owner voluntarily provides a cash payment of $15.00 for every .09 m^2 (1 square foot) of bonus density to the City of Penticton to be placed in a reserve fund for affordable and special needs housing or public amenities off the site. This payment is due at the time of issuance of any building permit authorizing the construction of a building whose construction results in the FAR exceeding 2.0 by any amount, and to the extent that the building permit authorizes construction exceeding that density.

14.3.6 OTHER REGULATIONS

.1 A minimum area of 6.0 m^2 of ***amenity space*** shall be provided per bachelor dwelling or group home bedroom, 10.0 m^2 of ***amenity space*** shall be provided per 1 bedroom dwelling, and 15.0 m^2 of ***amenity space*** shall be provided per dwelling with more than 1 bedroom.

.2 A mixed use building incorporating residential and other uses shall provide functional commercial space on the first floor which must occupy a minimum of 90% of all Skaha Road ***street*** frontages. Access driveways or other portions of the street frontage not used as building will not be considered for the purpose of this calculation.

14.3.7 SITE SPECIFIC PROVISIONS

.1 In the case of Lot 1, District Lot 116, SDYD, Plan 30067 known as 2964 Skaha Lake Rd. town house units are permitted at grade level along Wilson St. frontage with a minimum setback of 3.5m. In the case of Lots 2 and 3 Plan 21548 and Lot A Plan 27251, District Lot 116 known respectively as 2784 Skaha Lake Road, 2824 Skaha Lake Road, and 2730 Skaha Lake Road including consolidations thereof, the follow additional regulations shall apply:

.a Frontages along public streets must be screened by active commercial or retail uses with a minimum height of two storeys and a 3.0 m step back for any uses above the active frontage. An “active frontage” includes commercial, retail or residential units with glazing covering at least 50 percent of the street-fronting facade and at least one entrance every 20 m;

.b All passive uses at or above grade must be fully screened by an active frontage with a minimum depth of 8.0 m. A “passive use” includes parking, service and utility spaces of a building or areas without regular human occupation;

.c Where a building permit application is made for phased development, the Density Bonus specified in Section 14.3.5 of this Bylaw shall be based on Table 14.1. The Area 1, 2 and 3 boundaries are shown on Figure 16 below.

Figure 14.1 – CD3 Density		
Land Area	**Base FAR**	**Bonus FAR**
Total @ 12,710m^2	2.0	2.5
Land Area 1 @ 4236 m2	2.0	2.5
Land Area 2 @ 4236 m2	2.0	2.5
Land Area 3 @ 4236 m2	2.0	2.5

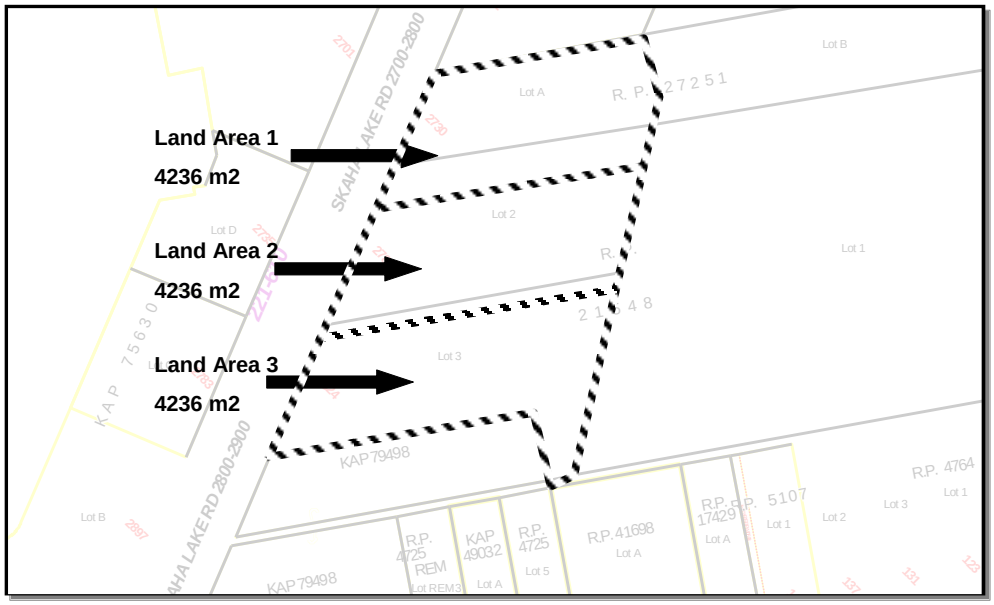


Figure 16 - Phasing and Density Bonus - 2784 Skaha Lake Road

14.4 CD4 – Repealed

14.5 CD5 – Comprehensive Development (3388 Skaha Lake Road)

14.5.1 PURPOSE

This ***zone*** provides for the comprehensive development of three (3) residential towers with ground floor garden ***apartments***, on *Lot B, District Lot 116, Similkameen Division Yale District, Plan EPP43254*, located at 3388 Skaha Lake Road.

14.5.2 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***congregate housing***
.4 ***day care centre, major***
.5 ***extended care residence***
.6 ***minor home occupation*** (subject to specific use regulation 7.3)
.7 ***short term rental*** (subject to specific use regulation 7.6)

14.5.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot area***:	4000 m^2
Development Regulations:		
.2	Maximum ***lot coverage***:	60%
.3	Maximum ***density***: (without density bonus)	2.0 ***FAR***
.4	Minimum ***height*** of residential tower:	20.0 m and 6 storeys
.5	Maximum ***height***:	45 m and 14 storeys
.6	Minimum ***front yard***:	4.5 m
.7	Minimum ***side yard:***	0.0 m
.8	Minimum ***rear yard***:	3.0 m

14.5.4 OTHER REGULATIONS

.1 Notwithstanding Section 6.5 of this Bylaw, in the case of the ***use apartment vehicle parking*** shall be provided at the following rate:

.a 1 space per dwelling unit,

.b 5 guest spaces per residential building.

.2 ***Amenity space*** shall be provided at the following rate:

.a 5.0 m^2 per unit.

14.5.5 DENSITY BONUS

.1 Notwithstanding Section 14.5.3.3 of this Bylaw, the maximum ***density*** on this property may be increased to 3.05 ***FAR***, with a contribution of $15.00 per square meter for any ***density*** above 2.0 FAR, to be deposited into a fund to support housing affordability in the City of Penticton.

.2 The density bonus will be applied at the time of building permit issuance for each individual tower, with 1/3 of the total density of the project allocated to each tower.

14.6 CD6 – Comprehensive Development (962 Churchill Avenue)

14.6.1 Purpose

This ***zone*** provides for the comprehensive development of a residential site for *Lot 1, DL 3, SDYD (Formerly Yale Lytton), Plan 24763*, located at 962 Churchill Avenue.

14.6.2 Permitted Uses

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***minor home occupation*** (subject to specific use regulation 7.3)
.4 ***short term rental*** (subject to specific use regulation 7.6)

14.6.3 Subdivision and Development Regulations

Subdivision Regulations:		
.1	Minimum ***lot width***:	21.0 m
.2	Minimum ***lot area***:	700 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	55%
.4	Maximum ***density***:	1.9 ***FAR***
.5	Maximum ***height***:	
	.a ***principal building***	19.0 m
	.b ***accessory building*** or ***structure***	4.5 m
.6	Minimum ***front yard***:	3.0 m
.7	Minimum ***interior side yard:***	
	.a ***principal building***	2.5 m
	.b ***accessory building*** or ***structure***	1.5 m
.8	Minimum ***rear yard***:	
	.a ***principal building***	6.0 m
	.b ***accessory building or structure***	1.5 m

14.6.4 Amenity Space

.1 ***Amenity space*** shall be provided at the rate of 20.0 m^2 for each ***dwelling unit***.

14.6.5 Other Regulations

.1 In addition to the projections permitted in Table 4.1 of this Bylaw, the maximum projection into a required side yard for a deck is 0.2 m.

.2 The minimum width of a landscape buffer ***abutting*** a residential zone shall be 2.0 m.

14.7 CD7 – Comprehensive Development (154 Brunswick Street)

14.7.1 PURPOSE

This ***zone*** provides for the comprehensive development of a residential site for *Lot 1, DL 4, SDYD (Formerly Yale Lytton), Plan KAP49946*, located at 154 Brunswick Street.

14.7.2 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***minor home occupation*** (subject to specific use regulation 7.3)
.4 ***office***
.5 ***short term rental*** (subject to specific use regulation 7.6)

14.7.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

Subdivision Regulations:		
.1	Minimum ***lot width***:	31.0 m
.2	Minimum ***lot area***:	1,700 m^2
Development Regulations:		
.3	Maximum ***lot coverage***:	65%
.4	Maximum ***density***:	2.0 ***FAR***
.5	Maximum ***height***:	
	.a ***principal building***	23.0 m
	.b ***accessory building*** or ***structure***	4.5 m
.6	Minimum ***front yard***:	3.0 m
.7	Minimum ***interior side yard:***	
	.a ***principal building***	4.5 m
	.b ***accessory building*** or ***structure***	1.5 m
.8	Minimum ***rear yard***:	
	.a ***principal building***	4.5 m
	.b ***accessory building*** or ***structure***	1.5 m

14.7.4 AMENITY SPACE

.1 ***Amenity space*** shall be provided at the rate of 20.0 m^2 for each ***dwelling unit***.

14.7.5 OTHER REGULATIONS

.1 A landscaping buffer to be provided along property lines ***abutting*** a residential zone and highway shall not apply.

.2 An ***office*** shall not exceed a maximum ***gross floor area*** of 100 m^2.

14.7.6 ALLOWABLE PROJECTIONS

.1 In addition to the projections permitted in Table 4.1 of this Bylaw, the following projections apply:

Table 14.2 – CD7 Projections	
Feature	**Maximum projection in to Require Yards**
Roof features including roof projection, eaves, eave-troughs and gutters	1.7 m ***interior side yard*** 0.5 m ***front yard***
Open stairways, landings, steps	1.2 m ***interior side yard***, provided that 1.5 m is still maintained between the feature and the property line 1.5 m ***front yard***
Covered or uncovered ***balcony***, porch, and ***deck***	1.6 m ***interior side yard (northern)*** 0.8 m ***interior side yard (southern)***

14.7.7 PARKING REGULATIONS

.1 Off-street ***vehicle parking*** shall comply with the standards and regulations established in Chapter 6 of this Bylaw.

.2 Notwithstanding Section 14.7.7.1, up to 44% of the required off-street ***parking*** spaces may be designed as small car ***parking spaces***, in accordance with Table 6.3 of this Bylaw. Such spaces shall be clearly marked with "small car".

.3 Cash-in-lieu: in lieu of providing the required number of off-***street vehicular parking spaces***, the property ***owner*** may provide the City with a sum of money equal to the number of ***parking spaces*** not provided multiplied by the applicable cash-in-lieu amount as identified in Table 6.1 of this Bylaw. The sum of money will be deposited in the Off-Street Parking Reserve and Alternative Transportation Infrastructure Reserve at the rate of 75% to the Off-Street Parking Reserve and 25% to the Alternative Transportation Infrastructure Reserve.

14.8 CD8 – Comprehensive Development (795 Westminster Ave W)

14.8.1 PURPOSE

This ***zone*** provides for the comprehensive development of a medium-density, 3 storey, mixed-use development site for *Lot 1 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979*, located at 713 Westminster Ave W, *Lot 2 District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale Lytton) District Plan 3979*, located at 737 Westminster Ave W, and *Parcel A (KK20280) District Lot 2 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan 3979,* located at 795 Westminster Ave W.

14.8.2 PERMITTED USES

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

.1 ***accessory use, building*** or ***structure***
.2 ***apartment***
.3 ***artisan crafts***
.4 ***bakery***
.5 ***business support service***
.6 ***cannabis retail store***
.7 ***craft brewery/distillery***
.8 ***day care centre, major***
.9 ***dwelling unit***
.10 ***financial service***
.11 ***flex unit***
.12 ***health service***
.13 ***indoor animal daycare and grooming***
.14 ***indoor amusement, entertainment and recreation***
.15 ***liquor primary licensed premise***
.16 ***live work unit*** (subject to specific use regulation 7.8)
.17 ***minor home occupation*** (subject to specific use regulation 7.3)
.18 ***office***
.19 ***on-site beer/wine making***
.20 ***personal service establishment***
.21 ***recreation equipment sale, service and rentals***
.22 ***restaurant***
.23 ***retail store***
.24 ***short term rental*** (subject to specific use regulation 7.6)
.25 ***townhouse***

14.8.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

.1	Minimum ***lot width***:	90.0 m
.2	Minimum ***lot area***:	3,200 m^2
.3	Maximum ***lot coverage***:	56%
.4	Maximum ***density***:	1.1 ***FAR***
.5	Maximum ***height***:	13.0 m

.6	Minimum ***front yard***:	1.5 m
.7	Minimum ***interior side yard:***	3.0 m
.8	Minimum ***exterior side yard***	1.5 m
.9	Minimum ***rear yard***:	2.5 m

14.8.4 AMENITY SPACE

.1 ***Amenity space*** shall be provided at the rate of 10.0 m^2 for each ***dwelling unit***.

.2 All ***amenity space*** may be provided above ***approved grade.***

14.8.5 OTHER REGULATIONS

.1 Commercial ***uses*** shall be limited to the ***first storey*** of the ***buildings***.

.2 In addition to the regulations in Section 7.8, ***live work units*** shall be limited to the first two ***storeys*** of the ***buildings***.

14.8.6 PARKING REGULATIONS

.1 Notwithstanding Table 6.6, the minimum number of ***parking spaces*** for ***uses*** shall be as follows:

a. Minimum 44 ***parking spaces*** for ***dwelling units*** and ***live-work units***;

b. Minimum 4 ***parking spaces*** for visitor parking; and

c. Minimum 3 ***parking spaces*** for commercial ***uses***.

City of Penticton

Schedule 'B'
Zoning Bylaw

N

0 0.25 0.5 1

Kilometres

Scale: 1:12,500

Legend

- Road
- Stream
- City of Penticton Municipal Boundary
- Penticton Indian Band
- Waterbody

Zoning Bylaw

No Zoning

- No Zoning - No Zoning

Rural Zones

- FG - Forestry and Grazing
- A - Agriculture
- RC - Country Residential Housing

Urban Residential Zones

- R4-S - Small-Scale Multi-Unit Residential - Small Lot
- R4-L - Small-Scale Multi-Unit Residential - Large Lot
- RSM - Mobile Home Park Housing
- RM1 - Bareland Strata Housing
- RM2 - Low Density Multiple Housing
- RM3 - Medium Density Multiple Housing
- RM4 - High Density Multiple Housing
- RM5 - Urban Residential

Commercial Zones

- C1 - Commercial Transition
- C2 - Neighborhood Commercial
- C3 - Mixed Use Commercial
- C4 - General Commercial
- C5 - Urban Centre Commercial
- C6 - Urban Peripheral Commercial
- C7 - Service Commercial
- C8 - Vehicle Service Station
- C9 - Marina Way Commercial
- CT1 - Tourist Commercial
- CT2 - Campground Commercial
- CT3 - Hotel Resort

Industrial Zones

- M1 - General Industrial
- M2 - Heavy Industrial
- M3 - Wrecking Yard

Public Assembly & Recreation Zones

- P1 - Public Assembly
- P2 - Parks and Recreation
- P3 - Major Utilities
- P4 - Environmental Reserve

Comprehensive Development

- CD2- Comprehensive Development (270 Riverside Drive)
- CD3 - Comprehensive Development (2784 Skaha Lake Road)
- CD5 - Comprehensive Development (3388 Skaha Lake Road)
- CD6 - Comprehensive Development (962 Churchill Avenue)
- CD7 – Comprehensive Development (154 Brunswick Street)
- CD8 - Comprehensive Development (795 Westminster Ave W)

2024-05-08 4:12 PM

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Okanagan Lake

Skaha Lake

Amended By Bylaw No.

City of Penticton

Schedule 'C' – Penticton Plaza Transit-Oriented Area Map

N

0 25 50 100

Metres

Scale: 1:1,500

Legend

- Road
- Stream
- City of Penticton Municipal Boundary
- Penticton Indian Band
- Waterbody
- Bus Exchange
- 200 metre radius
- 400 metre radius
- Area 1 (0 - 200m)
- Area 2 (200 - 400m)

2024-05-10 9:24 AM

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City of Penticton

Schedule 'D' – Peachtree Square Transit-Oriented Area Map

N

0 25 50 100

Metres

Scale: 1:1,500

Legend

- Road
- Stream
- City of Penticton Municipal Boundary
- Penticton Indian Band
- Waterbody
- Bus Exchange
- 200 metre radius
- 400 metre radius
- Area 1 (0 - 200m)
- Area 2 (200 - 400m)

2024-05-10 9:57 AM

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Kinney Ave
Kinney Ave
South Main St
Secrest Hill Rd
Kirkpatrick Ave
Main St
Westminster Ave
Cornwall Dr
Cornwall Pl
Mcculloch Pl
Mcgregor Pl
Mcgregor Cres
Mcgregor Pl
Eckhardt Ave E
Pinewood Rd
Dartmouth Pl
Mcintyre Pl
Nicholson Pl
Cornwall Cres
Jackson St
Brandon Ave
Dauphin Ave
Robin Cres
Chamberlain Pl
Parmley Pl
Green Ave E
Green Park
Greenhow Ave
Ashbrook Pl
Arnott Pl
Coleman Cres
Coleman St
Blatchmore Cres
Waterford Ave
Wilson St
Hemlock St
Guelph Ave
Yorkton Ave
Okanagan River

City of Penticton

Schedule 'E' – Cherry Lane Mall Transit-Oriented Area Map

N

0 25 50 100

Metres

Scale: 1:1,500

Legend

- Road
- Stream
- City of Penticton Municipal Boundary
- Penticton Indian Band
- Waterbody
- Bus Exchange
- 200 metre radius
- 400 metre radius
- Area 1 (0 - 200m)
- Area 2 (200 - 400m)

2024-05-10 10:01 AM

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Council Report

penticton.ca

Date: May 21, 2024 File No: 0810-20
To: Anthony Haddad, City Manager
From: Kelsey Johnson, Director of Community Services

Subject: **Civic Places & Spaces: Priority #1 - Community Safety Building Update**

Staff Recommendation

THAT Council receive into the record the report dated May 21, 2024, titled "Civic Places & Spaces: Priority #1 - Community Safety Building Update";

AND THAT Council direct staff to proceed with the next phase of the project, which includes detailed design and the development of a business case for each of the following protective service facilities and site locations:

- Fire Hall Headquarters located at Fire Hall #2 (Dawson Avenue)
- Satellite Fire Hall located at Fire Hall #1 (Nanaimo Avenue)
- Community Safety Building located at 450 Martin Street

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.

Executive Summary

This report assesses the planning and space requirements for locating various civic services, including Fire Services, Bylaw Services, Emergency Operations Centre, and RCMP Community Policing components, within a proposed Community Safety Building (CSB) in downtown Penticton. The study aimed to identify space needs, assess potential sites, and facilitate informed decision-making for future planning and investments. After a review of various site and co-location options, staff are proposing to proceed with furthering the detailed design process for the following site selections:

- Fire Hall Headquarters located at Fire Hall #2 (Dawson Avenue)
- Satellite Fire Hall located at Fire Hall #1 (Nanaimo Avenue)
- Community Safety Building located at 450 Martin Street

Background

In 2021 the City of Penticton completed an assessment of its assets and infrastructure (Asset & Amenity Management Plan – AAMP) looking at its long term needs to ensure financial sustainability and ensure high quality services are provided to the community. The assessment determined that the City had an asset replacement value of $1.1B, an infrastructure deficit of between $51-175M, and recommended an average annual life cycle investment of between $18.8-28.7M. These figures have not been adjusted for inflationary impacts.

Following the adoption of the AAMP, the City embarked on the *Civic Places and Spaces* project to help prioritize facility capital investment. Coming out of that work, four projects were identified for the City to proceed with, with a new Public Safety and Protective Services Centre, now labelled the Community Safety Building (CSB), being the number one priority. This report focuses on the CSB, but for interest, the other projects supported included: consolidating the City's arenas onto the SOEC property, with a new twin rink facility to replace McLaren and Memorial arenas; an Arts and Culture building to be located in the downtown accommodating the Art Gallery, Library and Museum; and, reinvesting in the current City Hall (as opposed to building a new building). Work on these other projects is ongoing but is not the subject of this update.

On August 16, 2022, upon receipt of a report from staff, included as Attachment A, Council endorsed the workplan for the CSB and provided staff the following direction:

282/2022 **It was MOVED and SECONDED**

THAT Council endorse the proposed work plan for the Public Safety and Protective Services Centre;

AND THAT Council allocate $75,000 for the commencement of the first phase of planning for the future Public Safety and Protective Services Centre to be funded from administrative savings for the purpose of project scoping, needs analysis and site selection.

CARRIED UNANIMOUSLY

The CSB site planning and space assessment process was intended to house Fire Services (from Fire Hall #1), Bylaw Services, the City's Emergency Operations Centre, a component of the RCMP detachment and potential opportunities for commercial uses and/or housing in a downtown location. Currently, the existing Firehall #1, RCMP and City Bylaw buildings and facilities have individually, either met the end of their service life, outgrown or maximized the available floor space, or simply no longer meet the functional requirements for safe and efficient operation or is deficient in all three areas.

Staff engaged Johnson Davidson Architects (JDA), through a competitive process, with the goal of identifying the space needs and requirements of the user groups and completing the site analysis and assessment to assist with the early identification of sites to house the CSB. The draft report, included as Attachment B to this report, provides architectural analysis for several potential solutions and locations and considerations for informed decision-making and provides confidence for future planning.

A summary of the report is as follows:

<u>Space Needs Analysis</u>

The intent of the space needs analysis was to review the individual program needs of these services (Fire, Emergency Management, Bylaw Services and Community Policing). The analysis also looked to determine if there

are opportunities and benefits to co-locate into one, singular "Community Safety Building" or a combination thereof, which is suitable for the proposed location, site size, meet ingress and egress requirements, and achieve overall safety to the occupants and public. The design team toured the existing facilities and below is a summary of the existing spaces that exist for each of the user groups involved in this process.

- *Fire Services*

  Fire Hall #1 is located at 250 Nanaimo Avenue West and includes approximately 12,500 sq/ft over two floors, containing space for fire apparatus and equipment storage, administrative offices, living quarters, Emergency Operations Centre, and meeting and training facilities. There are approximately 13 staff that work out of the facility on a regular basis.

  Fire Hall #2 is located at 285 Dawson Avenue and includes approximately 6,000 sq/ft over one floor, containing space for smaller fire apparatus and equipment storage, living quarters and control room. Meeting and classroom training space is provided through an additional trailer unit, on site, which is approximately 400 sq/ft. In 2023, a 4,500 sq/ft storage bay was built to accommodate larger secondary apparatus. There are approximately 4 staff that work out of this facility on a regular basis.

  These facilities and their resources provide effective emergency and life safety services, promote safe and secure conditions for individuals and businesses, provide training and community awareness on fire safety and emergency response awareness and provide support fire services to surrounding communities.

- *Emergency Management Services*

  The City of Penticton Emergency Operations Centre (EOC) is located within Fire Hall #1. This facility provides for the City's headquarters during emergency response and recovery/clean-up.

- *Bylaw Services*

  Bylaw Services are currently located at #101-284 Main Street, within a leased commercial business frontage that contains 1,604 sq/ft that is leased by the City. Bylaw Services moved to this location in 2020 after outgrowing the previous space at City Hall. At the time of the relocation, the staff team consisted of 9 Bylaw members. The space contains: an office for management; a large bullpen for officers; a public-facing front counter, where the public can make inquiries and pay tickets; staff amenities; and space for the current team of 17 Bylaw members (plus relief). The existing space, located within a privately owned building, provides for a visible frontage downtown and is easily accessible by the public.

- *RCMP (Community Policing)*

  The City's Community Policing office is located at RCMP Headquarters at 1168 Main Street. The existing RCMP facility is constrained in terms of its current footprint as a result of increased resources and space needs. Over the past few years, the building has undergone minor renovations to support an increase in members and support staff, safety improvements and increased capacity in the forensic lab, a secure room to safely handle high potency drug exhibits, along with other improvements to improve the Detachment's investigational ability to meet the increased demands for these resources and functions in the community. As part of the CSB, the opportunity to assess the potential for new space for the Community Policing function was identified as an important part of the process. Relocating the Community Policing Unit, which consists of 2 municipal

employees, 11 community support RCMP members and various volunteers, to the CSB will alleviate space constraints within the current detachment.

- **Additional City space needs**

  There may be opportunities within this type of facility to accommodate additional City-related space requirements, such as records management needs, which would align well with this type of facility. These and other opportunities will be investigated as part of the planning and design process.

- *Affordable Housing*

  In consideration of an eventual downtown site being home to the CSB, it is conceivable that the facility will contain 2-3 floors of space required to accommodate these uses. However, in consideration of ensuring the highest and best use value for what would be very valuable downtown real estate and in-line with the City's need for more affordable housing, the opportunity presents itself to look at the viability of housing within the CSB. Within a multi-storey building, in particular in the downtown, a facility that can be home to the City's emergency and protective services needs in addition to a range of affordable housing opportunities is a unique opportunity that should be investigated. There are several positive examples of this in other communities where BC Housing has partnered to utilize air space above public facilities for social housing projects.

Design Process

Design charrettes were included as part of the design and programming process. These are large group activities involving stakeholders, user groups and staff coming together to work out purpose-designed spaces unique to the project, but also aligned with current industry and best practice standards.

The design charrette process is a series of programming topics, such as "site", "admin", "public", etc., where the charrette participants are free to recommend, discuss, challenge or champion different spaces and areas that are either required or wanted, that are further reviewed and vetted by the group, and ultimately qualified as a necessary programmatic space. It is important to note that these space needs were identified for each individual user group with a 30% mark-up applied to account for potential variances. With co-location being available, it is possible that some space requirements are met through shared use of spaces, such as public lobbies and washrooms, vestibules, maintenance rooms, etc. and the final space requirements will be determined through the detailed design process.

Attachment B provides a detailed analysis of the space needs that were identified, which resulted in the following options being brought forward to the layout/design phase. While there are variations of space needs based on the scenarios that have been developed, each of the potential opportunities and floor areas has been provided below:

- *Downtown Fire Hall Headquarters Space Need:*

  An opportunity to look at locating a larger fire hall downtown to replace Fire Hall #1 was considered early in the process to accommodate four (4) tandem apparatus and a larger administrative function that would become the headquarters for the Fire Department. The space needs for this option included administrative offices and amenities, training room, emergency operations centre, living quarters and support facilities.

The space needs also included operational areas for four (4) tandem apparatus bays, training/hose tower, utilities and equipment storage. On-site parking requirements for a new headquarters would result in 30-45 secured parking spaces. The total area required to support the space needs would be approximately 28,480 sq/ft. Accommodating this amount of required space in the downtown was challenging, particularly when added with the other space needs of the other envisioned community safety building tenants. Early on, it was determined that a new Fire Hall headquarters could better be accommodated at 285 Dawson Street, the current location of Fire Hall #2.

- *Downtown Satellite Fire Hall Space Needs:*

  Even with a larger Fire Hall located at 285 Dawson, there is a need for a satellite hall in the downtown to ensure adequate fire protection throughout the community. A satellite Fire Hall would need two (2) tandem bays, smaller administrative spaces and amenities, smaller allocation towards living quarters and support facilities. Operational storage need would also be reduced in a smaller satellite fire hall option. The total area required to support a satellite fire hall downtown is approximately 17,890 sq/ft but would have implications to the space needed at Fire Hall 2, which would be designated as the primary Fire Hall in this scenario, further discussed below.

- *RCMP Community Safety Space Needs:*

  Space for the RCMP would consist of space for a customer service facing community-policing unit with a total of 13 workspaces with the opportunity to add two additional spaces, front counter space, offices, armoury, storage facilities, meeting rooms, mechanical and amenity space. A shared lobby space is envisioned with Bylaw Services. The total area required for the RCMP portion of the project would be approximately 6,520 sq/ft.

- *Bylaw Services Space Needs:*

  Bylaw Services space would look to contain an entrance lobby, public washrooms, front desk/intake office, meeting room, lockers, open workstations, offices, utility space and amenities. The total area needed for the Bylaw Services space is approximately 4,765 sq/ft.

- *Fire Hall # 2 Space Needs:*

  A space assessment of Fire Hall #2 was undertaken as part of this review to allow consideration to be given to locating the Fire Department Headquarters at this location given the larger parcel of land that exists on Dawson Avenue and the challenging site conditions downtown to locate a larger fire facility. Ultimately given the condition of Fire Hall #2, its replacement will at some stage be required and including it, and its replacement, in this process allowed a complete picture of the City's Emergency Services agencies to be undertaken. The approximate floor area to accommodate the Fire Department's headquarters on this property (which would then support the smaller satellite hall downtown) is estimated at 26,800sq/ft and would form the department's main administration offices and apparatus bays.

- *Housing Opportunities*

  As part of each of the potential scenarios, JDA investigated housing opportunities that may best suit and align with the civic space needs. Utilizing the airspace above the civic space was considered as part of this

work, and while at a high level at this stage, provided for opportunities depending upon which options eventually moves forward to look at efficiently utilizing land downtown and supporting the need for housing in the community. The opportunity for considering housing as part of these civic investment is also an important part of Provincial housing policy that looks to support the need for more affordable housing options into the future. Discussions with BC Housing have been ongoing through the process to identify opportunities that align with their various funding programs.

Opportunities for additional City space such as City storage / records space was also included in this phase of the site assessment. As outlined in the options below, the City's Emergency Operations Centre (EOC) could be located a number of different ways and as this process moves forward and specific sites are selected, additional work will be required to make efficient use of the lands and incorporate, where appropriate, additional space for City needs.

Site Options:

Upon completion of the Space Needs Analysis, JDA worked with staff to identify potential site options for the proposed facility. While the majority of efforts were focused on a downtown location, the existing Fire Hall #2 site on Dawson Avenue was also considered for further investment as part of the overall project.

Through this process, it was determined that the downtown parcel constraints are a limiting factor on the ability to locate all facilities on one parcel. The opportunity for co-location was also considered in light of the potential for housing above such a facility as well, and the site options are provided with these considerations taken into account.

The determined site options were guided by a variety of different needs from each of the user groups. The Fire Department were heavily focused on ensuring the site had clear and ample access for their apparatus, and the location of the site was able to meet their response time requirements within the city and within the areas that they serve outside of the city's boundary. RCMP and Bylaw were more focused on ensuring that a high-profile street frontage was identified through this process, in addition to secure vehicle parking and access.

Downtown locations focused on existing City owned lands, but opportunities for use of privately owned land were also considered.

Early on in the process the following parcels of land were identified as an opportunity for a joint Community Safety Building, looking at the opportunity to locate Fire/RCMP/Bylaw and support spaces as part of a larger Fire Department Headquarters option that included a 4-Bay apparatus storage:

- Existing Library & Museum Site (City Owned)
- 450 Martin Street (Privately owned)
- Ellis Street Properties – North and South Parcels (City Owned)

After review and discussion with all departments involved, it was determined that none of these sites were deemed suitable for a new 4-Bay Headquarters Firehall, given the space needs and inefficiencies resulting from trying to locate a facility of this size on these downtown parcels of land. Furthermore, while the housing component was not a mandatory inclusion as part of the project, it was important to consider the airspace of each of these parcels and potential for housing. The inclusion of all of the proposed civic uses on one site,

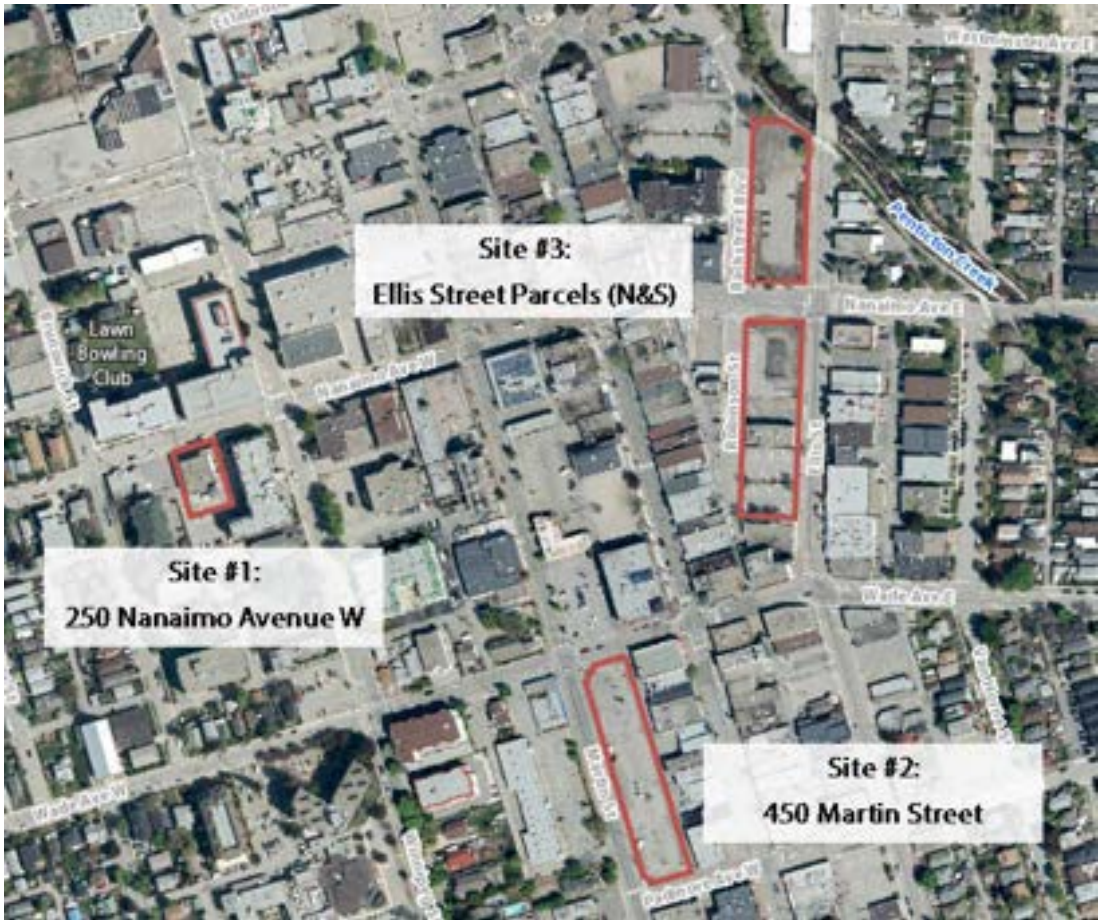
coupled with the large area required for a 4-Bay fire apparatus turning radius, resulted in a loss of site efficiencies which provided a challenge for each of these sites, significantly limiting the housing potential.

With this in mind, the opportunity to consolidate the Fire Department Headquarters at Fire Hall #2 (Dawson Avenue), replacing the aged facility with a new building and locating a smaller, satellite Fire Hall in a downtown location became a suitable option to support the Fire Services for Penticton. With the 4-Bay Fire Headquarters located at Fire Hall #2, more efficient design options became available when considering the downtown sites for a smaller satellite Fire Hall.

The library / museum site was removed from the study based on several factors such as the need to demolish the library/museum and the need to consider their replacement – adding significant time and cost to this project.

Through this review and adjustment, the following parcels of land were considered more viable for a number of different design options:

- Site #1 – 250 Nanaimo Avenue W (Existing Fire Hall Site)
    - This parcel of land is the home of Fire Hall #1 and fronts onto Nanaimo Avenue West and is surrounded by two laneways.
- Site #2 – 450 Martin Street (Privately owned)
    - This parcel of land is privately owned and is located between Wade Avenue and Padmore Street, fronting onto Martin Street. Preliminary discussions with the landowner have been undertaken and there is interest in the opportunity to have the civic use as a component of a larger residential project on these lands.
- Site #3 – Ellis Street Properties – North and South Parcels (City owned)
    - These lands are owned by the City and have three road frontages, split by Nanaimo Avenue East.



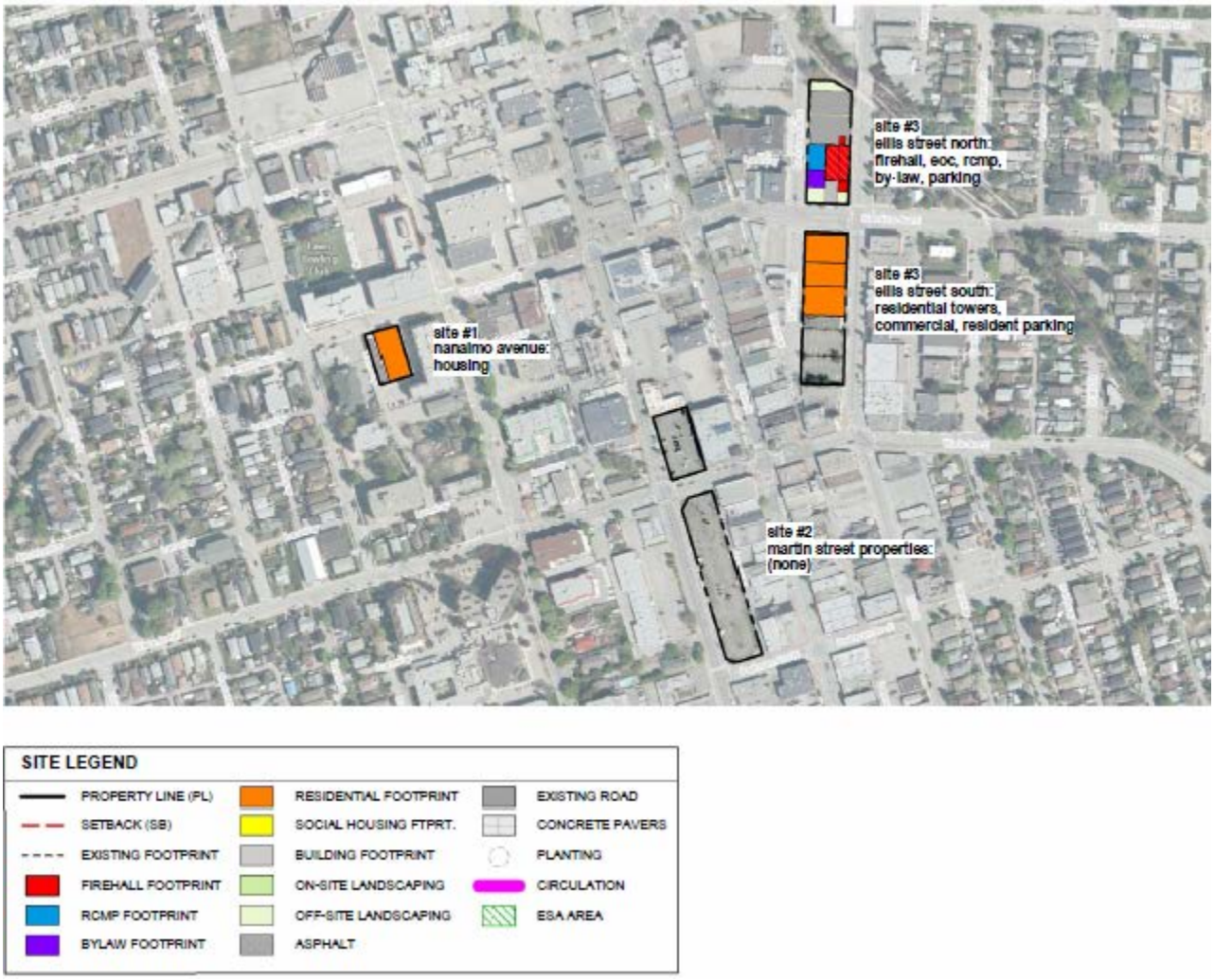
Based on the findings during the early part of the site analysis and decision to look at a 2-Bay Satellite Fire Hall downtown, the next step looked at 'test fit' scenarios. Configurations of one, two or all three of the sites where multiple buildings, such as a stand-alone Firehall could be located on one site and a co-located RCMP, Bylaw and EOC combination building could be located on another site were assessed.

In addition to examining the test fit for the Satellite Fire Hall, EOC, Bylaw, RCMP or a combination thereof, the study further looked into housing opportunities, either as stand-alone market housing or social housing, or collocated housing with a Firehall.

Utilizing each of these three sites, the following five (5) different options were then developed:

Option #1

- Site #1 – other opportunities
- Site # 2 – no City initiated development (private development only)
- Site # 3 – (north) – firehall / EOC / RCMP / bylaw
- Site # 3 – (south) – other opportunities

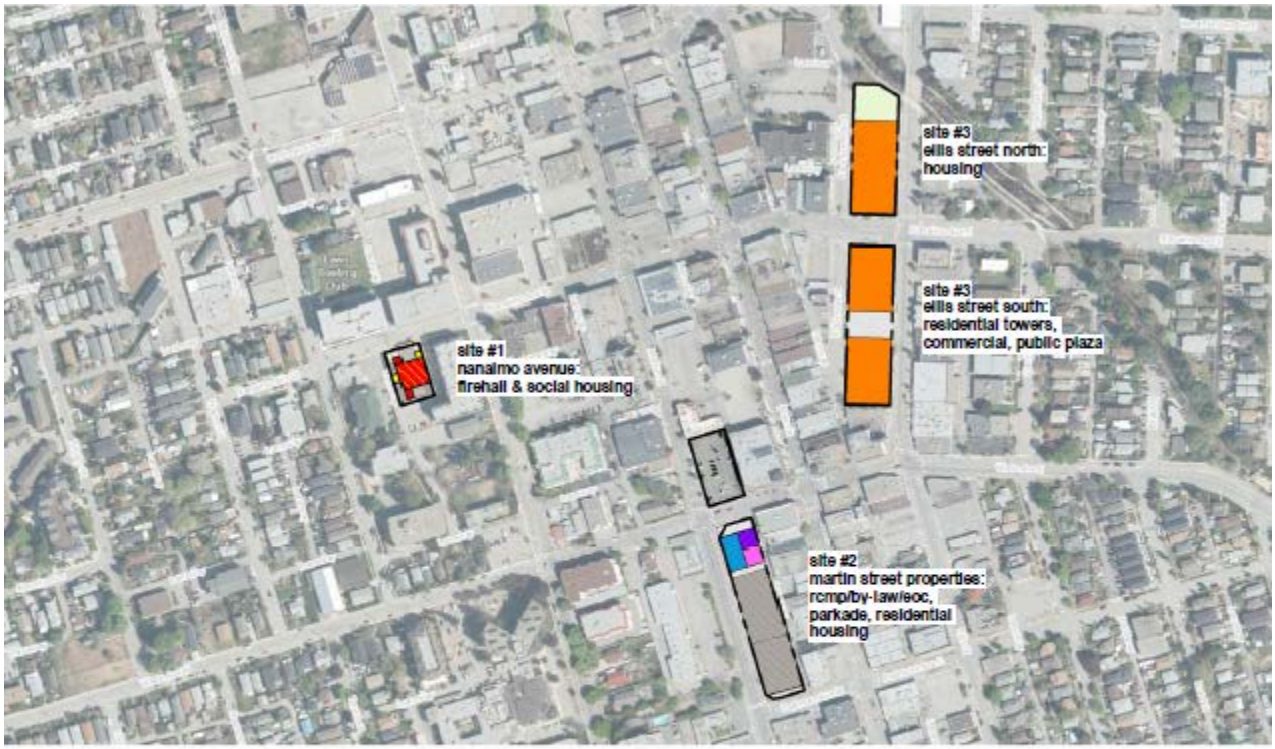


This option proposed consolidating all of the public safety agency components onto the north portion of the Ellis Street parcels. The facility would be integrated onto the parcel with the provision of parking towards Penticton Creek. The other sites would be then left to redevelop in alternative fashion, which may include opportunities for housing.

This option provides for the most efficient use of land for the public safety agencies, however locating them all on one parcel can become complex. While further detailed design would be required to determine the exact fit, an option like this would limit any housing to be developed in the airspace above the civic uses.

Option #2

- Site #1 – fire hall & housing
- Site # 2 – RCMP / bylaw / EOC / C.O.P / housing
- Site # 3 – (north) – other opportunities
- Site # 3 – (south) – other opportunities



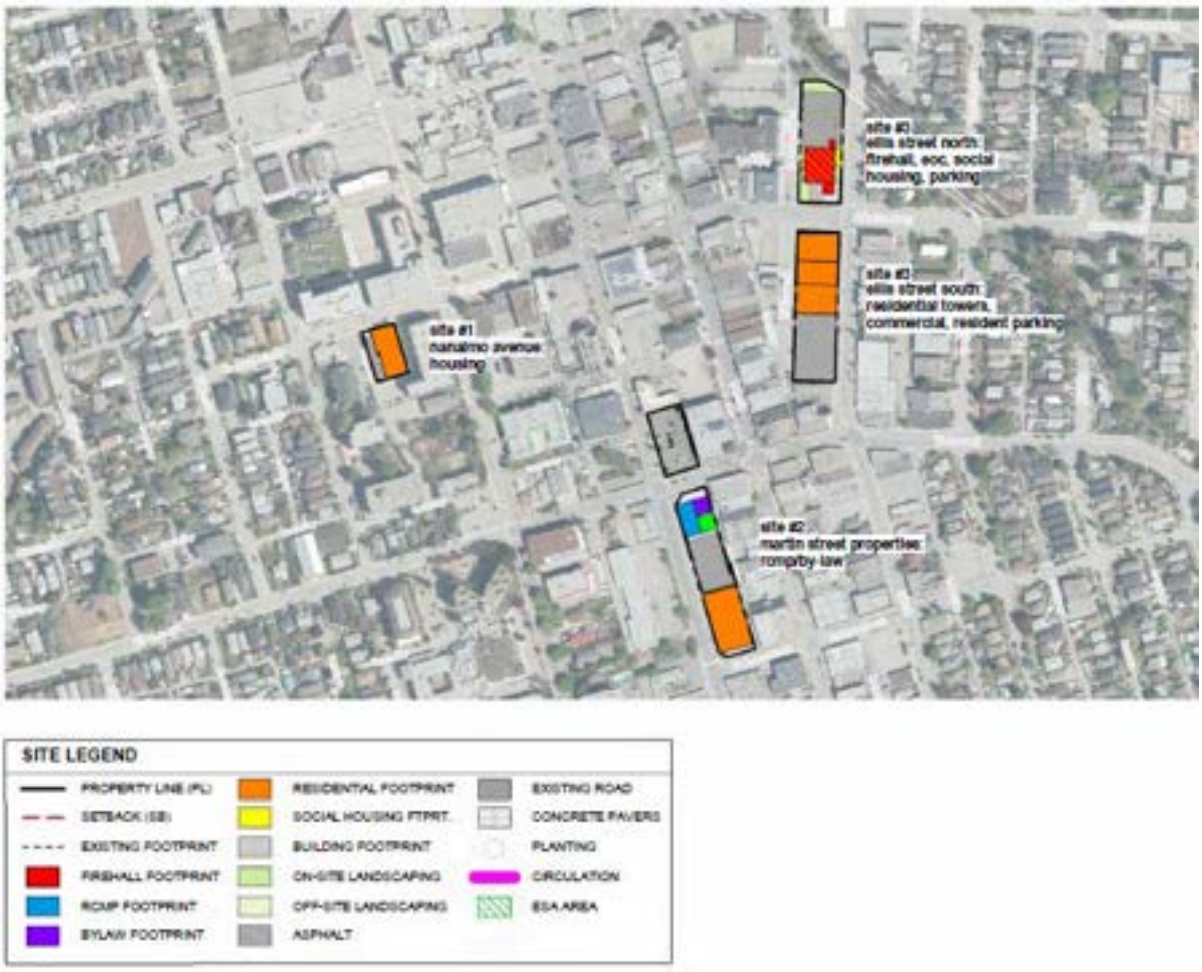
This option looks at rebuilding a satellite fire hall or renovating the existing facility on the current Fire Hall#1 site on Nanaimo Avenue. As part of this concept, the ability for housing above could also be considered. The privately owned lands on Martin Street, under this option, proposed to locate the RCMP / Bylaw / EOC space in addition to other City space as required. On-site parking for these departments would also be included on these lands. The concept would form part of a larger redevelopment of this vacant parcel, whereby the City would potentially be a tenant on the main floor of the eventual development, which would include a significant housing opportunity. The Ellis Street lands would not be required under this scenario and would remain vacant for eventual housing or other civic needs.

This option benefits from the creation of a smaller fire hall downtown and the opportunity for use of the airspace for housing. Should a new facility be constructed, an alternative location for a temporary fire hall would be required. Should renovations occur, it may be possible to continue providing fire services from this location.

Utilizing privately owned land for the RCMP, Bylaw and EOC spaces allows for a unique opportunity for part of the redevelopment of 450 Martin Street, which holds strategic value for a significant number of new housing units in the downtown core. The location is ideal given the high-profile street frontage along Martin Street and Wade Avenue and the opportunity to retain the Ellis Street parcels for other opportunities.

Option #3

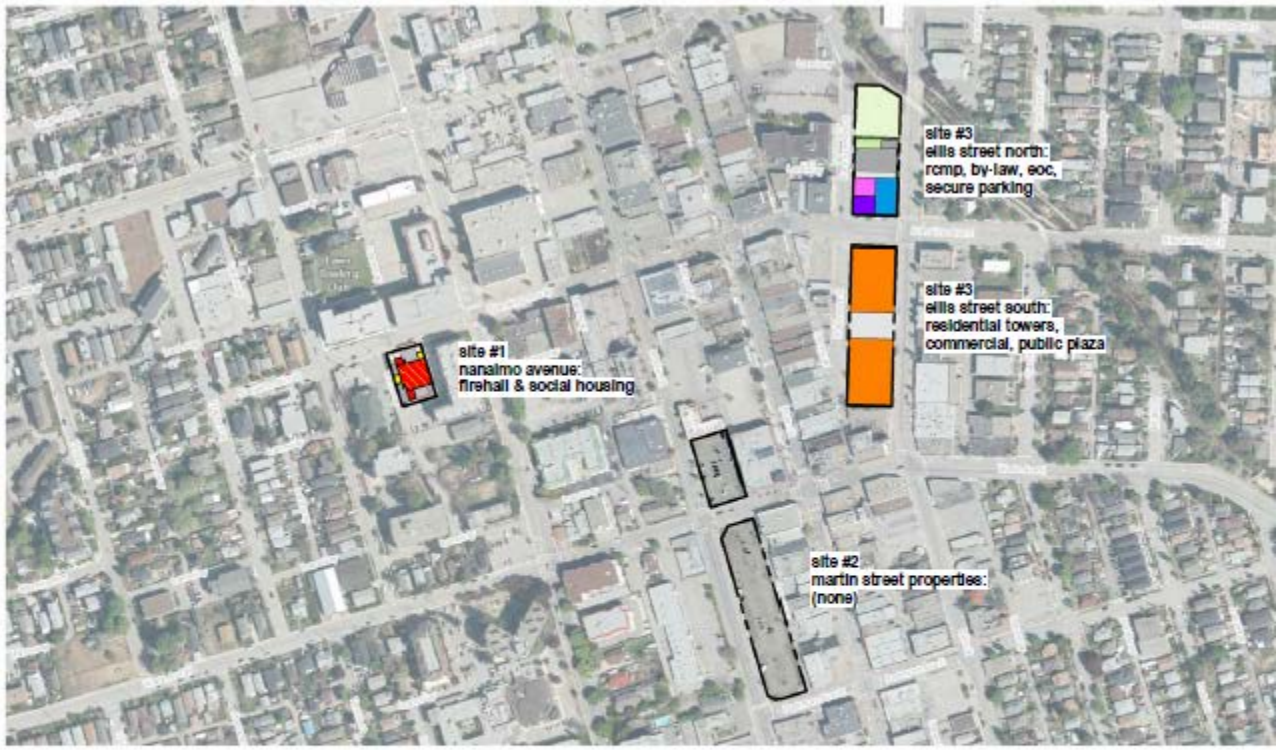
- Site #1 – other opportunities
- Site # 2 – RCMP/ bylaw / housing
- Site # 3 – (north) – firehall / EOC
- Site # 3 – (south) – other opportunities



This option includes the rebuilding of a satellite fire hall with housing above on Site 3, and the RCMP and Bylaw space located on the main floor of a housing redevelopment at 450 Martin Street. The existing Fire Hall site on Nanaimo Avenue and the southern portion of the Ellis Street sites would then be used for housing or civic other opportunities. A benefit of this option would be the ability to rebuild the fire hall #1 and utilize the existing space until the time comes to move into a new facility.

Option #4

- Site #1 – satellite fire hall/ housing
- Site # 2 – private development only
- Site # 3 – (north) – RCMP/ bylaw / EOC
- Site # 3 – (south) – other

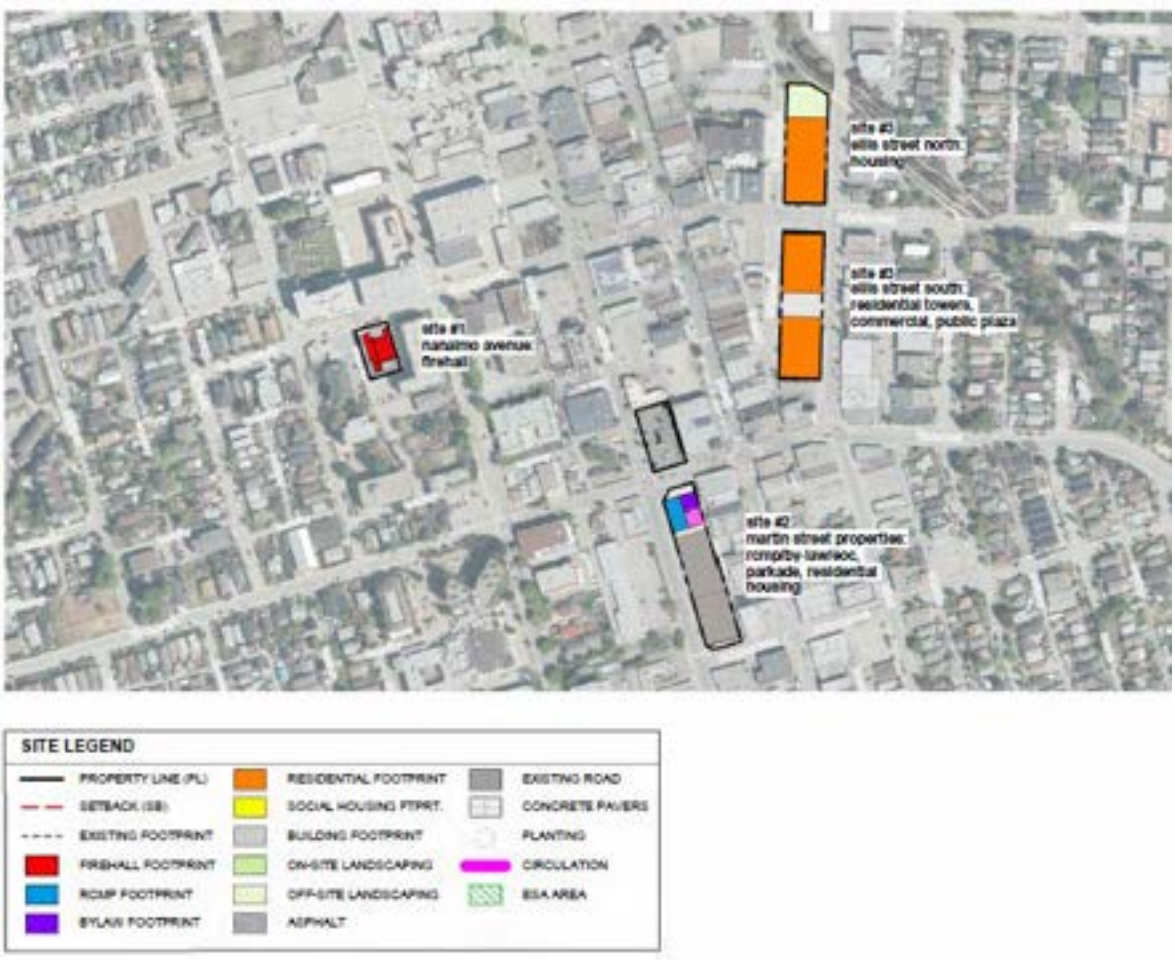


This option would look to focus the proposed uses on existing City land, and not include the lands at 450 Martin Street. The satellite fire hall would include opportunities for housing above on the existing Nanaimo Avenue parcel, and the RCMP, Bylaw and EOC space consolidated on the northern portion of the Ellis Street parcels that are owned by the City. The south Ellis Street lands would become available for future housing or other Civic needs.

The challenge with this option is the loss of housing potential above the Site 3 (north) parcel. Once RCMP, Bylaw and EOC are located on this property, the on-site parking need becomes restrictive when adding more housing. As part of a multi-story building, there may be potential, however as part of a multi-use building that does include housing, separate entrances would be required for each use.

Option #5

- Site #1 – fire hall
- Site # 2 – RCMP / bylaw / EOC / housing
- Site # 3 – (north) – housing
- Site # 3 – (south) – housing



This option, while similar to Option #2, would allow for only a satellite fire hall to be rebuilt on the existing Fire Hall #1 site, and the remaining public safety space needs located on the base of a future housing project at 450 Martin Street.

As noted earlier in the process, each of the downtown sites should seriously be considered for housing opportunities where appropriate. Staff would certainly recommend that an opportunity be pursued to add housing to a satellite fire hall facility where practical.

Proposed Site Selection

In consideration of the above analysis, and further engagement with the user groups, architects and private landowner, staff are proposing to move forward with Option #2 as the preferred scenario which would result in the following protective services sites in Penticton:

- Fire Hall Headquarters located at Fire Hall #2 (Dawson Avenue)
    - Includes 4-Bay Hall with administrative offices, training rooms, living quarters and potential for the City's Emergency Operations Centre
- Satellite Fire Hall located at Fire Hall #1 (Nanaimo Avenue)
    - Includes 2-Bay Hall with training rooms and living quarters
    - Social housing located in airspace above

- Community Safety Building located at 450 Martin Street
    - Includes Bylaw, RCMP (Community Policing) and potential for the City's Emergency Operations Centre

The Ellis Street properties are then unlocked for other potential uses, such as housing or civic uses, to be determined through future planning that will identify the best use of these lands.

Rationale

- Fire Hall Headquarters (Fire Hall #2- Dawson Avenue)
    - The existing Fire Hall #2 does not meet operational space requirements and is in need of significant investment or replacement.
    - A fit-test determined that the land available is large enough to accommodate a 4-Bay Fire Hall Headquarters, which would provide the necessary turning radius for the larger fire apparatus, along with administrative space, training rooms, appropriate living quarters and potentially space for the City's Emergency Operations Centre.
    - Central location, providing coverage to large portion of the city
    - Construction could be undertaken without the need to relocate fire services

- Satellite Fire Hall (Fire Hall#1 – Nanaimo Avenue)
    - The current Fire Hall Headquarters, located at Fire Hall #1, does not meet the space needs of the department as a headquarters, however, it can accommodate the space needs of a satellite facility. Should the Headquarters be relocated to Fire Hall #2, Fire Hall#1 can be renovated, or completely rebuilt, to meet the needs of a satellite facility.
    - Consideration will be given to utilizing the airspace above for the potential affordable housing.
    - Although there was an initial desire to co-locate Fire Services with other protective agencies, such as Bylaw and RCMP, the space needs assessment identified significant challenges with being able to accommodate the needs of all of these groups on one site. With that, and the understanding that a downtown location and presence for all services remains a priority, maintaining Fire Hall #1 on the existing Nanaimo Avenue site will achieve this objective.

- Community Safety Building (450 Martin St)
    - Utilizing privately owned land allows for a unique opportunity to support the redevelopment of 450 Martin Street, bringing a number of new housing units into the downtown core.
    - The location meets the priority to locate services downtown, while also being ideal for both Bylaw and RCMP given the high-profile street frontage along Martin Street, Wade Avenue and Padmore Avenue.
    - The partnership provides the City with more funding options when considering upfront capital investments and ongoing operating costs.
    - Discussions with the landowner have provided indications that this development can move forward in the near future.

Lastly, this site proposal releases and unlocks the potential for the City-owned Ellis Street North & South parcels to be used for other opportunities that exist, such as mixed-used residential, affordable housing, and/or a new cultural centre as envisioned by the Civic Places and Spaces project.

Financial Implication

In 2023, Council approved, through the financial plan, a capital budget of $300,000 for site analysis and program development. Future estimated costs for continuing the planning phase of the project will be incorporated into the 2025-2029 Financial Plan with funding (and a funding strategy) for the overall project yet to be determined.

Order of magnitude costs have been developed based on the work completed to date and while further work is required as the site selection process moves forward and designs get updated, the following has been provided:

- Fire Hall #2 Headquarters at Dawson Avenue Property: $23M

The 'Class D' estimate has been provided for Fire Hall 2, however as mentioned above, a number of variables will affect the outcome of the eventual project, and as a result they are subject to change when full scope and costing is completed. For the purposes of this stage of the process, they are helpful in understanding financial implications and determining the impacts of this project from a funding perspective.

In the event the City proceeds with locating the CSB at 450 Martin Street, the City's eventual contribution towards this project may come in a number of different forms such as:

- Landowner funds 100% of the capital costs and City pays a long-term lease rate for the finished space.
- Landowner and City cost share the capital funds and the City pays a reduced lease rate, in recognition of any upfront capital costs.

The specific amount of space allocated to the City within the building is yet to be determined and a financial analysis will be completed prior to entering into any lease agreement. Moving Bylaw Services into this space relieves the City of lease costs associated with their existing office on Main Street which are currently estimated at $30k per year.

As this project moves forward, staff will include a more detailed funding strategy that would include grant opportunities, partnerships, and other financial funding options.

Communications and Engagement

During the Civic Places & Spaces public engagement process, staff hosted 29 events to provide an update on the project, answer questions and gather feedback from the community. Through the various engagement activities, staff had conversations with close to 400 citizens and received feedback from another 400 participants. Key findings from these activities, with respect to the Public Safety and Protective Services recommendation were noted as follows:

The *recommendation for the combined Public Safety and Protective Services Centre received the most support. Participants want to ensure the City has functional facilities to support public safety in a strategic location. They had very few concerns about this recommendation although site selection is an important consideration. City departments that will occupy the building including the Penticton Fire Department and Bylaw Services were also supportive of the concept of the combined centre.*

Recommendation #1: Public Safety and Protective Services



Likes	Concerns
• Combining services is a great idea • Keeping location the same • Forward thinking • Use of City land • Long overdue and needed • Support modern equipment	• Costs and tax increase • Why not build combined centre at Fire Hall #2 location where we have land? • Build a 3rd on Naramata Rd. • Build it to last • Could we expand to retrofit RCMP building? • Fear will be over budget

With the preferred locations identified, a communications awareness campaign will begin should Council accept the recommendations of this report to raise awareness of the project and work done to-date.

A public engagement period may take place once updated detailed design cost analysis is complete and funding strategies are confirmed, however before this takes place, staff will provide additional information to Council and the community.

Analysis

The space needs analysis and site planning exercise has identified a range of different options as to how this project can move forward. When determining the site selection for each of the protective services within the scope of this project, it is important to recognize the interdependencies of each site selection as one service location decision will impact the other.

Through a lengthy engagement process with the user groups, architects and private landowner, Option 2, has been identified as the preferred scenario moving forward. This scenario sees a major capital investment into a 4-Bay Fire Hall Headquarters at Fire Hall #2 (Dawson Avenue), a smaller capital investment to update or rebuild a 2-Bay Satellite Fire Hall at Fire Hall #1 with potential for housing above, and the City entering into a long-term lease as part of a larger private mixed-use development in the downtown core. By utilizing privately-owned lands for the CSB, the city-owned Ellis Street North & South parcels are retained for other opportunities, such as affordable housing.

As we near another major project milestone with the final site selection, the next phase of this process involves proceeding through to detailed design with the user groups. Using these design plans, a business case and funding strategy will be developed and presented to Council for approval.

Attachments

Attachment A – Civic Places and Spaces Implementation – Public Safety & Protective Services Centre (08-16-22)

Attachment B – Community Safety Building – Site Options Report

Respectfully submitted,

Kelsey Johnson
Director of Community Services

Concurrence

Director of Development Services	Director of Finance and Administration	Director of Public Safety & Partnerships	Fire Chief	RCMP Officer in Charge	City Manager
BL	AMC	JC	ML	BM	

Attachment A

Civic Places and Spaces Implementation – Public Safety & Protective Services Centre (08-16-22)

Council Report

penticton.ca

Date: August 16, 2022 File No: 0810-20
To: Donny van Dyk, Chief Administrative Officer
From: Anthony Haddad, General Manager of Community Services
Subject: **Civic Places & Spaces Implementation – Public Safety and Protective Services Centre**

Staff Recommendation

THAT Council endorse the proposed work plan for the Public Safety and Protective Services Centre;

AND THAT Council allocate $75,000 for the commencement of the first phase of planning for the future Public Safety and Protective Services Centre to be funded from administrative savings for the purpose of project scoping, needs analysis and site selection.

Strategic priority objective

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

Background

On April 5, 2022, Council endorsed the process that was undertaken to complete the Asset and Amenity Management Plan (AAMP) and directed staff to conduct further analysis of each of the four key recommendations and prepare proposals to provide site alternatives, needs analysis, financial impacts, facility concepts and funding options for further consultation with the committees, user groups and the community prior to a decision by Council.

Moving from the AAMP into the long term Civic Spaces and Places initiative for these priorities, Recommendation #1 was with regards to the Public Safety and Protective Services Centre (PSPSC), and at their meeting on April 5, 2022, Council passed the following resolution:

> *AND THAT COUNCIL direct staff to develop a work plan that describes the scope, schedule, budget, resourcing, and community engagement required to prepare the proposal for the Public Safety and Protective Services Centre for review by Council prior to proceeding.*
>
> *Recommendation #1 Public Safety and Protective Services Centre* - Develop a new Public Safety and Emergency Services Centre downtown to replace Fire Hall #1 and house the Penticton Fire Department, Bylaw Services, Community Policing and the City's Emergency Operations Centre. Upgrade Fire Hall #2 at its current location.

AAMP Recommendation - Public Safety and Protective Services Centre

Upon completion of the Civic Places and Spaces process, the main trigger for the proposed PSPSC was the condition of Fire Hall #1 and a significant need for reinvestment and expansion. It was identified through the review that the facility was unable to provide sufficient operating space for new equipment and vehicles and delaying the upgrade will extend the period in which older equipment can be procured / put into service. There is also an identified need for a downtown location for a combined Public Safety and Emergency Operations Centre facility accommodating Fire and Emergency Services, Bylaw and Community Policing, based on increased demand for these services and opportunity for efficiencies being part of a consolidated facility.

With the increase in the number of high-rise buildings (6 plus storeys) and proposals for many more within the City, there is requirement for the Fire Department to purchase a new 100' ladder truck in 2023, increasing the fleet of ladder trucks to two (2). With this fleet expansion there will be no location to house the reserve ladder truck into either of the current Fire Halls. As a result of the review completed as part of the AAMP, specific recommendations moving forward included the following:

- Rebuilding the Fire Hall on a selected alternate site within the downtown allows for construction to occur with no disruptions to existing services – when the new building is done, services will migrate over and the old Hall will be decommissioned
- There is an identified need for a downtown location for a combined Public Safety and Emergency facility accommodating Fire and Emergency Services, Bylaw and Community Policing.
- This option then releases the existing fire hall site for sale and redevelopment after demolition, with financial benefit to the City. Having Bylaw Services move into the new building also alleviates the lease the City has with Bylaws' current Main Street location.
- Through sequencing of the new build, the impact on City expenditure could be managed to the lowest point.
- There is no clear cost benefit to deferring reconstruction or renovation of the existing fire hall to provide the required amenity and service levels required by Penticton Fire Services when there is the possibility of a rebuild on a separate site and it is recommended that this option be funded and implemented within 3 years.
- The community engagement process identified the potential for housing to be incorporated into this facility, working with potential housing partners to provide affordable housing and meet the needs of the community.

Staff are now bringing forward the request to move forward with these recommendations.

Proposed Public Safety & Protective Services Centre

The proposal being brought forward will allow for the identification of a downtown location for the design and construction of a combined Public Safety and Emergency facility accommodating Fire and Emergency Services, Bylaw and RCMP. The inclusion of affordable housing and potential for commercial tenants a part of this project will also be reviewed as part of concept development. A summary of the high level needs of each user group within this facility is outlined below:

- *Fire Services*

  Fire Hall #1 is located at 250 Nanaimo Avenue West and includes approximately 12,500 sq/ft over two floors, containing space for vehicle and equipment storage, administrative offices, Emergency Operations Centre, meeting and training facilities. 12 staff work out of the facility. The facility and its resources provide effective emergency and life safety services, promotes safe and secure conditions for individuals and businesses, provide training and community awareness on fire safety and emergency response awareness and provide support fire services to surrounding communities.

  Larger vehicles are expected to be located and consolidated within Fire Hall # 2, into the future, reducing the need for larger vehicle bays within the PSPSC, however details of vehicle use will be assessed as part of this process.

- *Emergency Management Services*

  The City of Penticton Emergency Operations Centre (EOC) is located within Fire Hall #1. Heavily invested in over recent years, this essential facility provides for the City's headquarters during emergency events in our community.

- *Emergency Support Services*

  Emergency Support Services (ESS) is an internal City department/team/entity/group within the Penticton Fire Department. The City has legislated and regulated requirements from the Province to deliver ESS as a service.

  The City's ESS facility is currently located at 199 Ellis Street. The team has an administrative office (inside), training room (use the fire department's training space when ESS requires it) and storage (via a sea can) at the training complex at Fire Hall 202. During activations, they use the old bus barn at 199 Ellis Street as the City's primary Reception Centre (approximately 7,800 sq/ft), and a high school gym as the designated group lodging facility should the team need to provide group lodging during a mass evacuation. Also, the City has agreements with Animal Lifeline Emergency Response Team (ALERT) to use the Penticton Animal Intake Facility at the current animal pound (2330 Dartmouth Drive). This is to support the City with providing animal services during disasters/emergencies.

- *Bylaw Services*

  Bylaw Services are currently located at #101-284 Main Street, within a commercial business frontage that contains 1,604 sq/ft. The space contains office space, front counter space, staff amenities and space for the current team of 17 Bylaw members. The existing space provides for a visible frontage downtown and is easily accessible by the public, however is located within a privately owned building.

- *RCMP*

  The City's Community Policing office is located at RCMP Headquarters at 1168 Main Street. The existing RCMP facility is constrained in terms of it's current footprint as a result of increased

resources and space needs. Over the past few years the building has undergone significant renovations to support an increase in members and support staff, safety improvements and increased capacity in the forensic lab, a secure room to safely handle high potency drug exhibits, along with other improvements to improve the Detachment's investigational ability to meet the increased demands for these resources and functions in the community.

As part of the PSPSC the opportunity to assess the potential for new space for RCMP members and the Community Policing function will be an important part of the upcoming process.

- *Penticton Search & Rescue*

  An opportunity that will be considered is the potential inclusion of a portion of the Penticton Search and Rescue operations in the new PSPSC. While space needs may not allow, staff will work with the organization to identify opportunities where appropriate during the early phase of the process.

- *Affordable Housing*

  In consideration of an eventual downtown site being home to the PSPSC, it is conceivable that the facility will contain 2-3 floors of space required to accommodate these uses. However, in consideration of ensuring the highest and best use value for what would be very valuable downtown real estate and in line with the City's need for more affordable housing, the opportunity presents itself to look at the viability of housing within the PSPSC. Within a multi-storey building, in particularly downtown, a facility that can be home to the City's emergency and protective services needs in addition to a range of affordable housing opportunities is a unique opportunity that should be investigated. There are several positive examples of this in other communities where BC Housing has partnered to utilize air space above public facilities for social housing projects.

- *Commercial Use*

  Depending on the site conditions, financing needs and opportunities for aligned used, there may be the opportunity for commercial tenants within the space of the future PSPSC. While nothing specific has been identified at this time, through the design and planning process, commercial opportunities should be considered. Many needs in the community such as day care would warrant consideration as part of this process, should funding, space availability and partnerships come to fruition.

- **Additional City space needs**

  There maybe opportunities within this type of facility to accommodate additional City-related space needs. Records management needs, for example, would align well with this type of facility, however these and other opportunities will be investigated as part of the planning and design process.

Work Plan

To commence the development of this project, the following Work Plan has been developed with approximate timing, in line with the Major Capital Projects – Facility Management Development Process developed for this project (Attachment A).

- *Phase 1: Scoping & Needs Assessment (Q3-Q4 2022)*

  The first phase of the project will involve a complete analysis of the background materials, user group needs, stakeholder and partnership opportunities. A space needs analysis will be undertaken working with all proposed user groups to determine the space programming required within the facility. Identification of required City processes, policy compliance and approval processes will also be identified in the first phase of the process, including the creation of a Project Steering Committee.

  As part of the first phase, a site analysis will be undertaken to assess potential land needs for a future facility. We will look at both existing City owned land and potential opportunities for acquisition as part of the early stages of the process.

  The City will also review existing and recently constructed facilities of a similar nature to assess the potential for how partnership came together and the potential for multi-use space within a facility in Penticton.

  This first phase of the process will be undertaken by staff utilizing professional advice for space needs and site analysis assessments required to inform the next phase of the process. Both Space Planning and Real Estate consultants will be engaged during this phase of the process.

- *Phase 2: Site Option Analysis & Program Development (Q1-Q2 2023)*

  The second phase of the process will include the detailed site analysis, community engagement, detailed space programming and high level concept development for the project. Selecting the appropriate site will be an important part of the early stages of this process and will include the potential use of existing city land and opportunities for future land acquisition where deemed appropriate.

  The identification of sustainability opportunities for the project will also be assessed in line with the City's Climate Action Plans. Initial cost estimates for the project will be developed at this stage.

- *Phase 3: Planning & Design (Q3-Q4 2023)*

  The planning and design phase will involve the finalization of the space program for the facility and begin the building design schematics / options, including servicing and access plans. A preliminary budget and schedule for completion will be identified at this stage. Funding and financing details will be developed, including granting opportunities and municipal financing if required. The completion of this phase will result in a Design Brief that will be provided to the project Architect so that the detailed design and drawings can be competed.

- *Phase 4: Detailed Design & Business Case (Q4 2023 – Q1 2024)*

  This phase will involve the detailed architectural drawings for submission with the City's development process. This phase will include community engagement on the design options and final sign off by user groups and Council before moving into the Building Permit process.

A business case will be developed based off the plans completed and allow for project costing, financing and funding arrangements to be approved by Council. The business base will be used to secure funding / financing where required.

- *Phase 5: Construction Drawings (Q2-Q3 2024)*

  Once funding has been secured, this phase will commence to complete the detailed design and building permit process. The construction tender process will also be part of this phase.

- *Phase 6: Construction & Completion (Q4 2024 – Q4 2025)*

  The final phase of the project will include the construction commencement, all the way to occupancy and completion of the facility.

Steering Committee

The creation of a project Steering Committee involving representatives of the user groups and partners, including the City's Finance Department, will help guide the project's development and design. For the PSPSC, key project stakeholder groups will include, Fire, ESS, RCMP, Bylaw, Finance, Facility Management and other partner groups if required. The Committee will meet bi-monthly during the development of the project and will report to the Project Manager.

Engagement Process

At the end of the design and planning process, the City will need to make a decision on whether or not to proceed to build the new centre as recommended. As the decision will have significant impacts on City finances, lands and essential services, staff are recommending a comprehensive communications and engagement strategy to ensure community awareness and involvement and support an informed decision. A detailed communications and engagement strategy will be developed over the coming months in accordance with the City's Community Engagement Framework. Some of the key strategies will include:

- Council will receive an update at the end of each phase of work and provide direction on the next phase.
- Representatives of the key project stakeholder groups will be identified at the onset and involved in each phase of the process.
- A project site will be established on shapeyourcitypenticton.ca as a central resource for all project information.
- The community will receive regular updates on the process at key milestones through local media and the City's communications channels.
- Residents will be consulted on key decisions including the location, design and programming of the building.
- Project communications will use the Civic Places & Spaces identity to build on the awareness created during the work to create the Asset and Amenity Management Plan.

Financial Implication

The 2022-2026 Financial Plan included an estimate of $400,000 for initial design work that was included in the unfunded capital. The work planned for 2022 will cost $75,000 and be funded from administrative

savings. Future costs for continuing this project will be incorporated into the 2023-2027 Financial Plan with funding identified through that process.

At this early stage of the process there are a number of financial models for financing a project like this into the future and staff will investigate all opportunities including but not limited to grant funding, borrowing, public-private partnerships, and collaboration with housing providers and commercial tenants.

Climate Action

The City's Corporate Energy and Emissions Plan was approved by Council in May 2022. Direction in the Plan will ensure that new facilities meet certain requirements and objectives which will be implemented through the development of the PSPSC such as:

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

Analysis

In order to commence the first phase of the project, staff are requesting funding to commence the first phase of the project. An allocation of $75,000 will go towards an existing space analysis and needs assessment and preliminary site identification process, ensuring that the subsequent phases are informed to enable the project to move forward. The space planning inventory and needs assessment will be provided to the eventual project design team for use in the planning, design and programming of the new facility. Research will also be undertaken on similar types of facilities across the Province and country to look at lessons learned to help inform this important project for the City.

Attachments

Attachment A – AAMP – Public Safety & Protective Services Building Sections

Attachment B – Detailed Capital Project Process Outline

Respectfully submitted,



Anthony Haddad
General Manager, Community Services

Concurrence

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

Attachment A – AAMP – Public Safety & Protective Services Building Sections

ASSET AND AMENITY MANAGEMENT PROJECT

Fire Services (Fire Halls #1 & #2)

Fire Hall #1, #2 - Current State

Business Objective

- Provide effective emergency and life safety services.
- Promote safe and secure conditions for individuals and businesses.
- Provide training and community awareness on fire safety and emergency response awareness.
- Provide support fire services to surrounding communities.

Current Status /Challenges

- Data source - 2013 BEHR study (Fire Department Services Review)
- Existing stations are structurally and physically unable to accommodate modern fire fighting equipment that would improve efficiency and effectiveness of operations.
- Existing two-station model meets NFPA 1710 requirement for 7-minute and 10-minute response times for the full City footprint; a one-station model does not meet the NFPA 1710 standards.
- Redevelopment of FH1 is not possible in the current location without availability of feasible swing space.
- As FH1 is also the command centre, potential instances of suspension or disruption of services is to be avoided during planned redevelopment.



Current Operational Status (3-year average) and Asset Condition

Asset	FH1	FH2	Fire Services	
Condition of each asset (Age)	FCI 23% (69)	FCI 23% (55)		
Replacement cost	$7,188,465	$3,082,602		
5-year capital exp. plan	$0	$0		
Annual CAPEX	$0	$0	$0	$0
Annual OPEX	$99,151	$82,213	$0	$181,363
Annual REVENUE	$0	-$5,599	$0	-$5,599
Services				
ALL EXPENDITURE (Annual)	$0	$0	$6,474,014	$6,474,014
Annual REVENUE	$0	$0	-$556,037	-$556,037
	$99,151	$86,613	$5,917,977	$6,103,741

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29

Overall Operating and Asset Condition Status

Fire Hall # 1

- The asset is currently unable to provide sufficient operating space for new equipment and vehicles (as defined by BEHR Report and Fire Chief) and delaying the upgrade will extend the period in which inadequate equipment can be procured / put into service.
- Example of new Equipment: With the growth of high-rise buildings within the City, there is requirement to purchase a new 100' ladder truck in 2023, increasing the fleet of ladder trucks to two (2). With this fleet expansion there will be no location to house the reserve ladder truck into our current facilities.
- There is an identified need for a downtown location for a combined Public Safety and Emergency Operations Centre facility accommodating Fire and Emergency Services, Bylaw and Community Policing.
- The total asset investment requirement determined in the FCI report is approx. $4.8 million (2020 estimate) whereas the cost of a new building is estimated at $7.2 million (2020 estimate).

Fire Hall # 2

- The asset is currently unable to provide sufficient operating space for new equipment and vehicles (as defined by BEHR Report and Fire Chief) and delaying the upgrade will extend the period in which inadequate equipment can be procured / put into service.
- The total asset investment requirement determined in the FCI report is approx. $1.93 million (2020 estimate) whereas the cost of a new building is estimated at $3.1 million (2020 estimate).
- With sufficient space available on the site, additional service relocations (EMS; water rescue equipment) could be considered in the building design, with potential revenue from sub-leases for these additional services off-setting the operating costs of the fire hall.

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Solutions and Risks – Fire Hall #1

Possible Solutions	Potential Risks
Option 1 – Fire Hall# 1 - Continue with maintenance and costs at current funding levels; full asset rebuild at Year 7/8 on the same site	• The City has invested minimal in asset maintenance and upgrades over the past 3 years. • The City currently has $95,000 allocated for upgrades or renovations to the asset for the next 5 years. • The current estimated asset FCI (23%) suggests that within the next 5 - 10 years the building will require significant maintenance, outside of the obvious needs for upgrades and enhancements to provide additional space the anticipated new equipment, and functional upgrades to the administrative and Emergency Operating Center (EOC). • This option assumes a full rebuild on the same site in Year 7. • If the decision is taken to build a new Fire Hall on a nearby City-owned site, the financial projections will closely proximate the Option 3 curve.
Option 2 – Fire Hall# 1- Continue with maintenance as planned / projected in FCI recommendations; a partial renovation is anticipated at Year 7 to enhance asset functionality but no full rebuild	• The total asset investment requirement determined in the FCI report is approx. $4.8 million (2020 estimate) whereas the cost of a new building is estimated at $7.2 million (2020 estimate). • This option projects the impact of investing the FCI total of $4.8 million over the first 6 years. • At Year 7 a partial renovation is assumed (estimated costs as a percentage of full rebuild cost), allowing for structural adjustments and changes to the building to allow for new equipment in the upgraded building. • It is anticipated that this approach will not provide any significant financial savings, except that as the asset is maintained over the years 1-6, maintenance and renovation/upgrade opportunities may present, providing opportunities for cost savings on overall estimate renovation costs.

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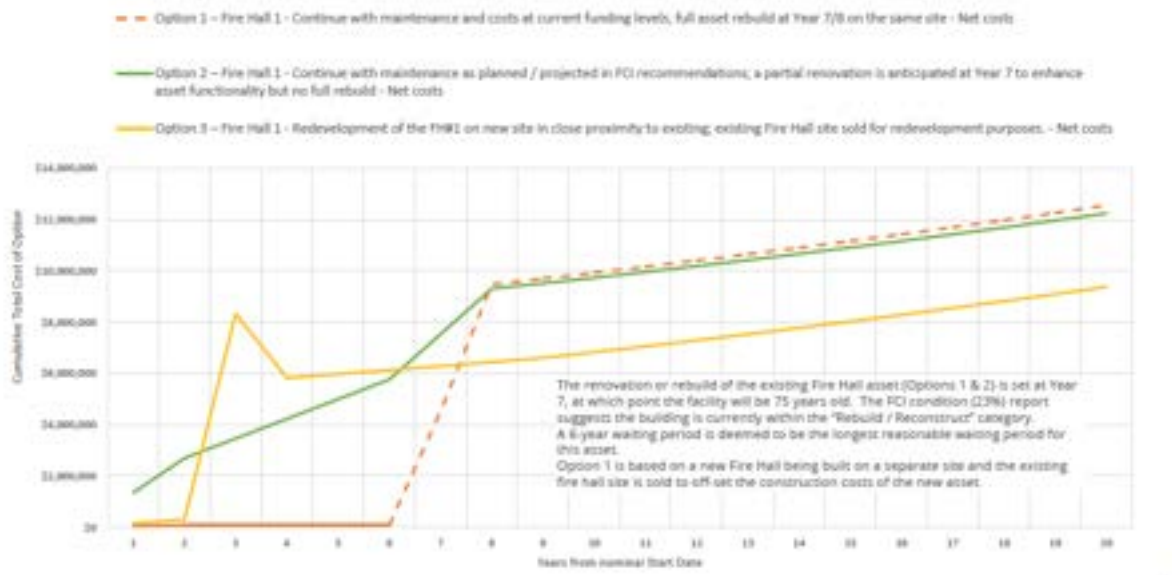
Solutions and Risks – Fire Hall #1

Possible Solutions	Potential Risks
Option 3 – Fire Hall #1 -The redevelopment of FH1 on a City owned site within a City block distance	• It is anticipated that a New FH-1 could be constructed on a nearby City-owned property. This option allows the construction of the new building with no impact on existing fire and emergency response services in the north / downtown regions of Penticton. • Upon relocation of the fire services to the New FH-1, the existing FH-1 can be demolished, and the site made available for resale, and with existing developer interest in the site there would be a strong likelihood of sale and redevelopment. • It is envisaged that this new FH-1 could become a combined **Public Safety and Emergency facility**, housing the Fire Hall 1, Bylaw and Community Policing.

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Financial Projections – Fire Hall #1



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Solutions and Risks – Fire Hall #2

Possible Solutions	Potential Risks
Option 1 - Fire Hall# 2 - Continue with maintenance and costs at current funding levels; full asset rebuild at Year 15 (end of asset life cycle)	• The City has invested minimal in asset maintenance and upgrades over the past 3 years. • The City currently has $335,000 allocated for upgrades or renovations to the asset for the next 5 years. • The current estimated asset FCI (23%) suggests that within the next 5 – 10 years the building will require significant maintenance, outside of the obvious needs for upgrades and enhancements to provide additional space the anticipated new equipment. • The projections are that the asset will be replaced in Year 15, at which point the asset will be 70 years old • The assumption is that a new building will be built on the same site, and once completed the old building will be demolished.
Option 2 – Fire Hall# 2- Continue with maintenance as planned / projected as per FCI recommendations; a partial renovation anticipated at Year 15 to expand asset functionality and asset life cycle.	• The total asset investment requirement determined in the FCI report is approx. $1.93 million (2020 estimate) whereas the cost of a new building is estimated at $3.1 million (2020 estimate). • This option projects the impact of investing the FCI total of $1.93 million over the first 7 years. • At Year 15 a full renovation is assumed (estimated costs as a percentage of full rebuild cost), allowing for structural adjustments and changes to the building to allow for new equipment in the upgraded building. • It is not anticipated that this approach will provide any significant financial savings, except that as the asset is maintained over the years 1-6, maintenance and renovation/upgrade opportunities may present, providing opportunities for cost savings on overall estimate renovation costs.

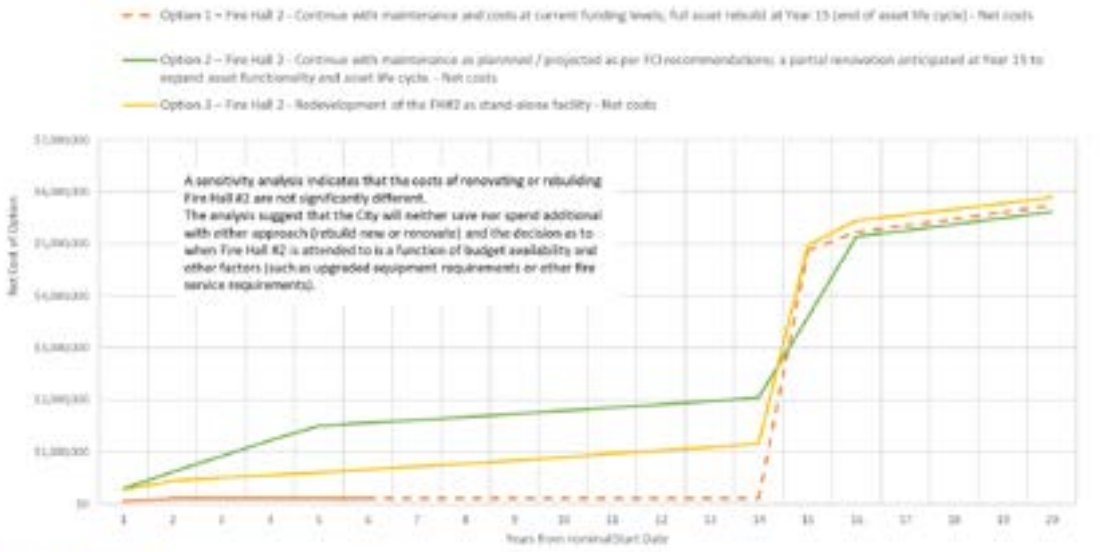
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Solutions and Risks – Fire Hall #2

Possible Solutions	Potential Risks
Option 3 – Fire Hall#2 - Redevelopment of the FH#2 as stand-alone facility	• It is anticipated that a New FH-2 could be constructed on the same site, in an area adjacent to the existing fire hall, with no impact on existing fire and emergency response services in the southern regions of Penticton. • Upon relocation of the fire services to the New FH-2, the existing FH-2 can be demolished. • With sufficient space available on the site, additional service relocations (EMS; water rescue equipment) could be considered in the building design, with potential revenue from sub-leases for these additional services off-setting the operating costs of the fire hall.

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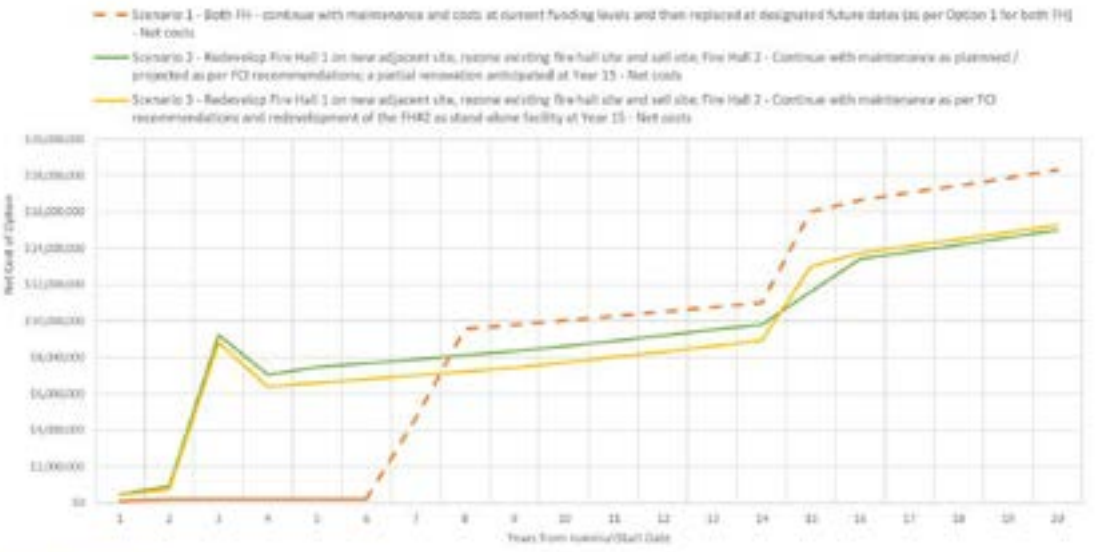
Financial Projections – Fire Hall #2



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Financial Projections – Fire Hall Combination Scenarios



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Conclusions & Recommendation

Fire Hall #1: Option 3 recommended

- Rebuilding the Fire Hall on a selected site within a City block allows for construction to occur with no disruptions to existing services.
- There is an identified need for a downtown location for a combined Public Safety and Emergency facility accommodating Fire and Emergency Services, Bylaw and Community Policing.
- This option then releases the existing fire hall site for sale and redevelopment after demolition, with financial benefit to the City.
- Through sequencing of the new build, the impact on City expenditure could be managed to the lowest point.
- There is no clear cost benefit to deferring reconstruction or renovation of the existing fire hall to provide the required amenity and service levels required by Penticton Fire Services when there is the possibility of a rebuild on a separate site and it is recommended that this option be funded and implemented within 3 years.

Fire Hall #2: Option #3 recommended

- Fire Hall #2, while important provides the lesser of the fire services to Penticton, has the lower CAPEX requirement and can be readily rebuilt on the existing site with minimal disruption to existing services.
- This asset can be maintained and gradually renovated as and when required to meet servicing needs and requirements, or fully rebuilt later.
- A preliminary financial sensitivity analysis indicates little variation between all 3 options over the 20-year planning period and deferring replacement to Year 15 result in an asset age at replacement of 71 years.
- This deferred timeline allows City to allocate funds in the interim to other asset replacement / renovation projects.

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Attachment B – Detailed Capital Project Process Outline

MAJOR CAPITAL PROJECTS – FACILITY MANAGEMENT DEVELOPMENT PROCESS

DRAFT OUTLINE

Process Step	Description	Action / Consultation
SCOPING & NEEDS ASSESSMENT		
PRELIMINARY PLANNING / NEEDS IDENTIFICATION	• Identify Project Manager from the City / Contractor to coordinate process • Review AAMP Recommendations / Project alignment • Client identification / Project Objectives confirmed from City User Groups • Creation of Project Steering Committee that includes representatives from User Groups, Facilities, Finance and Communications. • Stakeholder Identification • Preliminary options assessment for consideration of project • Estimate of magnitude of building or renovation • Set approximate timelines • Identify preliminary City / Community contextual issues. • Identity relevant City processes that must be followed • Early potential funding discussions to establish viability of vision.	• Facilities Management • Steering Committee
PARTNERSHIP POTENTIAL	• Identification of potential partners outside of City departments / user groups that may be involved such as housing, commercial tenants, etc.	• Facilities Management
SPACE ALLOCATION & PROJECT COMPLIANCE	• Hire Space Planner to assist in developing existing and future space needs for user groups. • Review current and proposed space needs for potential user groups • Confirm project alignment with City of Penticton Bylaws, Master Plans & Policies	• Facilities Management • Procurement
COMMUNICATIONS AND COMMUNITY INPUT	• Strategy developed to keep key stakeholders and community informed and involved as appropriate in the project. • Preliminary conversation with PIB	• Communications
COUNCIL APPROVAL	• Concept & Rationale • Endorsement of Steering Committee • Endorse Hiring of Architecture Firm to Manage Project • Release budget funds for subsequent phase	• Presentation to Council
SITE ANALYSIS & PROGRAM DEVELOPMENT		
ARCHITECT SELECTION	• Follow procurement process for selection of architectural firm	• Facilities Management • Procurement
COMMUNICATIONS AND COMMUNITY INPUT	• Systems established to inform key stakeholders and the community about the project and process including but not limited to project shapeyourcitypenticton.ca, video, project overview and news release • Consultation to develop project parameters and impacts, site selection, funding, opportunities for partnerships, community needs, potential private use partnership alignments	• Facilities Management • Engagement
SITE ASSESSMENT	• Site review and recommendations for site alternatives. • Review to include land use, utilities, transportation, sustainability, environmental assessment and neighbourhood impact.	• Facilities Management • Land Management • Planning

SUSTAINABILITY OPPORTUNITIES	• Identify project sustainability objectives and opportunities including alignment with City's CCAP & CEEP objectives. • Utilities / power system / power generation opportunities	• Facilities Management • Infrastructure • Planning • Climate Action
MASTER PROGRAM	• Architect to prepare master program in consultation with Steering Committee	• Facilities Management
INITIAL COST ESTIMATE	• Prepare initial capital cost estimate based on master program. • Adjust program as required to address budget constraints in consultation with project client.	• Facilities Management
FUNDING & FINANCING ASSESSMENT	• Consult with Steering Committee and SLT to begin development of a viable funding and financing plan, including granting opportunities.	• Facilities Management • Finance
STEERING COMMITTEE APPROVAL	• Recommendation to Council to proceed to next step	
COUNCIL APPROVAL	• Site, master program, initial cost estimate, funding sources, financing requirements, planned schedule, space allocation. • Release budget funds for subsequent phase	• Facilities Management
PLANNING & DESIGN		
COMMUNICATIONS AND COMMUNITY INPUT	• Present project information to community and stakeholder organizations • Provide regular updates at key milestones	• Facilities Management • Engagement
FUNCTIONAL PROGRAM	• Architect to prepare functional program with oversight from Steering Committee	• Facilities Management •
URBAN DESIGN CONTEXT & SITE SERVICING PLAN	• Consult with Planning & Infrastructure to review public realm integration. • Consult with Planning, Infrastructure, Engineering & Building to prepare conceptual utilities servicing plan.	• Facilities Management • Planning / Engineering
BUDGET & SCHEDULE	• Preliminary capital budget and project schedule prepared by Architect based on functional program. • Consult with Facilities Management / Operations on life-cycle operating and capital renewal costs.	• Facilities Management •
FUNDING & FINANCING PLAN	• Continued engagement with Finance to confirm funding viability, including confirmation of known funding sources. • Prepare fundraising assessment if required. • Confirm financing terms and availability if required.	• Facilities Management • Finance
INITIAL RISK ASSESSMENT	• Identify potential project risks with input from Facilities Management, Risk Management and Finance • Prepare project risk register with input from Project Steering Committee. • Update at the appropriate times to include input from design and construction teams.	• Facilities Management • Finance / Risk Management
DESIGN BRIEF	• Prepare Project Design Brief based on the preliminary assessment completed which will inform the Detailed architectural design process.	• Facilities Management • Planning / Engineering
PLANNING	• Will there need to be OCP amendments or rezoning that should be factored into the planning process and considered for engagement?	• Facilities Management • Planning
STEERING COMMITTEE APPROVAL	• Recommendation to Council to proceed to next step	
COUNCIL APPROVAL	• Project in principle, site, preliminary capital and operating budgets, preliminary funding sources and financing, preliminary program, preliminary schedule, proceed to schematic design. • Release budget funds for subsequent phase.	

DETAILED DESIGN & BUSINESS CASE		
SCHEMATIC DESIGN	• Engage other design consultants and construction manager as required. • Schematic design with input from Steering Committee and in accordance with the functional program, City bylaws and policies, specific sustainability objectives, budget and schedule. • Schematic design reviews by Steering Committee; costing review.	• Facilities Management • Planning •
DESIGN DEVELOPMENT	• Continuation of design and program refinement in accordance with the project goals. • Design development reviews by City operational groups. • Design development costing review. • Develop potential value engineering strategies with Project Working Committee.	• Facilities Management • Planning
DEVELOPMENT PERMIT PROCESS	• Development Permit Application Submitted to Development Services Department • Present to Technical Planning Committee	• Facilities Management • Planning
COMMUNICATIONS AND COMMUNITY INPUT	• Present project information to community and stakeholder organizations • Provide regular updates at key milestones • Engagement to gather feedback on draft designs	• Facilities Management • Engagement
BUSINESS CASE (If Provincial funding contribution is involved)	• Description of need; funding request; options analysis; implementation strategy (management and governance structure; schedule; monitoring and control systems, risk management strategy; procurement); Class C budget estimate.	• Facilities Management • Finance
STEERING COMMITTEE APPROVAL	• Recommendation to Council to proceed to next step	
COUNCIL APPROVAL	• Design, capital and operating budgets, program, schedule, sustainability, authorization to issue Development Permit, proceed to working drawings and tender. • Release budget funds for subsequent phase .	
CONSTRUCTION DRAWINGS		
WORKING DRAWINGS & CONSTRUCTION DOCUMENTS	• Prepared in accordance with City Bylaws and Policies	• Facilities Management • Building / Engineering
TENDER PROCESS	• Pre-qualify bidders if applicable; Issue tenders; Receive and evaluate tenders. • If required, implement value engineering strategies with Steering Committee and operational partners (if applicable) • Prepare award recommendation.	• Facilities Management • Procurement
BUILDING PERMIT	• Coordinate submission of drawings and Letters of Assurance for Building Permit.	• Facilities Management • Building •
COMMUNICATIONS AND COMMUNITY INPUT	• Present project information to community and stakeholder organizations • Provide regular updates at key milestones	• Facilities Management • Engagement
STEERING COMMITTEE APPROVAL	• Recommendation to Council to proceed to next step	
COUNCIL APPROVAL	• Final capital and operating budgets, final funding sources and financing, program, schedule, award of contract(s) for construction	

	• Release budget funds for subsequent phase.	
CONSTRUCTION & COMPLETION		
CONSTRUCTION	• Award contracts, obtain building permit and under take construction. • Prepare on-going status updates and cash flow reports for the Project Steering Committee. • Manage change order requests. • Communicate and evaluate any proposed changes to Project Working Committee and operational stakeholders. • Coordinate with Building Operations transition team and facility manager. • Coordinate regulatory and quality assurance inspections.	• Facilities Management • Building • Procurement
SUBSTANTIAL COMPLETION	• Coordinate final regulatory and deficiency inspections. • Obtain Letters of Assurance. • Initiate handover to Building Operations transition team following standard checklist.	• Facilities Management • Building
POST CONSTRUCTION	• Demonstrate systems operation. • Obtain necessary operating permits and occupancy permit. • Deliver records drawings and maintenance manuals. • Address queries or complaints from building users. • Complete operational handover.	• Facilities Management • Building
OCCUPANCY	• Coordinate user move-in. • Install specialty equipment. • Clear outstanding deficiencies and warranty items. • Begin closure of capital account. • Prepare project completion report.	• Facilities Management • Building
POST OCCUPANCY EVALUATION	• Stakeholder meeting to review final project design, development process, cost, operating costs, user satisfaction, material durability, compliance with sustainability / energy targets and lessons learned. • Outstanding legal issues, if necessary.	• Facilities Management • Finance
COMMUNICATIONS AND COMMUNITY INPUT	• Present project information to community and stakeholder organizations • Provide regular updates at key milestones	• Facilities Management • Engagement
STEERING COMMITTEE INFORMATION	• Recommendation to Council to complete project file	
COUNCIL INFORMATION	• Project Completion Report (post occupancy evaluation) • Financial wrap up	

Attachment B

Community Safety Building – Site Options Report

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city of penticton community safety building feasibility study

issued: 2023-september-28

DRAFT 4

JDa

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1. executive summary

1. executive summary

Johnston Davidson Architecture was commissioned to perform a comprehensive feasibility study to review potential site and building configuration options to provide the City of Penticton a Community Safety Building, comprised of a new Headquarters Firehall, Community Safety Policing Annex (RCMP) and City Bylaw offices, or a combination thereof. This report provides architectural analysis for potential solutions and considerations for informed decision making and provide confidence for future planning.

Currently, the existing firehall, RCMP and City Bylaw Services buildings and facilities have separately, either met the end of their respective service life, out grown or maximized the available floor space or simply no longer meet the functional program requirements for safe and effcient operation or are deficient in all three areas. The City of Penticton wishes to study the ability to construct a new facility which can house all three user groups in an effort to maximize land use, optimize building systems and structure (post-disaster design), leverage opportunities for shared spaces. Ultimately, the intended goal will result in a colcated, Community Safety Building that benefits from economies in construction costs, (shared structures and systems), land use and shared spaces to protect and serve the community.

Four separate sites were initially identified for study, (existing Library / Museum property, Existing Firehall No. 1 at 250 Nanaimo Ave W, 450 Martin Street, and the Ellis Street Properties), three of which are city-owned properties and one site privately owned. The strategies to evaluate each site began with a space needs analysis to develop the program and size of each, separate user group facility. From there, a “fit-test” with a potential building foot print was sited on each of the properties and correponding site analysis for access, egress, parking, traffic, bicycle and pedestrian movements were examined further to qualify or disqualify the properties to ultimately arrive at a recommendation.

A space needs analysis was then undertaken to confirm the needs and functional areas of the various users groups, which created customized Space Programs for the three building and occupant types. The end result is a Space Program Chart which indentifies every building space, recommended size, functional requirements and anticipated gross up factor to arrive at a gross floor area.

Through the results derived from the space program work, potential building foot-prints were generated and fit-tests where the building foot print is positioned on each of the proposed sites were developed which could be studied and determine the viability of each site. The site analysis work reviewed vehicle access, egress, parking, planning impacts and overall public safety concerns.

Through review and analysis of the site fit-tests, two potential scenarios were developed;

1. Planning Option #1, Site #3 (Ellis Street Properties - North Site)

2. Planning Option #2 (250 Nanaimo Ave W and 450 Martin Street)

Given Planning Option #2 requires the purchase of 450 Martin Street (privately owned) and anticipates the involvement of a Developer, it was not pursued further; however, it is a highly valued option as it would provide cost benefits to colocate the RCMP Annex and Bylaw Services into a shared, residential or commercial building.

Planning Option #1, Site #3 which provides a solution for a comprehensive, colocated facility with all necessary occupant partners was carried forward with additional detailed design and cost estimating.

Class ‘D’ level cost estimates created for Planning Option #1, Site #3 and a stand-alone Firehall No. 1 Headquarters hall to be located on the existing city-owned Firehall No. 2 site, at 258 Dawson Avenue, will inform the City of Penticton of the estimated construction costs, including recommended escalation and contingency allowances.

Sustainability targets compliance with Provincial energy step code compliance for energy usage and green house gas emission levels, comparable to other municipalities. Note, it is anticipated this project will not pursue any type of recognized certification system, such as LEED.

Funding through grant opportunities has been identified as an important pursuit for this project. For this project it is recommended to pursue the Federation of Canadian Municipalities - Green Municipal Fund.

The following are detailed summaries of each report section.

2. space needs analysis

Spatial and functional requirements have been determined for a new headquarters, Firehall No. 1 Headquarters, including the Emergency Operations Centre (EOC), a new Bylaw Office, a new annex facility for RCMP Community Policing, and a new Satellite Firehall.

The intent was to review the individual programmatic needs of these distinct facilities and assess if there are opportunities and benefits to colocate into one, singular “Community Safety Building” or a combination thereof which is suitable for the proposed location, site size, meet ingress and egress requirements and achieve overall safety to the occupants and public.

To begin, a study of the existing headquarters firehall, at 250 Nanaimo Ave W, was undertaken to establish base needs and concerns moving forward. Afterwards, programming charrettes for each user group were conducted to understand current and future needs, plus examine the potential for shared spaces, synergies between the groups and any benefits or challenges to either colocate facilities or reasons as to not colocate.

The findings of the Space Needs Analysis work established facilities of the following areas:

community safety building

		SQM:	SQ.FT:
1.	Satellite Firehall	1,570	16,900
2.	RCMP Community Policing Annex	612	6,588
3.	Bylaw Offices	442	4,758
	TOTAL	2,624	28,246

firehall no. 1 headquarters

		SQM:	SQ.FT:
1.	Firehall No. 1	2,486	26,759

Note, detailed study of the existing Library / Museum property determined this site not to be viable, due to the lack of available developable site area, location (too far from the Downtown core) and anticipated costs and time requirements to relocate the existing Library and Museum.

For further details, please refer to the Space Programs sheets which list the recommended spaces, areas and corresponding functional comments for each facility.

2. preferred solutions

There are two preferred planning solutions derived from the study.

Planning Option #1:

a. site #1 (250 Nanaimo Ave W) - housing
b. site #2 (450 Martin St) - no development
c. site #3 (Ellis Street - north) - firehall / eoc / rcmp / bylaw
d. site #3 (Ellis Street - south) - housing

Planning Option #2:

a. site #1 (250 Nanaimo Ave W) - firehall + social housing
b. site #2 (450 Martin St) - rcmp / bylaw / eoc / cop + housing
c. site #3 (Ellis Street - north) - housing
d. site #3 (Ellis Street - south) - housing

Conceptual floor plan designs were provided for the RCMP and Bylaw groups, and intended to reflect Planning Option #2 (250 Nanaimo Ave W and 450 Martin Street), which requires two sites and Developer involvement, where a colocated housing scheme for 450 Martin would help Sketches demonstrate a colocated facility and confirms the recommended functional program spaces will fit the site and qualify this option.

Sketches for Satellite Firehall conceptual floor plans were also provided and reflect using Planning Option #1, Site #1 (existing Firehall site). Again, the sketches can confirm the functional program spaces will fit the site and qualify this option.

Even though two viable solutions, Option #1 and Option #2, have been presented, it is recommended a final solution is selected, which can be studied further, through detailed design work and Class ‘C’ cost estimate to provide the Client group to make well-informed decisions for future planning. For this study, Option #1, Site #3 was developed further with a colocated solution containing a Satellite Firehall, RCMP Community Policing Annex, and Bylaw Offices primarily based on the Ellis Street site is an existing, city-owned property.

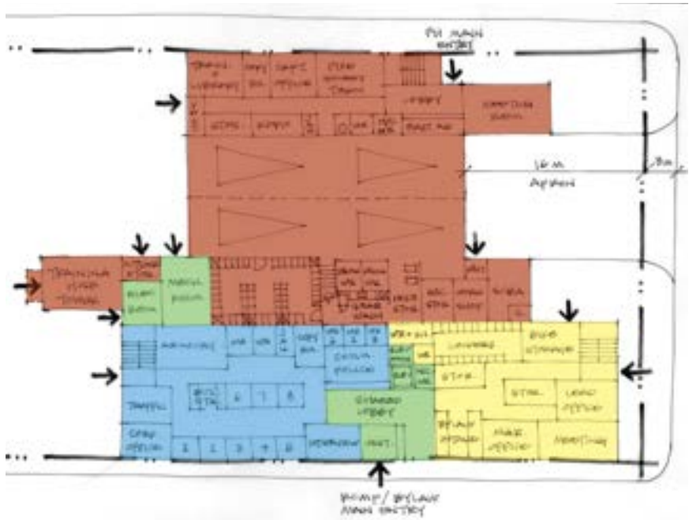
Community Safety Building Study Drawings:



Planning Option #1, Site #3 (Ellis Street Property - North) Site Plan



Community Safety Building - Upper Floor Plan



Community Safety Building - Main Floor Plan



Firehall No. 1 Headquarters (258 Dawson Avenue) Site Plan

5. sustainability

The proposed Penticton Community Safety Building will be designed in alignment with the City of Penticton's "Green Build" initiatives, which includes a focus on carbon reduction and step code compliance.

It is recommended a new facility to be designed to exceed the requirements of ASHRAE 90.1 (2016) Energy Standard for Buildings, Except Low-Rise Residential Buildings and meet the requirements of BC Step Code 3, with a focus on a sustainable and high performing, energy efficient building.

Step Code Level 3 is the recommended target for this project, as it is the current best practice employed by similar municipalities.

A sustainable certification system, such as Leadership in Environmental and Energy Design (LEED), WELL Building Standard, or Passive House design are methods to qualify a desired level of sustainable stewardship, but is neither necessary nor mandatory to achieve a "green building".

architectural strategies
The creation of a sustainable building is often viewed as the application of specific mechanical and electrical equipment to maximize energy usage, conserve water and reduce or elimate fossil-fuel appliances; however, there are many architectural elements which greatly aid in making buildings green and sustainable.

mechanical strategies
The building's mechanical systems should focus on highly efficient equipment, energy recovery on the ventilation system, and the elimination of fuel fired building equipment.

electrical strategies
The electrical system should employ measures to assist in minimizing the impact to the overall environment with calculated design decisions to be energy sensitive.

net zero energy
Net Zero Energy is the ability for a building to only use as much energy as it can produce from on-site renewable energy sources. Key to achieving a net zero energy performing building is to specify highly energy efficient components and systems.

net zero carbon emissions
Net Zero Carbon or Net Zero Emmissions is the goal to design a building which eliminates the need for fossil fuel (gas-fired) appliances and reduce overall Green House Gas (GHG) emissions.

6. cost estimates

community safety building
A Class 'D' cost estimate, produced by Professional Quantity Surveying firm Hanscomb, for a new colocated Community Safety Building, consisting of three separate occupants; Satellite Firehall, RCMP Community Policing

Annex and new Bylaw offices, which is to be constructed at the existing City-owned “Ellis Street Properties”, specifically the northern block located between Ellis Street, Nanaimo Avenue East and Backstreet Boulevard.

The size of the new facility is based on the following occupancy areas:

	OCCUPANT:	SQM:	SQ.FT:
1.	Satellite Firehall	1,570	16,900
2.	RCMP Community Policing Annex	612	6,588
3.	Bylaw Offices	442	4,758
	TOTAL	2,624	28,246

Estimated construction cost, including contingencies is $26,140,000.

- Cost per square metre $9,962 / sqm. (approx.)
- Cost per square foot $925 / sq. ft. (approx.)

firehall no. 1 headquarters

A Class ‘D’ cost estimate, produced by Professional Quantity Surveying firm Hanscomb, for a potential Firehall No. 1, Headquarters facility is based on a new 2,486 square metre, (26,759 square feet) building, constructed at the existing City-owned Firehall No. 2 site, located at 285 Dawson Avenue (and Camrose Street).

Estimated construction cost, including contingencies is $23,098,000.

- Cost per square metre $9,291 / sqm. (approx.)
- Cost per square foot $863 / sq. ft. (approx.)

Note, cost estimate pricing do not include taxes, soft costs, professional consulting fees, furniture, furnishing, equipment, and other similar costs. Please refer to each Cost Estimate reports for full details.

In addition, a Class ‘D’ cost estimate is a high-level cost estimate with an expected range of accuracy of +/- 20%-30%, and is an appropriate estimating level for the data produced from a feasibility study.

4. grant funding opportunities

The Federation of Canadian Municipalities (FCM), Green Municipal Fund (GMF) is a grant funding program JDa has recent experience assisting clients with securing significant project funding.

The specific GMF FCM funding program that is directly applicable to the City of Penticton Community Safety Building would be the “Capitial Project - New construction of energy efficient facilities”, which requires projects to achieve net-zero energy performance.

Funding amount: Regular loans and grants: Receive a low-interest loan of up to $5 million and a grant worth up to 15% of the loan; cover up to 80% of your eligible costs. High-ranking project loans and grants: These qualify for a low-interest loan of up to $10 million and a grant worth up to 15% of the loan; cover up to 80% of your eligible costs.

The estimated costs for integrating the level of energy and sustainability measures required for these grants range between 15% to 25% of the construction cost.

5. proposed schedule

A preliminary schedule has been developed which outlines conventional times lines for the Community Safety Building project, based on a standard Design-Bid-Build delivery method for a Stipulated Price Sum contract.

The following is a summary of the proposed project schedule and the anticipated project phase dates:

	PROJECT PHASE:	DATES:
1.	Prime Consultant RFP	Nov 2023 - Jan 2024
2.	Prime Consultant Award	Jan 2024
3.	Schematic Design	Jan 2024 - April 2024
4.	Design Development	April 2024 - June 2024
5.	Class ‘C’ Cost Estimate	End of Design Develop.
6.	Construction Documentation	June 2024 - Sept 2024
7.	Class ‘B’ Cost Estimate	60% Const. Documents
8.	Class ‘A’ Cost Estimate	90% Const. Documents
9.	Tender	Sept 2024 - Oct 2024
10.	Construction Contract Award	Oct 2024
11.	Construction Period - 24 months (General Contractor to confirm)	
12.	Occupancy	Oct 2026

13. conclusions

The conclusions drawn from this feasibility study has generated the following recommendations:

1. The existing Firehall No. 1 Headquarters, located at 250 Nanaimo Avenue West is no longer suitable to maintain operations due to lack of functional operational spaces, building size limits growth, and the structure and systems of the building have met the end of service life.

2. The existing RCMP Detachment building, located at 1168 Main Street, has met its functional capacity with no reasonable ability to renovate the existing floor space to accommodate the Community Policing expansion.

3. The existing Bylaw Services offices, located at 284 Main Steet, have operational requirements which require increased floor area and purpose-built spaces to function at the level required for, with the need for future growth, upsized locker and change room facilites, bicycle storage, general storage, dedicated business centre space, dedicated lunch room and kitchen space and an overall need for increased floor area.

4. A new, colocated Community Services Building is recommended to be located within the downtown core and should house a new Firehall, RCMP Community Policing Annex and Bylaw Services offices. The new facilit

5. The initial request of this study was to review existing Firehall No. 1 headquarters hall and relocate it to a new site, primarily located within the downtown area, a location which meets required response times and coverage needs. After studying the proposed sites, it was determined the sites did not meet the necessary widths to accommodate a 4-bay wide firehall and incorporate an RCMP and Bylaw Services facilites, as all three groups require significant grade-level access for operations, secure parking, non-secure parking and the related safe movement of vehicles and pedestrians. Thus, disqualifying all of the available sites. However, a solution to locate the smaller, 2-bay wide Satellite Firehall was identified, requiring less grade-level area, and made the proposed sites viable. This direction has created the following scenario:

    1. Locate a new Satellite Firehall No. 2 within the downtown core and make it part of the colocated, Community Safety Building.

    2. Locate a new Firehall No. 1 Headquarters to the existing Firehall No. 2 site, at 285 Dawson Avenue, and decommission the existing Firehall No. 2 on-site.

6. A new Firehall No. 1 Headquarters is recommended to be located at 285 Dawson Avenue, which is the current location of Firehall No. 2, (city-owned property).

7. A new Firehall No. 2 facility is recommended to be colocated with the proposed Community Safety Building, located downtown.

    1. The existing Firehall No. 2, currently located at 285 Dawson Avenue, is similar to Firehall No. 1 where the building is no longer suitable to maintain operations due to lack of functional operational spaces, limited building size, and the structure and systems of the building meeting the end of service life.

8. The recommended site which best suits the needs for a new Community Safety Building is the Ellis Street Property - North Site.

    1. This site is city-owned, does not require any land acquistion costs.

    2. The site is undeveloped and does not require any demolition costs.

    3. The site is located in the perferred Downtown core, which meets the needs of all three major occupants.

    4. The site is relatively flat, is bordered by streets on three sides and is rectangular in shape. These charateristics makes this site ideal for vehicle access, parking and safe pedestrian flow.



Pitt Meadow Firehall + EOC - apparatus bays

2. space needs analysis

1. introduction

This section of the report outlines the spatial and functional requirements for a new headquarters, Firehall No. 1, including the Emergency Operations Centre (EOC), a new Bylaw Office, a new annex facility for RCMP Community Policing, and a new satellite firehall.

The intent was to review the individual programmatic needs of these distinct facilities and assess if there are opportunities and benefits to colocate into one, singular “Community Safety Building” or a combination thereof which is suitable for the proposed location, site size, meet ingress and egress requirements and achieve overall safety to the occupants and public.

To begin, a study of the existing headquarters firehall, at 250 Nanaimo Ave W, was undertaken to establish base needs and concerns moving forward. Afterwards, programming charrettes for each user group were conducted to understand current and future needs, plus examine the potential for shared spaces, synergies between the groups and any benefits or challenges to either colocate facilities or reasons as to not colocate.

2. existing firehall no. 1 analysis

The original firehall was designed in 1951, with a renovation performed in 1994, which makes the overall age of the building to be 72 years old. As the original building was constructed prior to the 1973 building code, where nine subsequent Building Code updates have occured.

The existing firehall is a two-storey building, with Administration offices and the EOC placed above the bays. There are three Apparatus Bays, two single-bay and one tandem bay depth. The tandem bay has an overhead door located at the rear, but it is not used due to internal storage of materials along the rear wall of the bays. A hose drying and training tower is located at the rear of the building, but appears to be not-in-use due to safety concerns. Driving and access clearances around the firehall are narrow with staff or crew parking provided in the rear yard.

Aside from any programmatic or functional deficiencies, it is reasonable to assume the firehall cannot meet current post-disaster seismic requirements, no longer meets building envelope, mechanical and electrical systems energy targets and fire separations and emergency exiting are out of date. In summary, the building has met the end of its service life from a code perspective, as conventional cost estimates to bring the building up to current code would far exceed costs to build a new firehall.

3. site data

a. data collection

Analysis data was collected from the following sources below:

- Property data: this information is taken directly from the City of Penticton mapping system (Geosource) , a Topographical Survey and the City of Penticton to help to establish property boundaries, adjacent building footprints, and roadways.
- Aerial Photographs: direct overhead view of each site and outlined with both the property lines and the setbacks for each site.
- Zoning Map: This information is taken from City of Penticton GeoSource and outlines the current Planning Zone for the site as well as zoning information of adjacent sites. This information aids the team in understanding the potential for site under evaluation but also the possibilities of development on adjacent properties which could effect the Firehall development in the future. This information also allows for the team to understand any Environmentally Sensitive Areas (ESA) in the area and what the ramifications of those areas might be to the new development.
- Servicing Map: Information taken from City of Penticton GIS “Property Viewer” website. These maps reflect the servicing within the area and directly to the site. Servicing data is important during this stage of analysis as it can inform when services traverse property lines and provide insight to place drive aprons to avoid any future maintenance or upgrades which could interrupt firehall or RCMP operations.
- Site Photos: Included to allow the viewer to reacquaint themselves with the site when needed.
- Existing ‘As-Built’ Drawings: An existing set of architectural plans from the 1994 renovation work has been provided for reference purposes.

b. site details

The existing headquarters Firehall No. 1 (No. 201) site is located at 250 Nanaimo Ave W. The site is approximately 0.304 acres (1,232 square metres / 13,261.14 square feet). The site area is considered undersized compared to other headquarter firehalls with composite fire departments, servicing communities of similar population. Typically, a headquarters firehall would require a site area of 1.25 to 1.5 acres, which would provide for a 4-tandem Apparatus Bay, Administration and Suppression Crew quarters, parking and light training.

The building faces one street (Nanaimo Ave W) and is surrounded on with buildings are two sides. Four-storey housing units are located to the east and west sides of the firehall, along with a single-storey office building situated to the northwest. There is vehicle access and parking along the east, west and south sides including an drive lane at the south that connects to the adjacent street network.

4. site analysis

The following outlines the key elements to address during design for any new building type, identified within this report.

- The site is heavily paved with asphalt on all three sides, with a small amount of landscaping at the front or north side of the building that has a few evergreen shrubs next to the main entrance. There are no significant site features, such as large trees, public pathways or other items which would directly impede any future development.
- Nananimo Avenue West allows for two-way traffic, with stop sign controlled intersections at Brunswick Street to the west and Winnipeg Street to the east. Street parking is permitted along Nanaimo Avenue West, which has not been identified as a hazard or concern when emergent egress is required.
- The existing site is quite flat, with no remarkable changes in grade nor elevation. The shape of the site is rectangular, with the building very close to the property line boundaries, without regard for setbacks. Note, we do not have any historical information regarding any relaxations on building setbacks.
- The site is zoned P1, Public Assembly, which is suitable for firehall use. The sites surrounding the firehall are a mix of Commerical Transition, Mixed Use Commerical and High Density Multiple Housing. The P1 zoning allows for “government institutional buildings and facilities” under permitted use and thus no Rezoning Application for future development as a Firehall would be required. This site is not within the designated flood plain nor is it subject to environmentally sensitive restrictions.
- Permitted lot coverage under zoning P1 is a maximum of 40% of the lot area. As the current building exceeds the allowable lot coverage, a variance would need to be employed to achieve a similar footprint as the overall lot size is considered too small to effectively build any new facility.
- The P1 zone height limitation of 12m would likely not be exceeded, even by a Hose Tower. However, if Social Housing was to be constructed above the firehall, a Development Permit and associated variance would be necessary.

The following sheets demonstrate site analysis and detailed review of the existing firehall, along with photographs for quick reference.



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SITE DATA

CIVIC ADDRESS:	250 NANAIMO AVE W, PENTICTON, BC V2A 1N5
LEGAL ADDRESS:	LOT A DISTRICT LOT 4 GROUP 7 SIMILKAMEEN DIVISION YALE DISTRICT PLAN KAP53404
TOTAL SITE AREA:	1232 m^2 / 0.304 ACRES

feasibility study

City of Penticton

Penticton Public Safety Building Feasibility Study

aerial photo - context (north)

1:1500

22-NOV-30

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feasibility study

City of Penticton

Penticton Public Safety Building Feasibility Study

aerial photo - context (south)

1:1500

22-NOV-30

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SITE LEGEND

PROPERTY LINE (PL)

SETBACK (SB)

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feasibility study

City of Penticton

Penticton Public Safety Building Feasibility Study

site aerial - penticton firehall #1

1:750

22-NOV-30



MAIN FLOOR PROGRAM		NET AREA (SF)	NET AREA (SM)
	OPERATIONAL	3033.3	281.8
	QUARTERS/AMENITIES	904.2	84
	SERVICE SPACE	363.5	33.77
	ADMIN	749.2	69.6
	PUBLIC AREA	127	11.8
	CIRCULATION	452.1	42.2
	STORAGE	33.4	3.1
MAIN FLOOR TOTALS		**5662.7 SF**	**526.3 SM**
BUILDING TOTALS		**10608.9 SF**	**985.6 SM**

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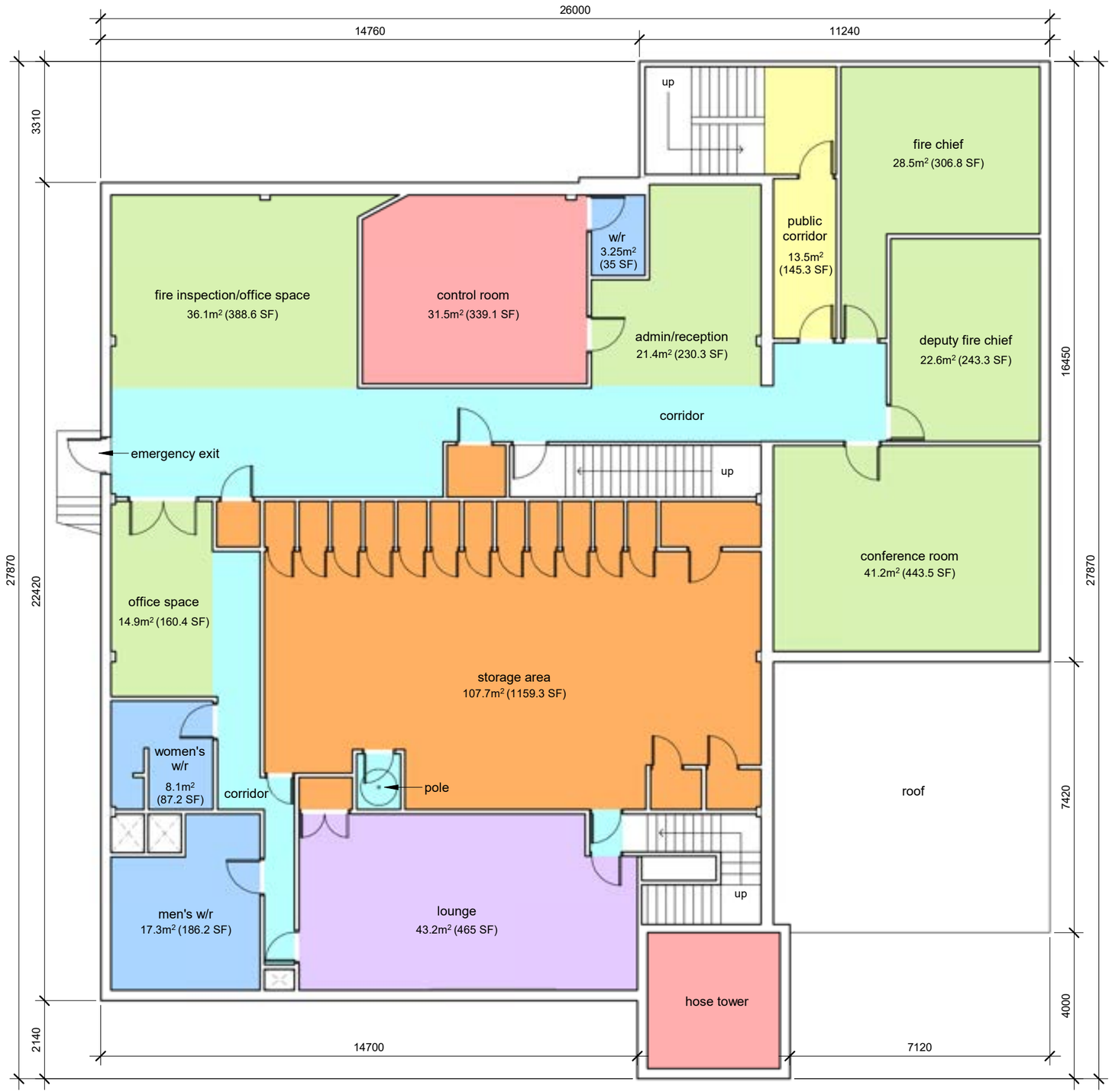
Penticton Public Safety Building Feasibility Study

existing firehall #1 - main floor zoning

1:125

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SECOND FLOOR PROGRAM	NET AREA (SF)	NET AREA (SM)
OPERATIONAL	339.1	31.5
QUARTERS/AMENITIES	465	43.2
SERVICE SPACE	308.4	28.65
ADMIN	1772.8	164.7
PUBLIC AREA	145.3	13.5
CIRCULATION	699.7	65
STORAGE	1213.8	112.77
SECOND FLOOR TOTALS	**4943.9 SF**	**459.3 SM**
BUILDING TOTALS	**10608.9 SF**	**985.6 SM**

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existing firehall #1 - 2nd floor zoning

1:125

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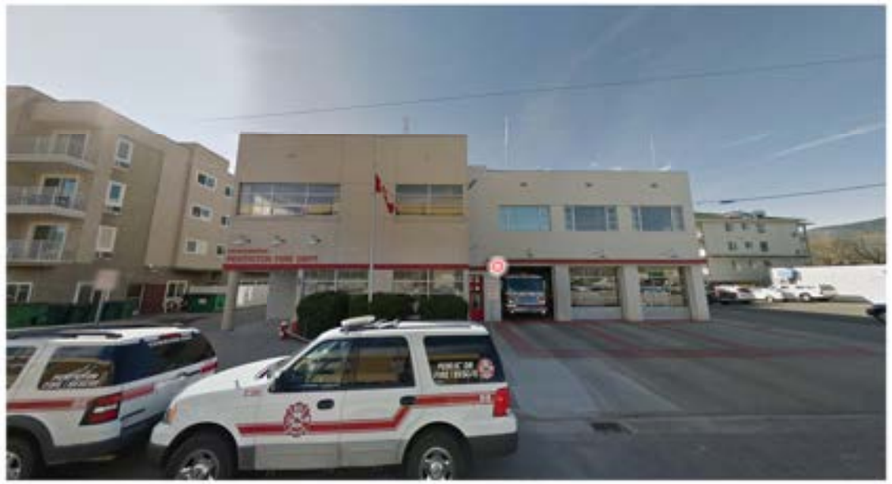
existing Penticton Community Safety Building photos



view from the nanaimo ave. - looking south-west



view from the nanaimo ave. - looking south-east



view from the nanaimo ave. - exterior elevation



view from apparatus bay. - looking south west

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site photos

nts

22-NOV-30

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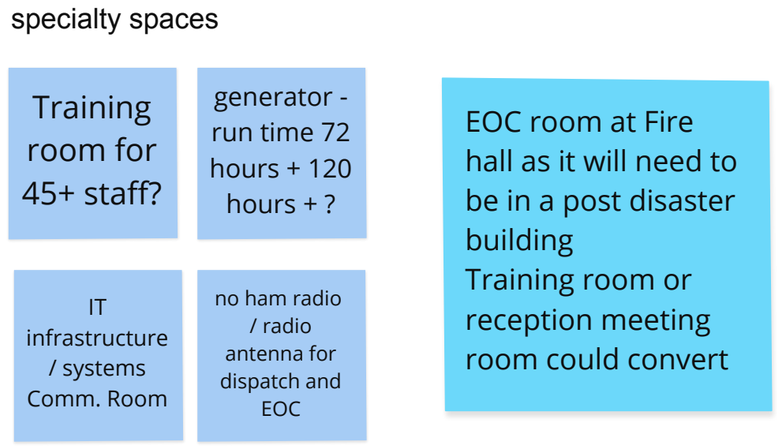
5. design charrettes

As part of the design and programming process, design charrettes, which are large, group activities where all connected with the project, such as the client, stake holders, user groups and staff, meet together to work out purpose-designed spaces unique to the project, but also aligned with current industry and best practice standards.

The design charrette process is a series of programming topics, such as “site”, “admin”, “public”, etc, where the charrette participants are free to recommend, discuss, challenge or champion different spaces and areas that are either required or wanted, that are futher reviewed and vetted by the group, and ultimately qualified as a necessary programmatic space.

Decisions made during the meeting are documented on digital post-it type notes applied or “stuck” onto a digital poster board, through the Miro software platform.

The following sheets are the resultant of the design charrette meetings for to program the Firehall and Bylaw Office buildings.



Design Charrette Session

headquarters firehall - programming charrette - board 1

Admin

Staffing numbers:

1 x Fire Chief (office)
1 x Deputy FC (office)
1 x Captain (office - shared - murphy bed)
2 x Firesmart Team (bull pen - hot desk)
1 x Admin (reception desk + filing space)

Career =
POC =

file storage room

copy room + office supplies

Public Areas

accessible washroom at Reception Entry

Fire Department archive (plaques, etc)

12 person Meeting Room (off Entry) (small kitchenette)

specialty spaces

Training room for 45+ staff?

generator - run time 72 hours + 120 hours + ?

IT infrastructure / systems Comm. Room

no ham radio / radio antenna for dispatch and EOC

EOC room at Fire hall as it will need to be in a post disaster building
Training room or reception meeting room could convert

Quarters

gender neutral washrooms

Day Room

Kitchen + Dining

Health and Wellness

gender inclusive dorms (future)

Storage Rooms

Pantry

two fridges

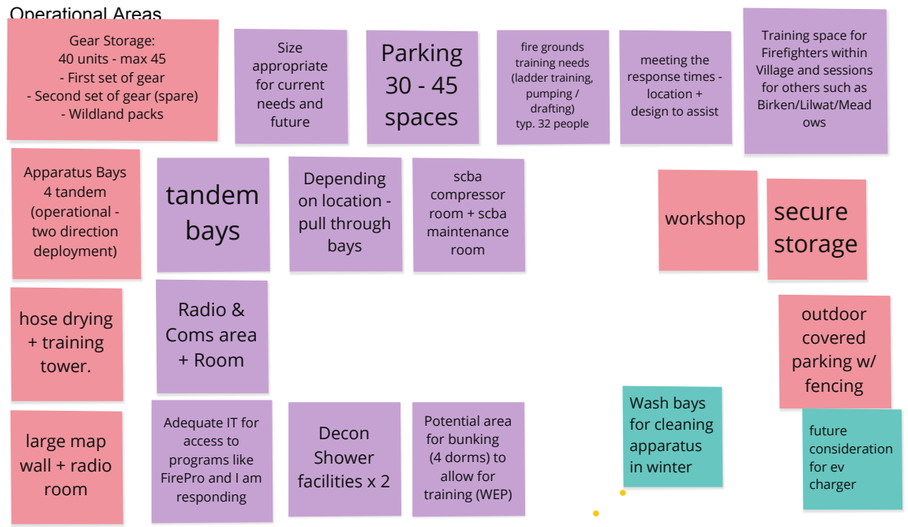
Utility Room / Laundry

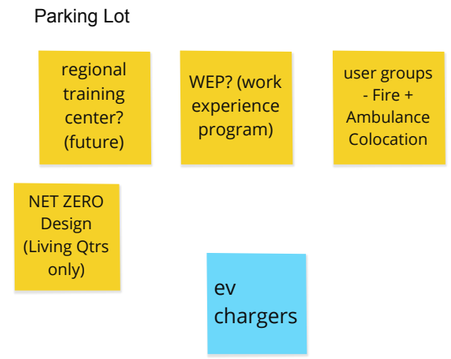
personal lockers 2' x 2'

commercial style kitchen

fire pole

headquarters firehall - programming charrette - board 2





bylaw office - programming charrette

Building

Staffing numbers:
- 6 Bylaw FTEs
- 8 Comm. Safety FTEs
- 1 Manager
- 2 Lead
- 2 Intake

Workstations numbers:
- 6 FTE Bylaw stations
- 8 Comm. Safety FTEs stations
- 1 Manager (separate office + desk)
- 2 Lead small offices (side by side with desk/stations)
- 2 "Flex"/Relief officer stations
- 2 Intake at front counter

Hours of operation 6am to 11pm

Radio, cell phone and Ticket Writing charging area

Locker Room
lockers:
- 24" x 24" full size locker per person
- min. 20 lockers
- full change of gear
bench or benches
ventilated
built-in radio charging available with locker

"hot desk" type workstations

Small lunchroom (fridge, sink, coffee, microwave)

Copy Room
Large printer station and stationary storage

Storage Room

Meeting Room
- small group meetings
- interview sessions
- coaching sessions

Washrooms w/ shower (examine gender inclusive washroom design)

Public Areas

Visible Storefront / outward facing (very important)

accessible washroom (w/ secure lock) at Reception Entry

Large front transaction counter w/ public phone station

area to sit and fill out forms

accessible counter height / design

high security "plexi" glass screen (lexan)

public access to meeting room (secure and non-secure entrances)

2 stations at counter / intake

information centre (pamphlet rack)

clear wayfinding signage

reasonably sized "lobby" for 3 - 4 people

Site

Secure parking for 10 fleet vehicles w/ EV charging for cars and e-bikes

10 Secure Parking for Staff (cars and bikes and e-bikes and charging)

Visitor Parking:
1 space or public street parking

90% phone / online
10 % walk-in

6. spatial + functional programs

Functional spaces, such as decontamination areas, “dirty” to “clean” zoning, improved PPE gear storage, gender neutral washrooms to address gender issues, and placement of spaces to meet best practices to achieve efficient “flow”, need to be allocated within the new design to help address the programmatic deficiencies the Headquarters Firehall building currently faces.

A “Space Program” has been developed through study and dialogue with the Penticton Fire Department, based on a composite staffing model which recommends functional spaces and room sizes to meet current industry and NFPA standards. This spatial program has required fuctional spaces based on established room sizes tested against built firehalls, which are recommendeded to be used for the development of any new firehall, as it ensures the building will be fully equipped to suit current and future needs.

In addition to the firehall, space programs have been developed for the RCMP Community Policing and Bylaw Office spaces. Again, these spatial programs, along with functional analysis, have been developed in close discussion with key stake-holders and staff/users to ensure the programs are tailor-fitted for the City of Penticton and the Penticton RCMP Detachment.

7. current fire industry standards

Key spaces which are provided for in the Space Program within this report identify key aspects of firehall design which are needed in order for the new Firehall to meet industry standards. This space program includes the following changes in operational spaces.

Fire fighters are exposed to micro carcinogenic particles during an event which need to be kept from contaminating other equipment or being dragged into the clean portions of the hall. in order to achieve this, the following spaces need to be accommodated within he building.

- Decontamination Washroom: a washroom should be positioned directly off the apparatus bays, or directly off a vestibule adjacent to the apparatus bays, to allow for the fire fighters to perform a first stage decontamination when returning from a fire. This room allows them to shower and bag their soiled uniforms before entering the remainder of the hall which limits the spread of contaminants which are potentially harmful. Note, decontamination processes are equally important to the RCMP and Bylaw Dept. as they can be exposed to harmful environments, interact with the public to come in contact with bodily fluids and should be afforded the right to decontaminate their person, clothes and other belongings.

- Personal Protective Gear (Turnout Gear) is required to be worn by firefighters to every emergency. A dedicated room should have the following considerations:

    - PPE is should not be exposed to vehicle exhaust, grease, oil, fuel and other similar pollutants.
    - Cleaned and ready-to-wear PPE Gear which is stored in the apparatus bays are exposed to contaminants from other dirty gear + equipment. Storing this equipment in a separate room meets today’s industry standards.
    - There should be provisions for an on site official gear washer to ensure that gear is able to be cleaned to limit the spread and exposure of contaminants.
        - A separate room for PPE also allows for the gear to dry effectively and in a timely manner; if located in a large, open space such as the bays, slow drying can deteriorate gear over time and requires the storage of additional gear incase there is another call before the gear is dry.
    - The gear clutters the apparatus bays making quick access to vehicles slower and works against NFPA 1710 and 1720 standards.
    - Current industry standards dictate a dedicated and environmentally controlled room, designed to store and dry PPE Gear is required for a new firehall.

- Self Contained Breathing Apparatus (SCBA) Cleaning Room: industry standards for firehall design requires a SCBA room which is limited to this function only. This area houses the filling station and is usually located adjacent to the SCBA compressor in order to maintain the breathing apparatus and masks essential to fighting fires. This equipment should be washed, dried and maintained in a clean environment as this equipment plays a crucial role in protection of fire fighters in the field.
    - The compressor should be located in its own room due to the noise and impact on crews when they would be running the compressor to fill their breathing cylinders.
    - NFPA 1500 specifies the minimum requirements for an occupational safety and health program for fire departments or organizations that provide rescue, fire suppression, emergency medical services, hazardous materials mitigation, special operations, and other emergency services.

- WorkSafe BC has recognized 17 presumptive cancers associated with Firefighting. Under the Workers Compensation Act of BC, when a firefighter who was regularly exposed to the hazards of a fire scene contracts a prescribed occupational disease, the disease must be presumed to be due to the nature of the worker’s employment as a firefighter. The Firefighters’ Occupational Disease Regulation lists the following 17 cancers as prescribed occupational diseases that are causally related to the occupation of firefighting:

    1. Primary leukemia
    2. Primary non-Hodgkin’s lymphoma
    3. Primary site bladder cancer
    4. Primary site brain cancer
    5. Primary site colorectal cancer
    6. Primary site kidney cancer
    7. Primary site breast cancer
    8. Primary site testicular cancer
    9. Primary site ureter cancer
    10. Primary site esophageal cancer
    11. Primary site prostrate cancer
    12. Multiple myeloma
    13. Primary site ovarian cancer
    14. Primary site cervical cancer
    15. Primary site penile cancer
    16. Primary site pancreatic cancer
    17. Primary site thyroid cancer

- Provision of current industry standard Decontamination Washrooms, PPE Gear Washing and Storage Rooms and SCBA Rooms are required to comply with current the NFPA 1500 Standard and assist with the mitigation of presumptive cancers associated with firefighting.

8. gender neutrality

The fire department “family” is a much different entity in 2023 compared to when the current firehall was built 31 years ago. In the past, departments were primarily made-up of male dominated crews who would work and live together in the firehall. Dorms and washrooms were designed in an open style, with beds or cots all contained within one large room and male only washrooms with gang-type shower facilities.

- The new firehall would be purpose-built to accommodate everyone - female, male or non-binary firefighters as part of the design by providing individual washrooms and dorms. This treats every individual as an unique member of the crew.
- The building would be designed with enough washroom facilities for individual use, which would focus the use of the room rather than the gender using the room. Lockers would be placed in common areas so all members can have access to their personal belonging but have the use of an individual dorm or washroom for privacy.

Over the years, women firefighters on suppression crews have become more and more prevalent. In addition, privacy is equally important regardless of gender so the old days of group dorms and single gender washrooms are being quickly phased out.

The general approach today dictates that all Fire Department members be treated equally and with dignity. There is a need to provide the opportunity to accommodate women, men, trans gender and non-binary crew members under one roof as a unified team. These issues have a level complexity which flows between encouraging camaraderie, personal privacy, and cost.

The same approach is adopted and fostered by the RCMP, where the traditional all-male work workforce is changing with more female and non-binary officers and staff joining the team. Design of washroom and change rooms facilities is to include options for privacy with single-occupant stalls and washroom designs.

9. specialized programmatic needs

As the nature of the fire services has evolved, so has the scope of work for the firefighter. Additional services, such as Medical

Response, Motor Vehicle Accidents, Search and Rescue and Hazardous Materials Handling have firefighters expanding their skill sets well beyond the suppression of a traditional structure fire. Current training needs, both classroom and physical, require adequate classroom facilities with modern teaching aids. Physical training requires an outdoor yard with life-size props to simulate real life scenarios, which can also test and certify specific apparatus equipment, such as a Pumper Test-Pit. In addition to maintaining the training and certification levels of firefighters, specialized facilities are required to respond to current industry standards for PPE Gear Washing and Storage, SCBA and Mask Repair and Fleet Maintenance to keep moving the Penticton Fire Department (PFD) and RCMP into the future.

- The establishment of training facilities and associated interior spaces at the Firehall is a necessary step to maintain required training and certification levels for the firefighters. A large, dedicated classroom-style training room(s) is necessary to allow for the frequency of training and expanded skill set requirements for today's firefighter. The Training Room should be located with exterior access to the training yard and possess modern teaching aids and technology.

- PPE Gear Washing on-site will allow the PFD to wash and maintain their own gear with a decontamination washroom on the "dirty side" of the hall, which reduces costs and provides quality control in order to meet current industry and NFPA standards. A modernized, dedicated Gear Storage Room with an improved high-performance ventilation system and sealed environment will allow the Service to meet current industry and NFPA standards for decontamination and preservation of PPE Gear.

- Specialized Suppression Crew Teams would benefit by having access to specialized training facilities, storage for purpose-built vehicles, fire and smoke simulation training, and real-life scenario props, in additional to the current Training / Hose Tower.

- Emergency Operation Centre: The firehall is often one of the only post disaster buildings in a community which makes it ideal to serve as the community or departmental EOC. The intention for this building would be to design the training rooms so that they are easily adaptable to become an Departmental EOC. This would include the ability to quickly set up in EOC mode and flexibility within the rooms to handle multiple desking situations. In addition, associated storage rooms would be provided within the near vicinity of the main EOC rooms to house emergency kits and equipment.

10. firehall specific equipment

Coordinating design with select, project specific or legacy equipment is paramount to any successful project, especially with firehall design. Aside from typical equipment, such as office computers, printers and kitchen appliances, firehalls have a myriad of specialized equipment that may require purpose-built designed spaces, increased structural support, HVAC considerations, dedicated plumbing connections or additional power demands, firehalls require specific equipment to deliver the level of service and safety needed for a modern fire rescue building.

One example to express this point is the design integration of a Personal Protective Equipment (PPE) Gear Washer / Extractor. A Gear Washer is a heavy-duty, industrial strength clothes washing machine, designed to wash Suppression Crew turn-out gear (PPE), which will wash and decontaminate the gear to make it safe for next use. Architecturally, either a dedicated room or an alcove is designed with prescribed maintenance tolerances and access to the rear of the Gear Washer, where we recommend a swing door to provide easy and immediate access when needed. The Gear Washer will require a reinforced house-keeping pad that needs to be tied into the floor structure where the Gear Washer will be mechanically fastened to prevent the unit from rocking, when the machine is in spin cycle. We have witnessed an under-designed house-keeping pad that separated from the floor after a few wash cycles. Plumbing options for Gear Washers have advanced over time where automated soap dispenser systems are directly piped into the unit and a 2" diameter drain is required to handle the amount of waste water produced. If the associated design elements are not accommodated during the initial design and construction of the firehall, then additional work and expense by the Client after occupancy is typically required.

To identify, document and coordinate the equipment needed for this firehall a cloud-based, spreadsheet (Smartsheet), was created that lists all industry standard, specialized, Owner's legacy and recommended equipment categorized in one, shared and editable location. The Smartsheet is very similar to any spreadsheet and lists the type of equipment, make, model, size, mechanical needs, electrical connections and any other notable requirements. The Equipment List also identifies recommended equipment which may not be part of the original building program, but documented for consideration and a launch point in the event of future installation. One of the most important aspects of the Smartsheet is the ability to link physical, cut-sheets in PDF format of the specified piece of equipment that contains the actual manufacturer's information and installation recommendations, that everyone can reference at any time.

11. space and functional programming charts

Space and Functional Programming charts with recommended net floor area for rooms/spaces, with associated sizes, and a gross floor mark-up for circulation, wall thicknesses and mechanical chases.

Please see the following sheets for programming charts:

- Headquarter Firehall
- Satellite Firehall
- Headquarter Firehall
- Bylaw Office



Vancouver Firehall #5



Maple Ridge Firehall #4 - apparatus bays

penticton csb - headquarters firehall

Space Program

ITEM	EXIT		EXISTING SF	EXISTING SM	PROPOSED AREA SF	PROPOSED NET AREA SM	Spatial Comments	Functional Comments
		PUBLIC AREAS						
P-1		Vestibule	0.00	0.00	43.04	4.00		Security and Energy
P-2		Front entry	0.00	0.00	193.68	18.00		
P-3		Public Washroom (H/C)	0.00	0.00	53.80	5.00		
P-4		Meeting Room	0.00	0.00	500.34	46.50		
P-5		Archival Display	0.00	0.00	602.56	56.00		Vintage Fire Truck and Archival Storage
		Sub Total	**0.00**	**0.00**	**1,393.42**	**129.50**		
		FH - ADMINISTRATION						
AD-1		Fire Chief Office	0.00	0.00	290.52	27.00		
AD-2		Deputy Chief Office	0.00	0.00	215.20	20.00		
AD-3		Fire Smart Team (Bull Pen + Hot Desk)	0.00	0.00	247.48	23.00		4 workstations
AD-4		Captain Office (w/ Murphy Bed)	0.00	0.00	182.92	17.00		
AD-5		Administration/ Reception	0.00	0.00	166.78	15.50		
AD-6		Copy Room + Supplies + Storage	0.00	0.00	129.12	12.00		
AD-7		File Storage	0.00	0.00	129.12	12.00		
AD-8		Staff Washroom	0.00	0.00	43.04	4.00		
AD-9		Staff Washroom	0.00	0.00	43.04	4.00		
AD-10		Training Office / Library	0.00	0.00	166.78	15.50		
AD-11		Emergency Program Coordinator Office	0.00	0.00	129.12	12.00		
AD-12		Admin Locker Room	0.00	0.00	193.68	18.00		
		Sub Total	**0.00**	**0.00**	**1936.80**	**180.00**		
		EMERGENCY PROGRAM						
EP-1		EOC Room	0.00	0.00	645.60	60.00		
EP-2		EOC Kitchenette	0.00	0.00	75.32	7.00		
EP-4		Storage	0.00	0.00	451.92	42.00		
EP-5		EOC Washroom	0.00	0.00	43.04	4.00		
EP-6		EOC Washroom	0.00	0.00	43.04	4.00		
EP-7		Recovery Room	0.00	0.00	215.20	20.00		Area for resting / sleeping during long events
		Sub Total	**0.00**	**0.00**	**1474.12**	**137.00**		
		FH - OPERATIONAL AREAS						
OP-1		Radio / Comms Room	0.00	0.00	150.64	14.00		room
OP-2		Gear Storage Room (45 units)	0.00	0.00	1,614.00	150.00		Gear Storage for 40, with room for growth up to 45
OP-3		Secure Storage	0.00	0.00	349.70	32.50		
OP-4		Apparatus Bays	0.00	0.00	5,761.98	535.50		Tandem Bays (Drive-Thru requested where possible)
OP-5		2 bays @ 25.5m(85')L x 5.6m(18.3') W						
OP-6		2 bays @ 25.5m(85')L x 5.2m(17.0') W						
OP-7		Training / Hose Tower	0.00	0.00	371.22	34.50		
OP-8		Decon W/R + Shower	0.00	0.00	182.92	17.00		
OP-9		Decon W/R + Shower	0.00	0.00	182.92	17.00		
OP-10		SCBA Fill + Maintenance	0.00	0.00	199.06	18.50		
OP-11		Workshop	0.00	0.00	150.64	14.00		
OP-12		Hose Storage	0.00	0.00	161.40	15.00		
OP-13		Compressor Room	0.00	0.00	53.80	5.00		
OP-14		Utility / Janitor Room	0.00	0.00	53.80	5.00		
OP-15		First Aid Storage Room	0.00	0.00	48.42	4.50		
OP-16		Equipment Storage	0.00	0.00	129.12	12.00		
OP-17		Bike Room	0.00	0.00	150.64	14.00		Internal room to secure staff bikes. This space can be shared with RCMP + BYLAW
		Sub Total	**0.00**	**0.00**	**9560.26**	**888.50**		
		FH - QUARTERS						
QT-1		Kitchen / Dining / Day Room	0.00	0.00	1,100.75	102.30		Commercial-style Kitchen with 2 fridges
QT-2		Kitchen Pantry	0.00	0.00	80.70	7.50		
QT-3		Health + Wellness Room	0.00	0.00	645.60	60.00		
QT-4		Health + Wellness Room Storage	0.00	0.00	80.70	7.50		
		Infrared Detox	0.00	0.00	29.05	2.70		
QT-5		Washroom + Shower	0.00	0.00	86.08	8.00		Gender Inclusive Washroom
QT-6		Washroom + Shower	0.00	0.00	86.08	8.00		Gender Inclusive Washroom
QT-7		Washroom + Shower	0.00	0.00	86.08	8.00		Gender Inclusive Washroom
QT-8		Dormitories (4)	0.00	0.00	387.36	36.00		Gender Inclusive Dorms (individual rooms)
QT-9		Janitor / Utility Room	0.00	0.00	53.80	5.00		Domestic Washer + Dryer
QT-10		Training Room	0.00	0.00	1,291.20	120.00		
QT-11		Training Room Storage	0.00	0.00	129.12	12.00		
QT-12		Locker Room (Personal Lockers)	0.00	0.00	252.86	23.50		
QT-13		Storage Room	0.00	0.00	129.12	12.00		
QT-14		Pole Room	0.00	0.00	53.80	5.00		
		Sub Total	**0.00**	**0.00**	**4492.30**	**417.50**		
C-1		**CIRCULATION**						
C-2		Corridors	0.00	0.00	2,044.40	190.00		
C-3		Elevator	0.00	0.00	64.56	6.00		
C-4		Stair #1	0.00	0.00	161.40	15.00		
C-5		Stair #2	0.00	0.00	161.40	15.00		
		Sub Total	**0.00**	**0.00**	**2431.76**	**226.00**		
		SERVICE SPACES						
SS-1		Electrical room	0.00	0.00	150.64	14.00		
SS-2		Mechanical Room	0.00	0.00	344.32	32.00		
SS-3		Water Entry Room	0.00	0.00	0.00	0.00		Located in the Mechanical Room
SS-4		Communications Room	0.00	0.00	80.70	7.50		
SS-5		IT Room	0.00	0.00	129.12	12.00		
SS-6		City Back-up Server	0.00	0.00	129.12	12.00		
SS-7		Corporate Records	0.00	0.00	645.60	60.00		Currently stored in 40 sm room at Penticton Aquatic Centre. Storage room sized for 50% growth.
		Sub Total	**0.00**	**0.00**	**1479.50**	**137.50**		
		Building Total (Pre Mark-up) sm	**0.00**	**0.00**	**22,768.16**	**2,116.00**		

penticton csb - headquarters firehall

Space Program

ITEM	EXIT		EXISTING SF	EXISTING SM	PROPOSED AREA SF	PROPOSED NET AREA SM	Spatial Comments	Functional Comments
		Mark-up 20%	0.00	0.00	4,553.63	316.10		
		Mark-up 10%	0.00	0.00	1,138.41	53.55		
		TOTAL FIREHALL	**0.00**	**0.00**	**28,460.20**	**2,485.65**		

penticton csb - satellite firehall

Space Program			EXISTING	EXISTING		PROPOSED	PROPOSED		
						AREA	*NET AREA*	Spatial Comments	Functional Comments
ITEM	EXIT		SF	SM		SF	SM		
		PUBLIC AREAS							
P-1		Vestibule	0.00	0.00		43.04	4.00		Security and Energy
P-2		Front entry	0.00	0.00		193.68	18.00		
P-3		Public Washroom (H/C)	0.00	0.00		53.80	5.00		
P-4		Meeting Room	0.00	0.00		500.34	46.50		
P-5		Archival Display	0.00	0.00		0.00	0.00		Vintage Fire Truck and Archival Storage
		Sub Total	**0.00**	**0.00**		**790.86**	**73.50**		
		FH - ADMINISTRATION							
AD-1		Fire Chief Office	0.00	0.00		0.00	0.00		
AD-2		Deputy Chief Office	0.00	0.00		0.00	0.00		
AD-3		Fire Smart Team (Bull Pen + Hot Desk)	0.00	0.00		247.48	23.00		4 Workstations
AD-4		Captain Office (w/ Murphy Bed)	0.00	0.00		182.92	17.00		
AD-5		Administration/ Reception	0.00	0.00		0.00	0.00		
AD-6		Copy Room + Supplies + Storage	0.00	0.00		129.12	12.00		
AD-7		File Storage	0.00	0.00		129.12	12.00		
AD-8		Staff Washroom	0.00	0.00		43.04	4.00		
AD-9		Staff Washroom	0.00	0.00		0.00	0.00		
AD-10		Training Office / Library	0.00	0.00		166.78	15.50		
AD-11		Emergency Program Coordinator Office	0.00	0.00		0.00	0.00		
AD-12		Admin Locker Room	0.00	0.00		0.00	0.00		
		Sub Total	**0.00**	**0.00**		**898.46**	**83.50**		
		EMERGENCY PROGRAM							
EP-1		EOC Room	0.00	0.00		0.00	0.00		
EP-2		EOC Kitchenette	0.00	0.00		0.00	0.00		
EP-4		Storage	0.00	0.00		0.00	0.00		
EP-5		EOC Washroom	0.00	0.00		0.00	0.00		
EP-6		EOC Washroom	0.00	0.00		0.00	0.00		
EP-7		Recovery Room	0.00	0.00		0.00	0.00		Area for resting / sleeping during long events
		Sub Total	**0.00**	**0.00**		**0.00**	**0.00**		
		FH - OPERATIONAL AREAS							
OP-1		Radio / Comms Room	0.00	0.00		150.64	14.00		room
OP-2		Gear Storage Room (45 units)	0.00	0.00		1,614.00	150.00		Gear Storage for 40, with room for growth up to 45
OP-3		Secure Storage	0.00	0.00		349.70	32.50		
OP-4		Apparatus Bays	0.00	0.00		2,881.53	267.80		Tandem Bays (Drive-Thru requested where possible)
OP-5		2 bays @ 25.5m(85')L x 5.6m(18.3') W							
OP-6		2 bays @ 25.5m(85')L x 5.2m(17.0') W							
OP-7		Training / Hose Tower	0.00	0.00		371.22	34.50		
OP-8		Decon W/R + Shower	0.00	0.00		182.92	17.00		
OP-9		Decon W/R + Shower	0.00	0.00		182.92	17.00		
OP-10		SCBA Fill + Maintenance	0.00	0.00		199.06	18.50		
OP-11		Workshop	0.00	0.00		150.64	14.00		
OP-12		Hose Storage	0.00	0.00		161.40	15.00		
OP-13		Compressor Room	0.00	0.00		53.80	5.00		
OP-14		Utility / Janitor Room	0.00	0.00		53.80	5.00		
OP-15		First Aid Storage Room	0.00	0.00		48.42	4.50		
OP-16		Equipment Storage	0.00	0.00		129.12	12.00		
OP-17		Bike Room	0.00	0.00		150.64	14.00		Internal room to secure staff bikes. This space can be shared with RCMP + BYLAW
		Sub Total	**0.00**	**0.00**		**6679.81**	**620.80**		
		FH - QUARTERS							
QT-1		Kitchen / Dining / Day Room	0.00	0.00		1,100.75	102.30		Commercial-style Kitchen with 2 fridges
QT-2		Kitchen Pantry	0.00	0.00		80.70	7.50		
QT-3		Health + Wellness Room	0.00	0.00		645.60	60.00		
QT-4		Health + Wellness Room Storage	0.00	0.00		80.70	7.50		
		Infrared Detox	0.00	0.00		29.05	2.70		
QT-5		Washroom + Shower	0.00	0.00		86.08	8.00		Gender Inclusive Washroom
QT-6		Washroom + Shower	0.00	0.00		86.08	8.00		Gender Inclusive Washroom
QT-7		Washroom + Shower	0.00	0.00		86.08	8.00		Gender Inclusive Washroom
QT-8		Dormitories (4)	0.00	0.00		387.36	36.00		Gender Inclusive Dorms (individual rooms)
QT-9		Janitor / Utility Room	0.00	0.00		53.80	5.00		Domestic Washer + Dryer
QT-10		Training Room	0.00	0.00		0.00	0.00		
QT-11		Training Room Storage	0.00	0.00		0.00	0.00		
QT-12		Locker Room (POC Lockers)	0.00	0.00		0.00	0.00		
QT-13		Storage Room	0.00	0.00		129.12	12.00		
QT-14		Pole Room	0.00	0.00		53.80	5.00		
		Sub Total	**0.00**	**0.00**		**2819.12**	**262.00**		
C-1		**CIRCULATION**							
C-2		Corridors	0.00	0.00		1,614.00	150.00		
C-3		Elevator	0.00	0.00		0.00	0.00		
C-4		Stair #1	0.00	0.00		161.40	15.00		
C-5		Stair #2	0.00	0.00		0.00	0.00		
		Sub Total	**0.00**	**0.00**		**1775.40**	**165.00**		
		SERVICE SPACES							
SS-1		Electrical room	0.00	0.00		150.64	14.00		
SS-2		Mechanical Room	0.00	0.00		344.32	32.00		
SS-3		Water Entry Room	0.00	0.00		0.00	0.00		Located in the Mechanical Room
SS-4		Communications Room	0.00	0.00		80.70	7.50		
SS-5		IT Room	0.00	0.00		129.12	12.00		
SS-6		City Back-up Server	0.00	0.00		0.00	0.00		
SS-7		Corporate Records	0.00	0.00		645.60	60.00		Currently stored in 40 sm room at Penticton Aquatic Centre. Storage room sized for 50% growth.
		Sub Total	**0.00**	**0.00**		**1350.38**	**125.50**		
		Building Total (Pre Mark-up) sm	**0.00**	**0.00**		**14,314.03**	**1,330.30**		

penticton csb - satellite firehall

Space Program			EXISTING	EXISTING		PROPOSED	PROPOSED		
						AREA	*NET AREA*	Spatial Comments	Functional Comments
ITEM	EXIT		SF	SM		SF	SM		
		Mark-up 20%	0.00	0.00		2,862.81	212.50		
		Mark-up 10%	0.00	0.00		715.70	26.78		
		TOTAL FIREHALL	**0.00**	**0.00**		**17,892.54**	**1,569.58**		

penticton csb - rcmp

Space Program			EXISTING	EXISTING		PROPOSED	PROPOSED		
						AREA	*NET AREA*	Spatial Comments	Functional Comments
ITEM	EXIT		SF	SM		SF	SM		
		PUBLIC AREAS							
P-1		Vestibule	0.00	0.00		215.20	20.00		Video Enterphone
P-2		RCMP Lobby	0.00	0.00		107.60	10.00		
P-3		Public Washroom (H/C)	0.00	0.00		43.04	4.00		
P-4		Meeting Room	0.00	0.00		258.24	24.00		
P-5		Archvival Display	0.00	0.00		43.04	4.00		Glass display cases. Vinyl wall graphics w/ archival photography
P-6		Interview Room	0.00	0.00		161.40	15.00		Table, 2 chairs, full AV - 2 entrances 1 private + public
		Sub Total	**0.00**	**0.00**		**828.52**	**77.00**		
		ADMINISTRATION / SUPPORT SPACES							
A-1		Front Desk / Counter	0.00	0.00		107.60	10.00		Front counter with protective glass
A-2		Open Workstations	0.00	0.00		161.40	15.00	3 - 7x6 workstations	Up to 6 volunteers, space for photocopier/scanner/printer
		Sub Total	**0.00**	**0.00**		**269.00**	**25.00**		
		COMMUNITY SERVICES							
CS-1		CP Office	0.00	0.00		258.24	24.00		3 - Workstations, Meeting Table and Chairs, Filing cabinte 2 x 4 drawer lateral
		Storage Room	0.00	0.00		107.60	10.00		
		W/R 1	0.00	0.00		86.08	8.00	Accessed off Locker Room	Single-Occupant Toilet Compartment (Toilet, Lavatory, Shower)
		W/R 2	0.00	0.00		86.08	8.00	Accessed off Locker Room	Single-Occupant Toilet Compartment (Toilet, Lavatory, Shower)
		Kitchen				129.12	12.00		
		Lockers				269.00	25.00		Gender Inclusive Locker Room with direct access to washrooms
		Bike Storage Room				150.64	14.00		Provide EV charging for E-Bikes. This space can be shared with FIRE and BYLAW.
		Sub Total	**0.00**	**0.00**		**1086.76**	**101.00**		
		Community Safety Enforcement Team							
CEI-1		Corporal - Office	0.00	0.00		215.20	20.00		
CEI-2		Open Workstations - 8 members	0.00	0.00		484.20	45.00		6 plus, 2 future
CEI-3		Traffic Corporal	0.00	0.00		107.60	10.00		
CEI-4		Specialty Services - 2 members	0.00	0.00		193.68	18.00		1 office w/ 2 members
CEI-5		Storage Room	0.00	0.00		301.28	28.00		Contains a Temporary Exhibits Locker
CEI-6		Copy Storage Room	0.00	0.00		64.56	6.00		Copier, Stationary Supplies, Office Storage
CEI-7		Amoury Storage	0.00	0.00		301.28	28.00		
CEI-8		Locker Room - Male	0.00	0.00		215.20	20.00		Add option for private changing room. Vented
CEI-9		Locker Room - Female	0.00	0.00		182.92	17.00		Add option for private changing room. Vented
CEI-10		Project Room (Secure)	0.00	0.00		258.24	24.00		
		Sub Total	**0.00**	**0.00**		**2324.16**	**216.00**		
		CIRCULATION							
CI-1		Corridor	0.00	0.00		0.00	0.00		TBD
		ELEVATOR	0.00	0.00		0.00	0.00		
		STAIR 1	0.00	0.00		0.00	0.00		
		STAIR 2	0.00	0.00		0.00	0.00		
		Sub Total	**0.00**	**0.00**		**0.00**	**0.00**		
		SERVICE SPACES							
SS-1		Electrical room	0.00	0.00		96.84	9.00		Could be shared with Fire Department and/or By-laws or both
SS-2		Mechanical Room	0.00	0.00		150.64	14.00		Could be shared with Fire Department and/or By-laws or both
SS-3		IT Room	0.00	0.00		258.24	24.00		Secure RCMP IT services, built to RCMP standard. This can be 1 room divided with wire mesh.
SS-4		IT CAMERA Services	0.00	0.00		53.80	5.00		Secure RCMP IT services, built to RCMP standard. This can be 1 room divided with wire mesh.
SS-5		Secure Parking	0.00	0.00		0.00	0.00	Secure fencing and gate.	2 fullsize trucks, F-350 (dually), 4 PCs, boat stall. Add EV charger roughed-in for future. 2 for PC and 2 for future.
		Sub Total	**0.00**	**0.00**		**505.72**	**52.00**		
		Building Total (Pre Mark-up) sm	**0.00**	**0.00**		**5,014.16**	**471.00**		
		Mark-up 30%	0.00	0.00		1,504.25	141.30		
		TOTAL RCMP ANNEX	**0.00**	**0.00**		**6,518.41**	**612.30**		

penticton csb - bylaw

R1

Space Program			EXISTING	EXISTING		PROPOSED	PROPOSED		
						AREA	*NET AREA*	Spatial Comments	Functional Comments
ITEM	EXIT		SF	SM		SF	SM		
		PUBLIC AREAS							
P-1		Vestibule	0.00	0.00		75.32	7.00	Outward facing / direct view of street	Visible Storefront w/ clear wayfinding signage. Hours of operation 6am to 11pm.
P-2		Lobby	0.00	0.00		215.20	20.00		Size large enough for 4 peopl and ability to sit down and fill out forms. Information centre (pamphlet rack).
P-3		Public Washroom (H/C)	0.00	0.00		53.80	5.00		Secure lock very important
P-4		"Front Desk" Office (Intake Counter)	0.00	0.00		150.64	14.00		Large front transaction counter, sized enough for two staff. Plexi-glass divider between Lobby and Front Desk. Desk to have accessible counter height. Public phone station.
P-5		Meeting Room	0.00	0.00		258.24	24.00		This space may be shared with RCMP + FIRE. 2 access doors - 1 from public side and 1 from secure side.
		Sub Total	**0.00**	**0.00**		**753.20**	**70.00**		
		BYLAW OFFICE							
B-1		Open Workstations	0.00	0.00		914.60	85.00		- 6 FTE Bylaw Stations - 8 Comm. Safety FTE Stations
B-2		Manager Office	0.00	0.00		150.64	14.00		Separate office + desk
B-3		Lead Office	0.00	0.00		193.68	18.00		Office for 2 w/ side-by-side desks.
B-4		Flex / Relief Stations	0.00	0.00		161.40	15.00		Relief officer stations
		Sub Total	**0.00**	**0.00**		**1420.32**	**132.00**		
		SUPPORT SPACES							
SU-1		Copy Room	0.00	0.00		258.24	24.00		Copy room w/ large printer station and stationary storage
SU-2		Storage Room	0.00	0.00		150.64	14.00		Radio, cell phone and ticket writing charging area
SU-3		W/R 1	0.00	0.00		86.08	8.00	Accessed off Locker Room	Single-Occupant Toilet Compartment (Toilet, Lavatory, Shower)
SU-4		W/R 2	0.00	0.00		86.08	8.00	Accessed off Locker Room	Single-Occupant Toilet Compartment (Toilet, Lavatory, Shower)
SU-5		Kitchen / Lunch Room	0.00	0.00		129.12	12.00		Fridge, sink, coffee station and microwave
SU-6		Locker Room	0.00	0.00		269.00	25.00		Gender Inclusive Locker Room with direct access to washrooms. Lockers to be vented.
SU-7		Bike Storage Room	0.00	0.00		150.64	14.00		Provide EV charging for E-Bikes. This space can be shared with FIRE and BYLAW.
		Sub Total	**0.00**	**0.00**		**1129.80**	**105.00**		
		CIRCULATION							
CI-1		Corridor	0.00	0.00		0.00	0.00		TBD
		ELEVATOR	0.00	0.00		0.00	0.00		
		STAIR 1	0.00	0.00		0.00	0.00		
		STAIR 2	0.00	0.00		0.00	0.00		
		Sub Total	**0.00**	**0.00**		**0.00**	**0.00**		
		SERVICE SPACES							
SS-1		Electrical room	0.00	0.00		96.84	9.00		Could be shared with FIRE or RCMP or both
SS-2		Mechanical Room	0.00	0.00		150.64	14.00		Could be shared with FIRE or RCMP or both
SS-3		IT Room	0.00	0.00		107.60	10.00		This could be a closet with connectivity to larger Server Room located within FIRE.
SS-5		Parking	0.00	0.00		0.00	0.00		Secure parking for 10 fleet vehicles w/ EV charging for cars. 1 space for public / street parking.
		Sub Total	**0.00**	**0.00**		**355.08**	**33.00**		
		Building Total (Pre Mark-up) sm	**0.00**	**0.00**		**3,658.40**	**340.00**		
		Mark-up 30%	0.00	0.00		1,097.52	102.00		
		TOTAL RCMP ANNEX	**0.00**	**0.00**		**4,755.92**	**442.00**		

3. proposed site options

1. summary

Three proposed sites have been identified for study by the City as potential locations for a future “Community Safety Building”.

The three proposed sites are:

Site #1: Existing Library + Museum Site
Located between Main and Martin streets
Site area = 12,171.9sm (3.008 acres)

Site #2: 450 Martin Street
South site only
Site area = 5,9997.7sm (1.483 acres)

Site #3: Ellis Street Properties
North and south sites located at Ellis Street and Nanaimo Ave E
Site area = 8,481.3sm (2.096 acres)

The site studies involve review of available site data, such as aerial photography and servicing maps, a phyiscal on-site visit and general discussion with the City, Fire Department, RCMP and Bylaw to understand some of the nuanaces of the site, such as traffic concerns, connection with the community and other information that cannot be easily gleaned from written documentation.

Below is a brief summary of Pros and Cons for each of the three sites.

1. <u>Site #1 - Existing Library + Museum Site</u>

   PROS:
   - Site size is large enough for a single, colocated Community Safety Building, but would require existing buildings to be demolished.
   - Site has two points of egress / ingress, which is a requirement of the RCMP.
   - Site has large street frontage and good sight lines for oncoming traffic.

   CONS:
   - Existing buildings would need to be demolished
   - Site is considered too far for effective use by RCMP and Bylaw (out side of downtown core)
   - Concerns over safe and effective emergency vehicle egress due to one-way traffic direction on Main Street

   THIS SITE WAS REMOVED FROM THE STUDY BASED ON CONCERNS OVER ANTICIPATED TIME AND COSTS FOR THE DEMOLITION AND REDEVELOPMENT OF THE EXISTING LIBRARY + MUSEUM FACILITY.

2. <u>Site #2 - 450 Martin Street</u>

   PROS:
   - Site is located within the downtown core.
   - Length of site is more than adequate.
   - Existing brownfield site (parking lot) ideal for redevelopment (sustainable use of site).

   CONS:
   - Site width is too narrow to fit 4-bay, Headquarters Firehall

3. <u>Site #3 - Ellis Street Properties</u>

   PROS:
   - Site is located close to the downtown core.
   - Length of site is adequate.
   - Existing brownfield site (parking lot) ideal for redevelopment (sustainable use of site).

   CONS:
   - Existing Elks Lodge building will need to be demolished.
   - Width of site can only accommodate 4-bay, Headquarters Firehall, with the RCMP and Bylaw constructed to the rear of the Firehall and preventing the opportunity for drive-through bays.
   - An option to appropriate the adjacent street and neighbouring properties to the west to allow for fully colocated Community Safety Building was considered, but not pursued further.

After review and discussion with the Client group, it was determined none of the three sites are deemed suitable for a new, 4-bay Headquarters Firehall; however, the team reimagined the project vision and is recommending that a 2-bay, Satellite Firehall is constructed close to the downtown core, with a 4-bay, Headquarters Firehall planned to replace Firehall No. 2 located, on Dawson Avenue in the future.

In addition, the existing Firehall No. 1 site, located at 250 Nanaimo Avenue West will be included in the next phase of conceptual design studies.



site option #3 - ellis street properties zoning plan



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SITE DATA

CIVIC ADDRESS:	785 MAIN STRET, PENTICTON, BC V2A 5E3
LEGAL ADDRESS:	LOT 1 BLOCK 46A DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 298 EXCEPT PLAN H17173
TOTAL SITE AREA:	12171.9 m^2 / 3.008 ACRES

SITE LEGEND

- PROPERTY LINE (PL)
- SETBACK (SB)
- STATUTORY R.O.W.
- C.O.P. EASEMENT

N

City of Penticton

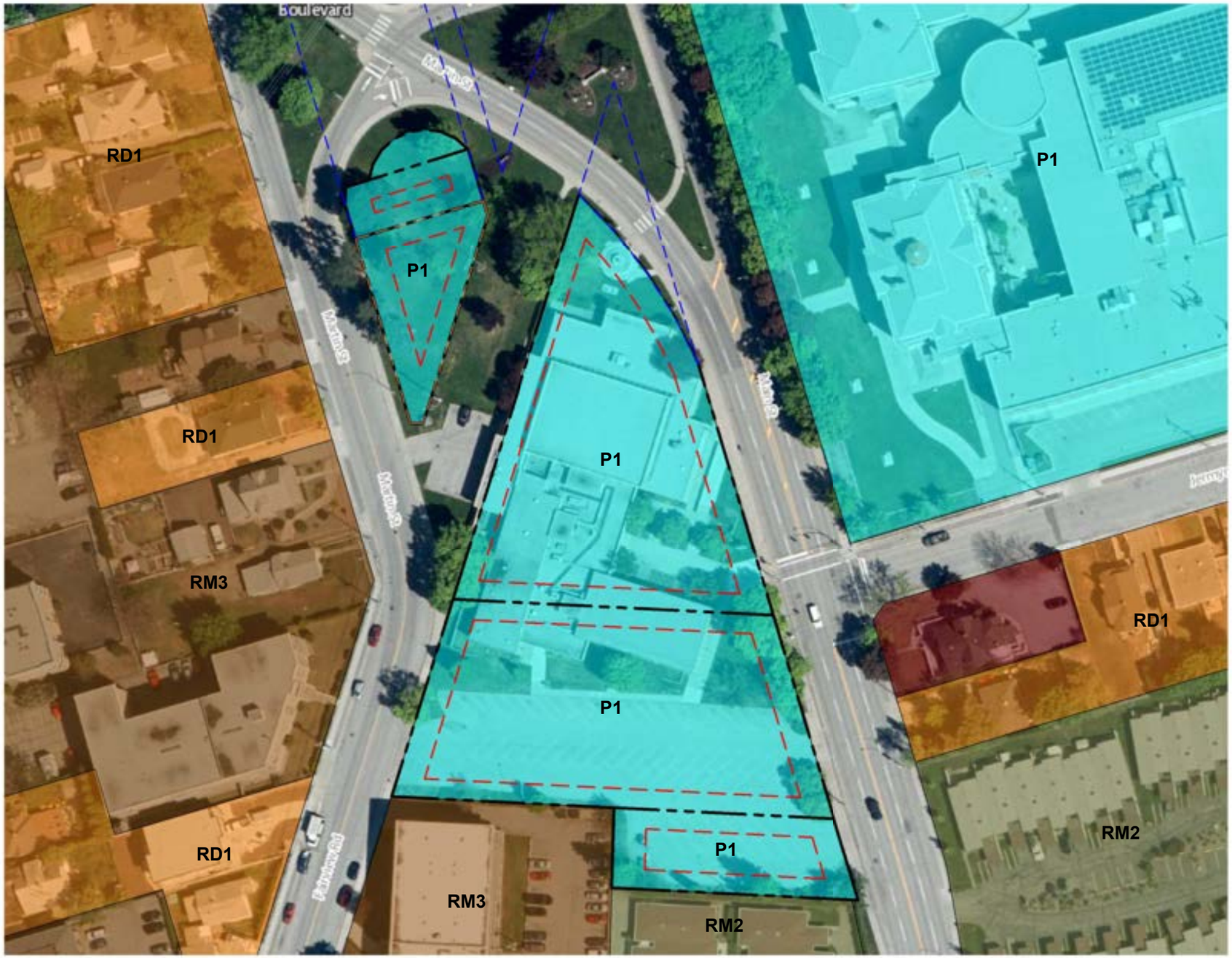
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site option #1 - existing context aerial

1:1000

207

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ZONING LEGEND

RD1	DUPLEX HOUSING
RM2	LOW DENSITY MULTI. HOUSING
RM3	MED. DENSITY MULTI. HOUSING
C3	MIXED USE COMMERCIAL
P1	PUBLIC ASSEMBLY

N

City of Penticton

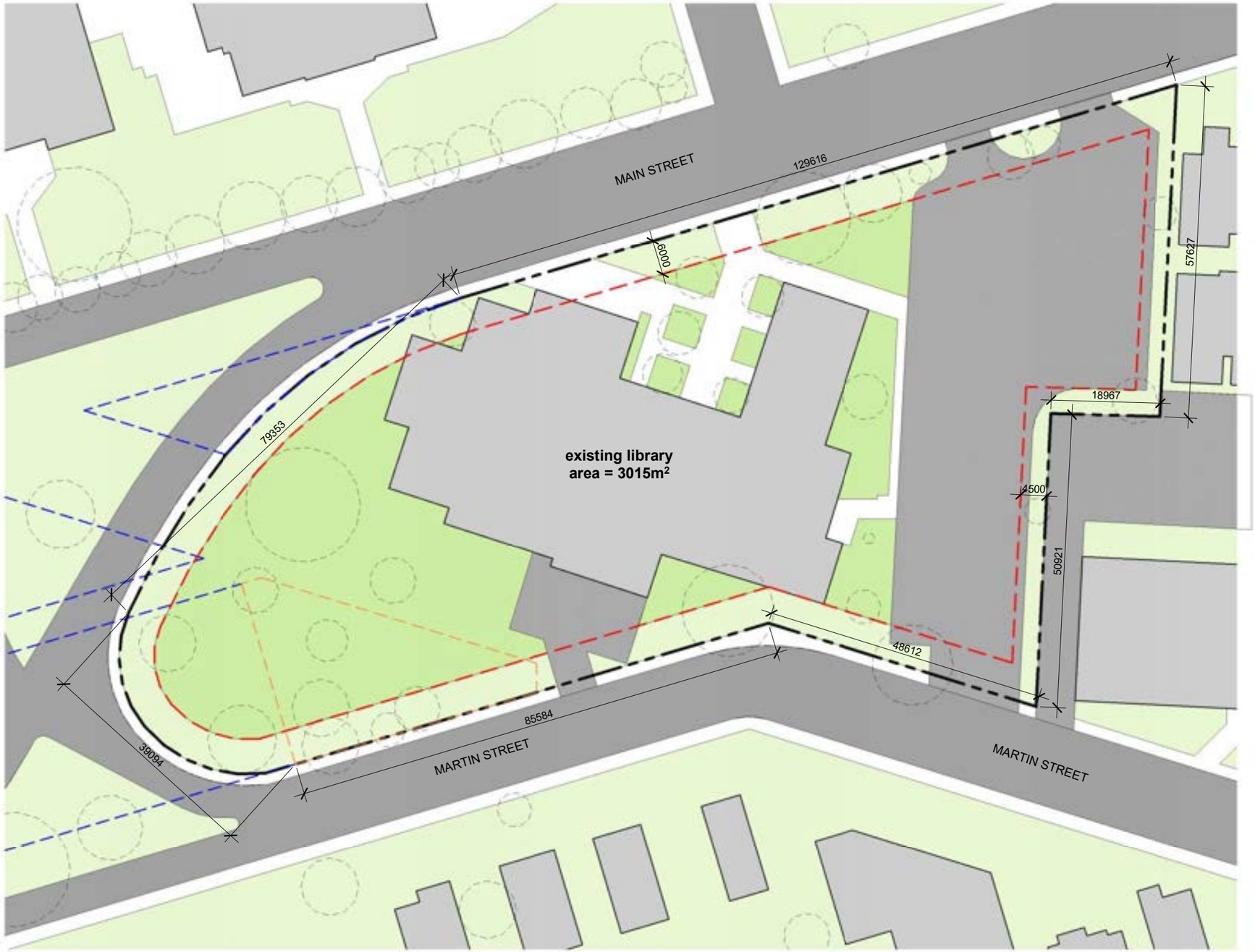
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siting option # 1 - existing zoning plan

1:1000

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- C.O.P. EASEMENT
- BUILDING FOOTPRINT
- ON-SITE LANDSCAPING
- OFF-SITE LANDSCAPING
- ASPHALT
- EXISTING ROAD
- PLANTING

N
90°

City of Penticton

Penticton Public Safety Building Feasibility Study

siting option # 1 - site plan

1:750

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UTILITIES LEGEND

- SANITARY
- STORM
- WATER
- ELECTRIC

N

City of Penticton

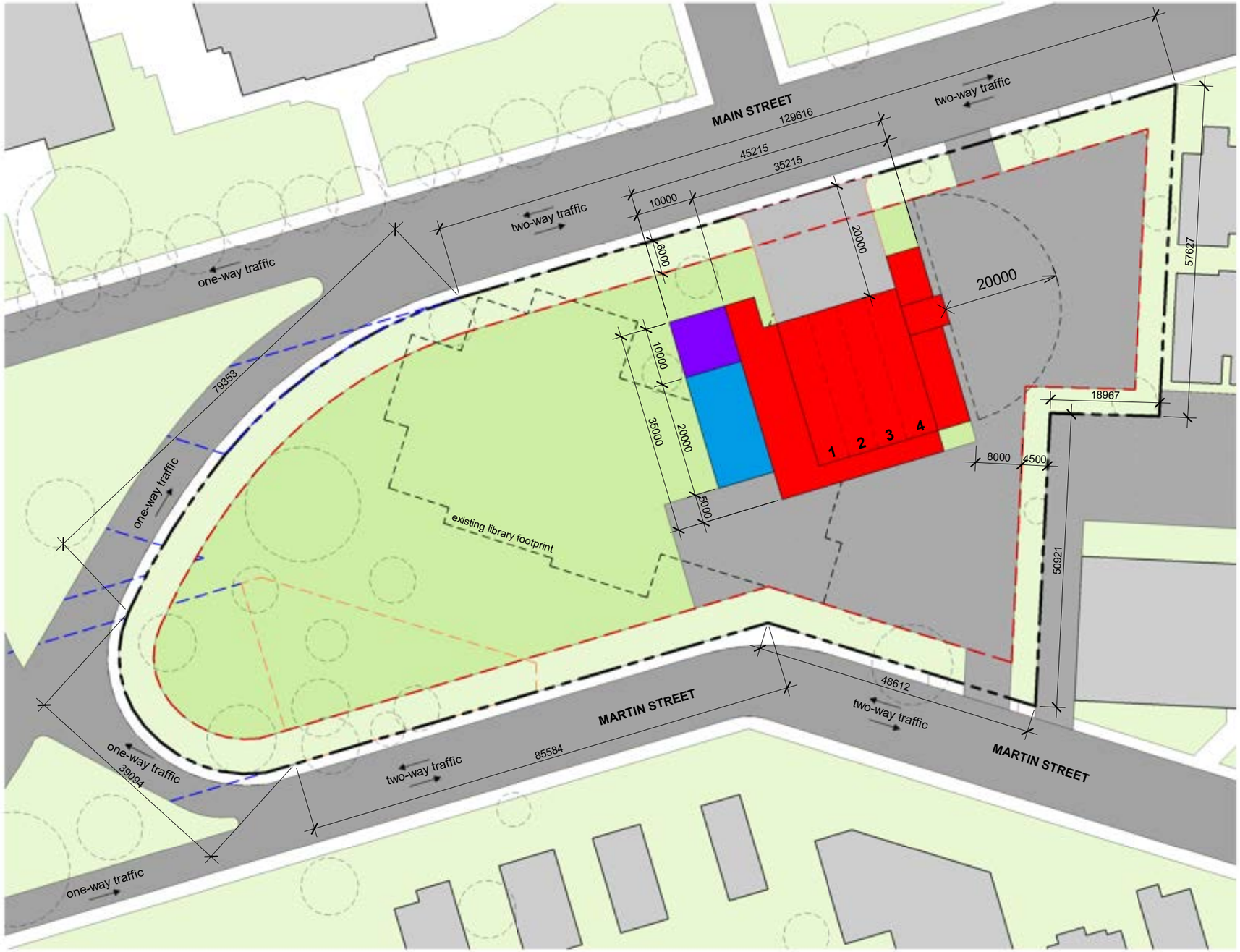
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siting option # 1 - utilities plan

1:1000

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- PLANTING

N
90°

City of Penticton

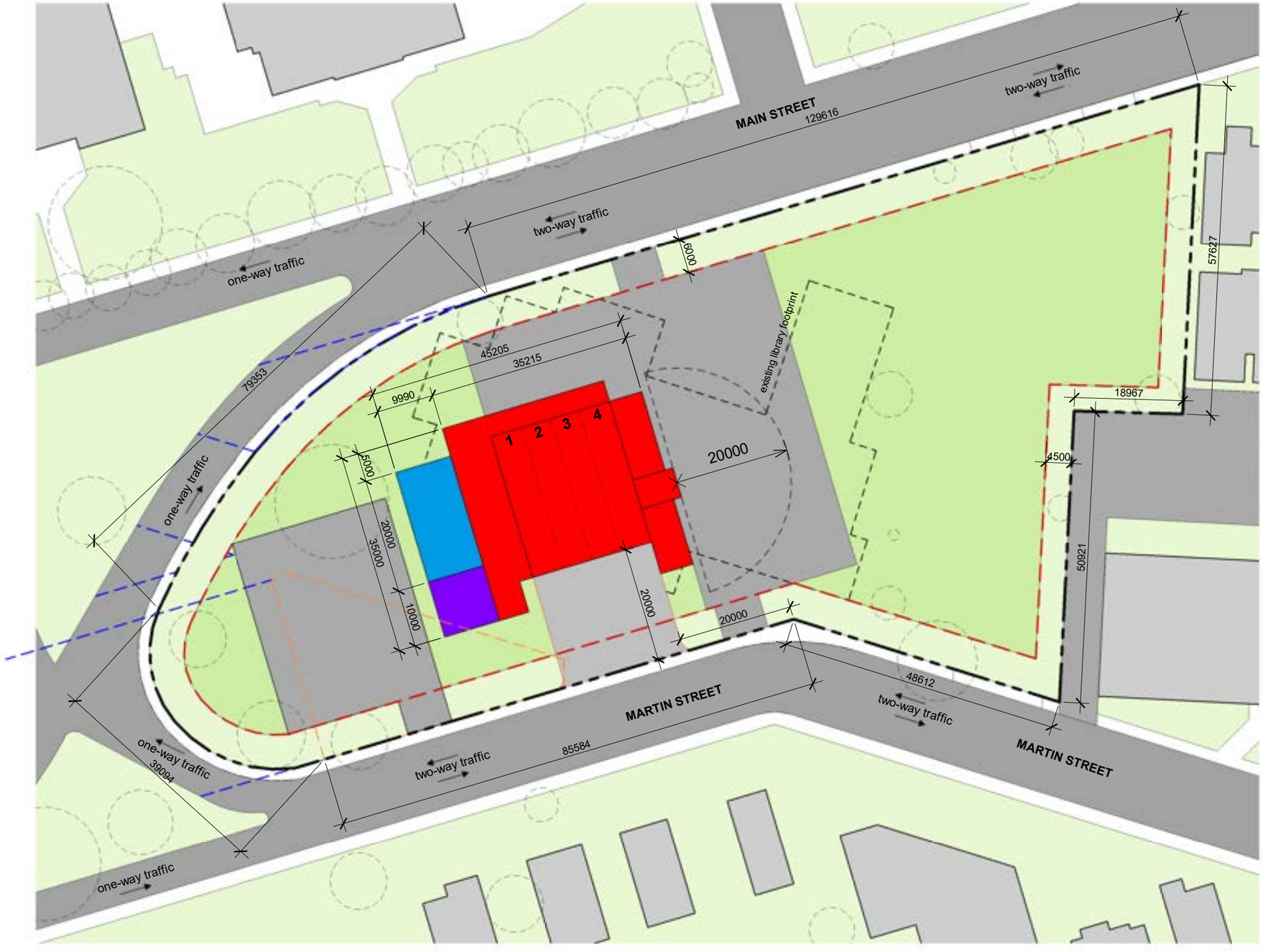
Penticton Public Safety Building Feasibility Study

site #1 - option #1

1:750

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- PLANTING

N
90°

City of Penticton

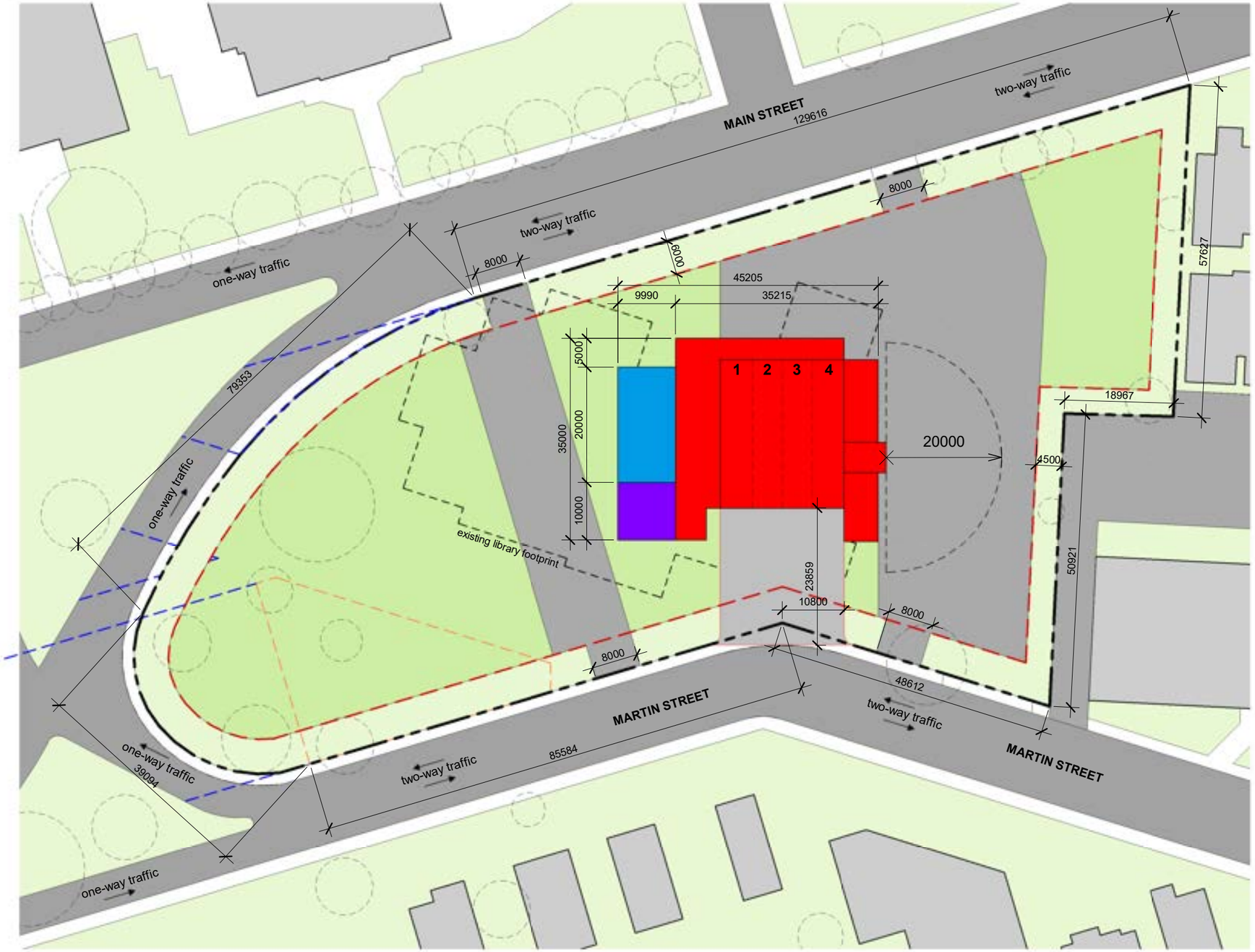
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site #1 - option #2

1:750

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- ON-SITE LANDSCAPING
- OFF-SITE LANDSCAPING
- ASPHALT
- EXISTING ROAD
- PLANTING

N
90°

City of Penticton

Penticton Public Safety Building Feasibility Study

site #1 - option #3

1:750

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SITE DATA

CIVIC ADDRESS:	372 & 450 MARTIN STREET, PENTICTON, BC V2A 5L3
LEGAL ADDRESS:	LOT A DISTRICT LOT 4 GROUP 7 SIMILKAMEEN DIVISION YALE (FORMERLY YALE LYTTON) DISTRICT AND DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN KAP90148
TOTAL SITE AREA:	5999.7 m^2 / 1.483 ACRES

SITE LEGEND

PROPERTY LINE (PL)

SETBACK (SB)

N

City of Penticton

Penticton Public Safety Building Feasibility Study

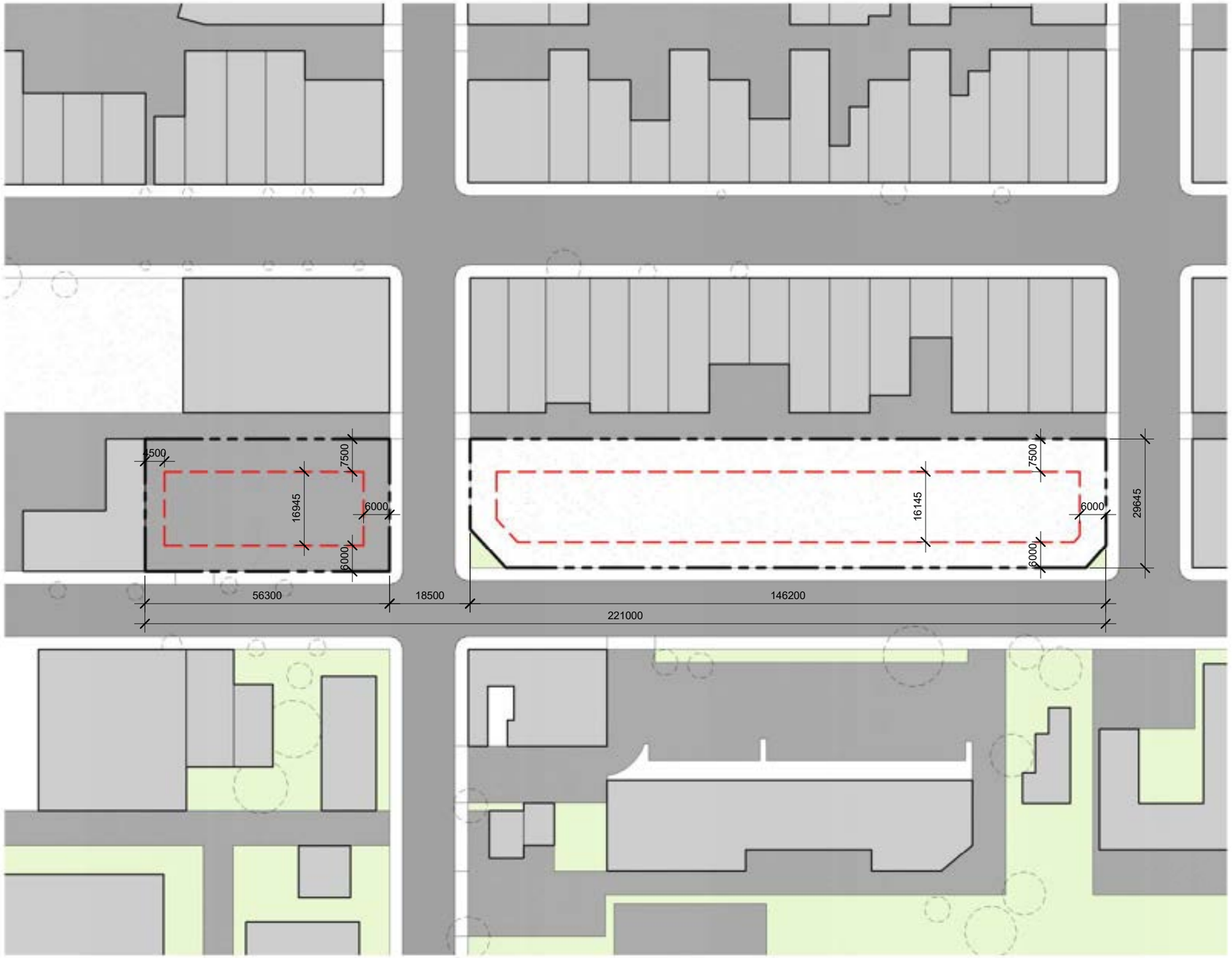
site option #2 - existing context aerial

1:1250

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C5
RM4
Lane
C5
C5
C5



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- OFF-SITE LANDSCAPING
- ASPHALT
- EXISTING ROAD
- PLANTING

N
73°

City of Penticton

Penticton Public Safety Building Feasibility Study

siting option #2 - site plan

1:1000

217

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TOTAL SITE AREA:	5999.7 m² / 1.483 ACRES

UTILITIES LEGEND

- SANITARY
- STORM
- WATER
- ELECTRIC

N

City of Penticton

Penticton Public Safety Building Feasibility Study

siting option # 2 - utilities plan

1:1250

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- RCMP FOOTPRINT
- BYLAW FOOTPRINT
- BUILDING FOOTPRINT
- ON-SITE LANDSCAPING
- OFF-SITE LANDSCAPING
- ASPHALT
- EXISTING ROAD
- PLANTING

N
73°

City of Penticton

Penticton Public Safety Building Feasibility Study

site #2 - option #1

1:1000

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SITE DATA

CIVIC ADDRESS:	281 & 307 ELLIS STREET, PENTICTON, BC V2A 8C9
LEGAL ADDRESS:	LOT 2 BLOCK 27 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 479 EXCEPT PLAN B1841
TOTAL SITE AREA:	8481.3 m² / 2.096 ACRES

SITE LEGEND

PROPERTY LINE (PL)

SETBACK (SB)

N

City of Penticton

Penticton Public Safety Building Feasibility Study

site option #3 - existing context aerial

1:1500

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SITE LEGEND

- PROPERTY LINE (PL)
- SETBACK (SB)

ZONING LEGEND

RD2	DUPLEX HOUSING: LANE
RM2	LOW DENSITY MULTI. HOUSING
RM3	MED. DENSITY MULTI. HOUSING
RM5	URBAN RESIDENTIAL
C5	URBAN CENTRE COMMERCIAL
C6	URBAN PERIPHERAL COMM.
P1	PUBLIC ASSEMBLY
P2	PARKS AND RECREATION

N

City of Penticton

Penticton Public Safety Building Feasibility Study

site option #3 - proposed zoning plan

1:1500

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- C.O.P. EASEMENT
- BUILDING FOOTPRINT
- ON-SITE LANDSCAPING
- OFF-SITE LANDSCAPING
- ASPHALT
- EXISTING ROAD
- PLANTING

N
91°

City of Penticton

Penticton Public Safety Building Feasibility Study

siting option #3 - site plan

1:1000

223

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SITE DATA

CIVIC ADDRESS:	281 & 307 ELLIS STREET, PENTICTON, BC V2A 8C9
LEGAL ADDRESS:	LOT 2 BLOCK 27 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 479 EXCEPT PLAN B1841
TOTAL SITE AREA:	8481.3 m² / 2.096 ACRES

UTILITIES LEGEND

- SANITARY
- STORM
- WATER
- ELECTRIC

N

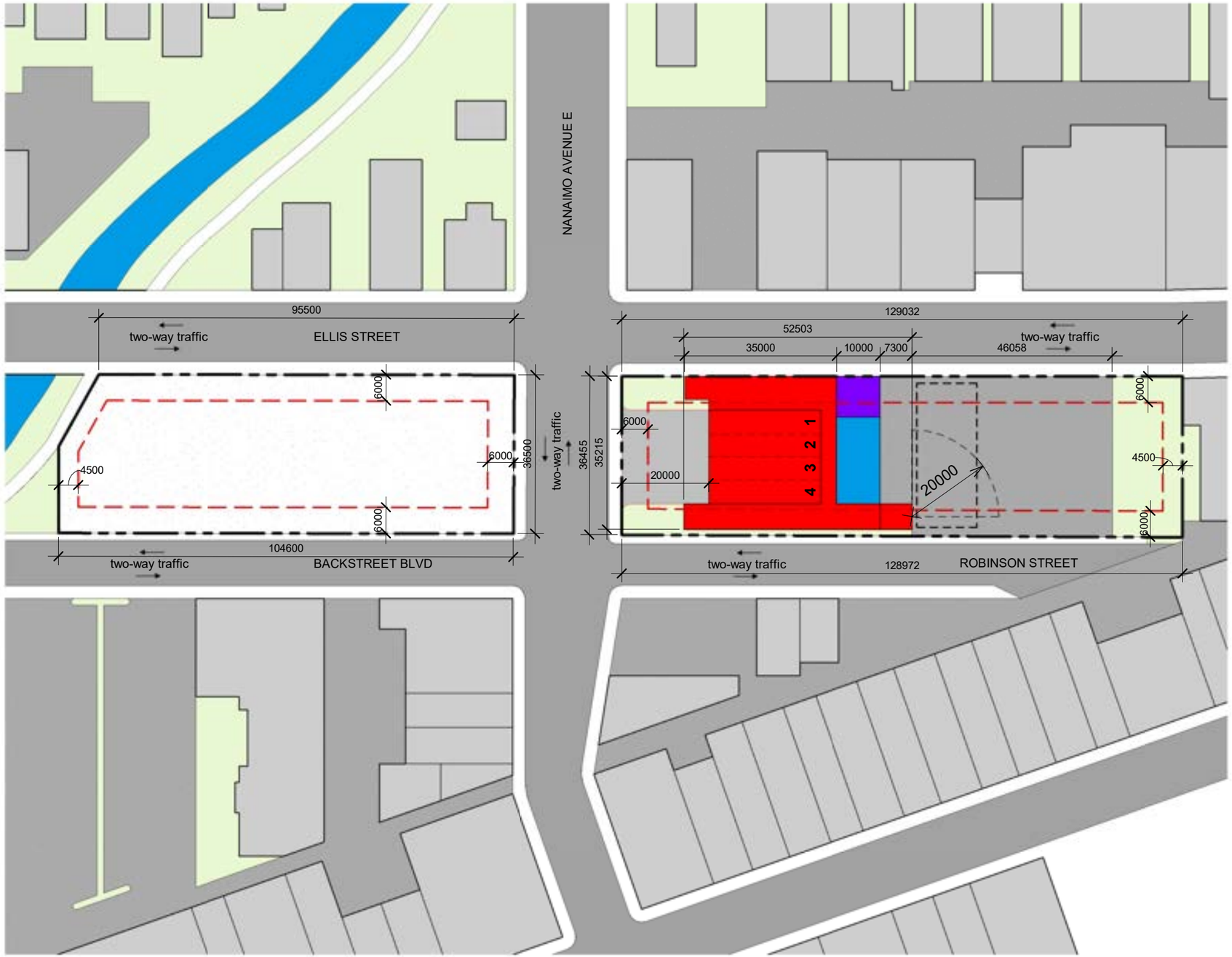
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siting option #3 - utilities plan

224

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LEGAL ADDRESS:	LOT 2 BLOCK 27 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 479 EXCEPT PLAN B1841
TOTAL SITE AREA:	8481.3 m² / 2.096 ACRES

SITE LEGEND

- PROPERTY LINE (PL)
- SETBACK (SB)
- STATUTORY R.O.W.
- C.O.P. EASEMENT
- EXISTING FOOTPRINT
- FIREHALL FOOTPRINT
- RCMP FOOTPRINT
- BYLAW FOOTPRINT
- BUILDING FOOTPRINT
- ON-SITE LANDSCAPING
- OFF-SITE LANDSCAPING
- ASPHALT
- EXISTING ROAD
- PLANTING

N
91°

City of Penticton

Penticton Public Safety Building Feasibility Study

site #3 - option #1

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232

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SITE DATA

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LEGAL ADDRESS:	LOT 2 BLOCK 27 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 479 EXCEPT PLAN B1841
TOTAL SITE AREA:	8481.3 m² / 2.096 ACRES

SITE LEGEND

- PROPERTY LINE (PL)
- SETBACK (SB)
- STATUTORY R.O.W.
- C.O.P. EASEMENT
- EXISTING FOOTPRINT
- FIREHALL FOOTPRINT
- RCMP FOOTPRINT
- BYLAW FOOTPRINT
- BUILDING FOOTPRINT
- ON-SITE LANDSCAPING
- OFF-SITE LANDSCAPING
- ASPHALT
- EXISTING ROAD
- PLANTING

N
91°

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Penticton Public Safety Building Feasibility Study

site #3 - option #2

1:1000

233

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4. conceptual design studies

1. summary

Based on the findings during the previous site study phase and decision to proceed with a 2-bay, Satellite Firehall, this phase looks at specific “fit test” configurations of one, two or all three sites where multiple buildings, such as a stand-alone firehall could be located on one site and a colocated RCMP, Bylaw and EOC combination building could be located on another site.

In addition, the Library + Museum Site was removed from the study based on several deciding factors, such as demolition of the existing Library + Museum facility to provide a new Community Safety Building would create a much larger and complex project that would add significant time and cost to this specific project. Instead, the existing Headquarters Firehall site located at 250 Nanaimo Avenue W will be added into the study and will be identified as Site #1.

For quick reference, the site options are as follows:

1. Site #1 - 250 Nanaimo Avenue W (Existing Firehall Site)
2. Site #2 - 450 Martin Street
3. Site #3 - Ellis Street Properties

The following sheets contain conceptual planning studies for five separate options, as detailed below:

1. option #1
   a. site #1 - housing
   b. site #2 - no development
   c. site #3 (north) - firehall / eoc / rcmp / bylaw
   d. site #3 (south) - housing

2. option #2
   a. site #1 - firehall + social housing
   b. site #2 - rcmp / bylaw / eoc / cop + housing
   c. site #3 (north) - housing
   d. site #3 (south) - housing

3. option #3
   a. site #1 - housing
   b. site #2 - rcmp / bylaw + housing
   c. site #3 (north) - firehall / eoc + social housing
   d. site #3 (south) - housing

4. option #4
   a. site #1 - firehall + social housing
   b. site #2 - no development
   c. site #3 (north) - rcmp / bylaw / eoc
   d. site #3 (south) - housing

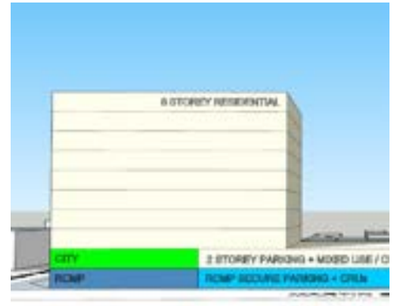
5. option #5
   a. site #1 - firehall
   b. site #2 - rcmp / bylaw / eoc + housing
   c. site #3 (north) - housing
   d. site #3 (south) - housing

In addition to examining a fit test for the Satellite Firehall, EOC, RCMP, and Bylaw or a combination thereof, this study further studied Housing opportunities, either as stand-alone market housing or Social Housing, or colocated Social Housing with the Firehall.

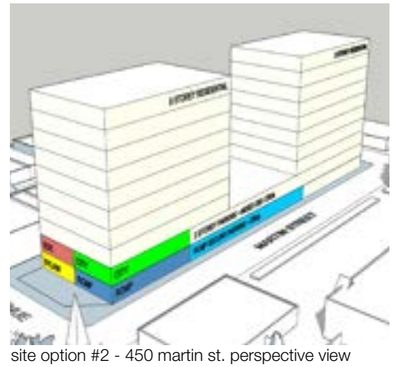
Even though five separate studies have been produced, the ability to recommend different types of Housing could be expounded even further as the variety of options available for building size, height, and housing type can create a multitude of combinations.

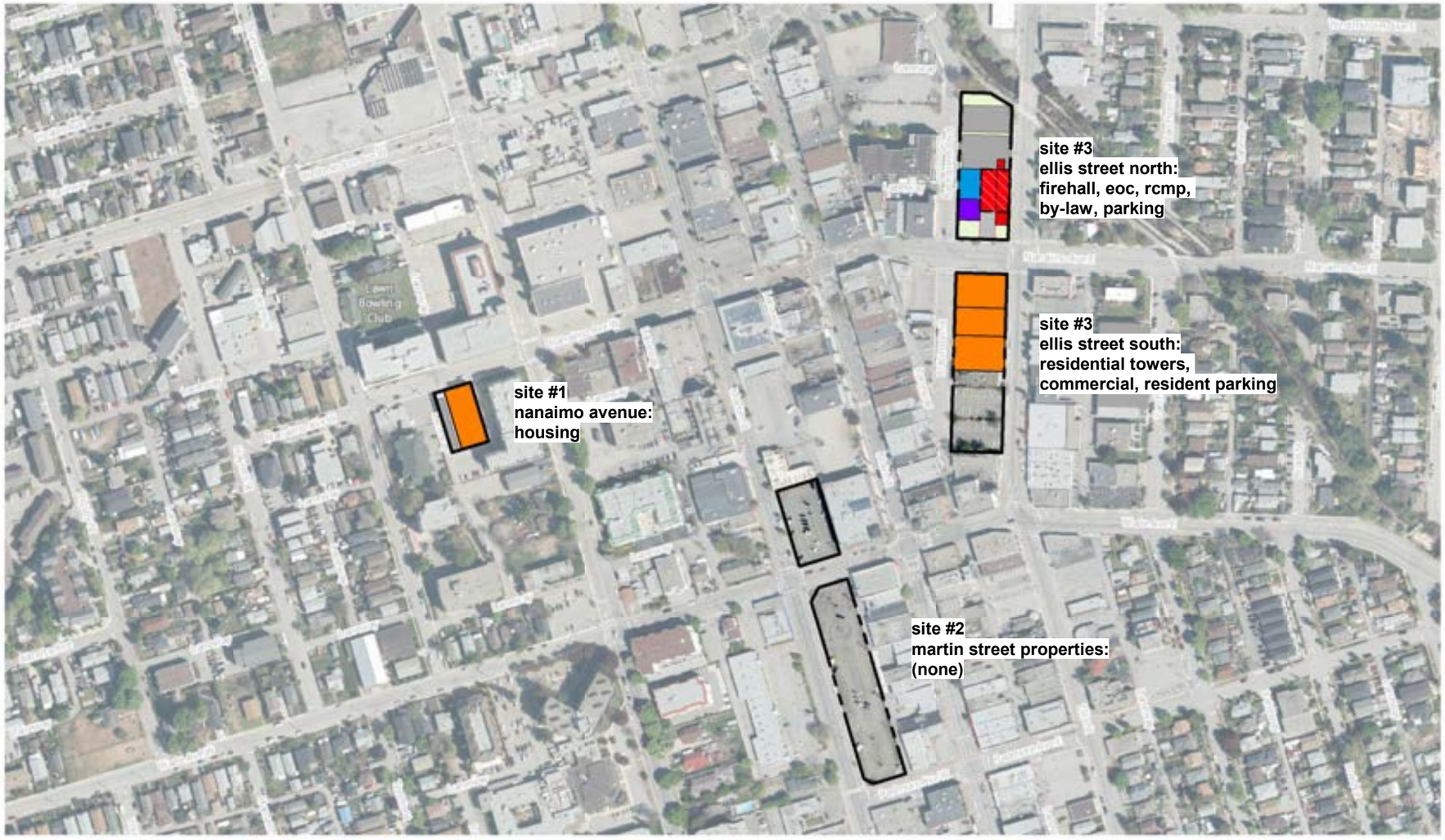


site option #2 - 450 martin st. plan view



site option #2 - 450 martin st. elevation


site option #2 - 450 martin st. perspective view



SITE LEGEND

PROPERTY LINE (PL)	RESIDENTIAL FOOTPRINT	EXISTING ROAD
SETBACK (SB)	SOCIAL HOUSING FTPRT.	CONCRETE PAVERS
EXISTING FOOTPRINT	BUILDING FOOTPRINT	PLANTING
FIREHALL FOOTPRINT	ON-SITE LANDSCAPING	CIRCULATION
RCMP FOOTPRINT	OFF-SITE LANDSCAPING	ESA AREA
BYLAW FOOTPRINT	ASPHALT	

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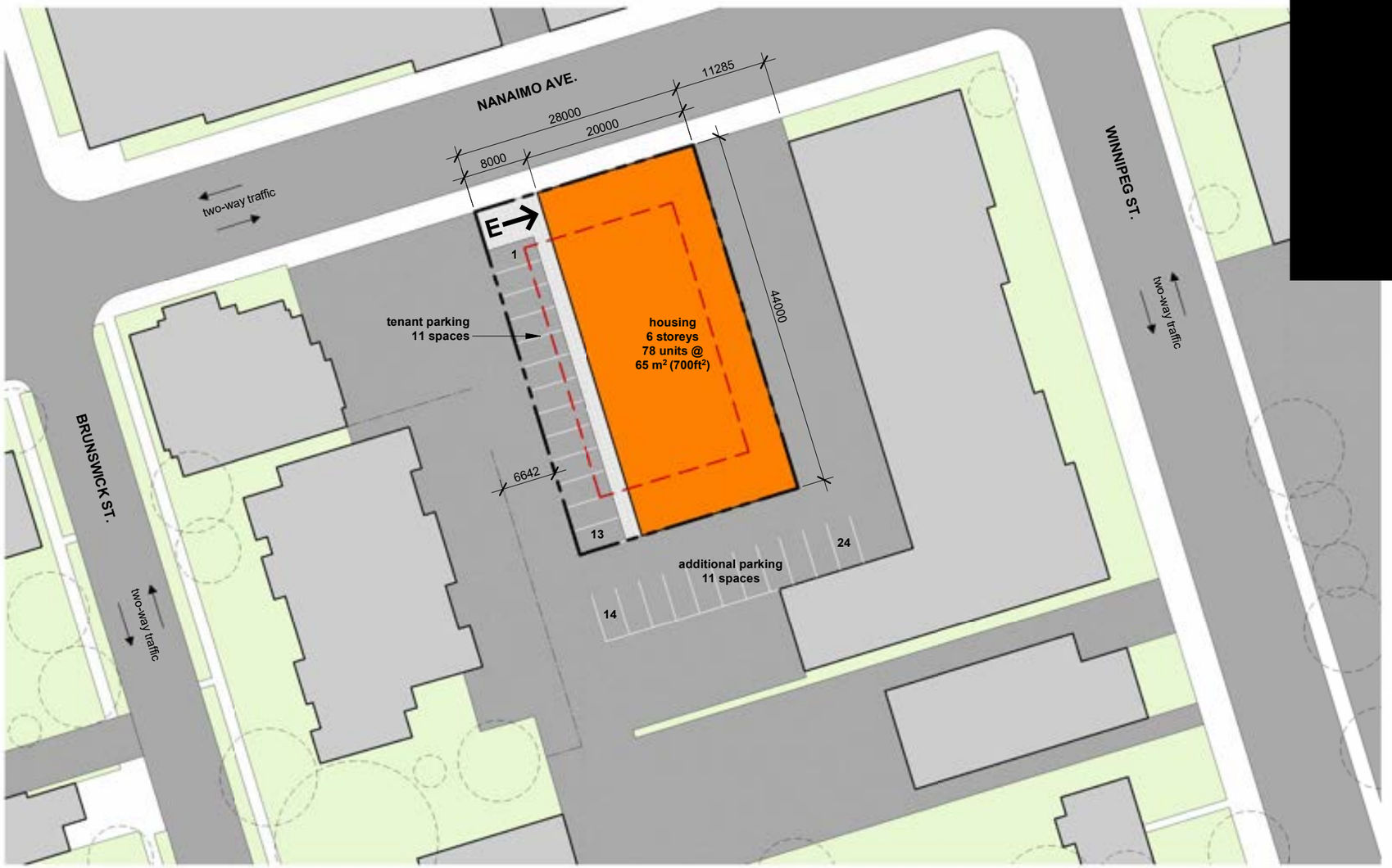
City of Penticton

Penticton Public Safety Building Feasibility Study

planning option #1

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SITE LEGEND

PROPERTY LINE (PL)	RESIDENTIAL FOOTPRINT	EXISTING ROAD
SETBACK (SB)	SOCIAL HOUSING FTPRT.	CONCRETE PAVERS
EXISTING FOOTPRINT	BUILDING FOOTPRINT	PLANTING
FIREHALL FOOTPRINT	ON-SITE LANDSCAPING	CIRCULATION
RCMP FOOTPRINT	OFF-SITE LANDSCAPING	ESA AREA
BYLAW FOOTPRINT	ASPHALT	

SITE DATA

CIVIC ADDRESS:	250 NANAIMO AVE W, PENTICTON, BC V2A 1N5
LEGAL ADDRESS:	LOT A DISTRICT LOT 4 GROUP 7 SIMILKAMEEN DIVISION YALE DISTRICT PLAN KAP53404
TOTAL SITE AREA:	1232 m² / 0.304 ACRES

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City of Penticton

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planning option #1 - nanaimo ave.

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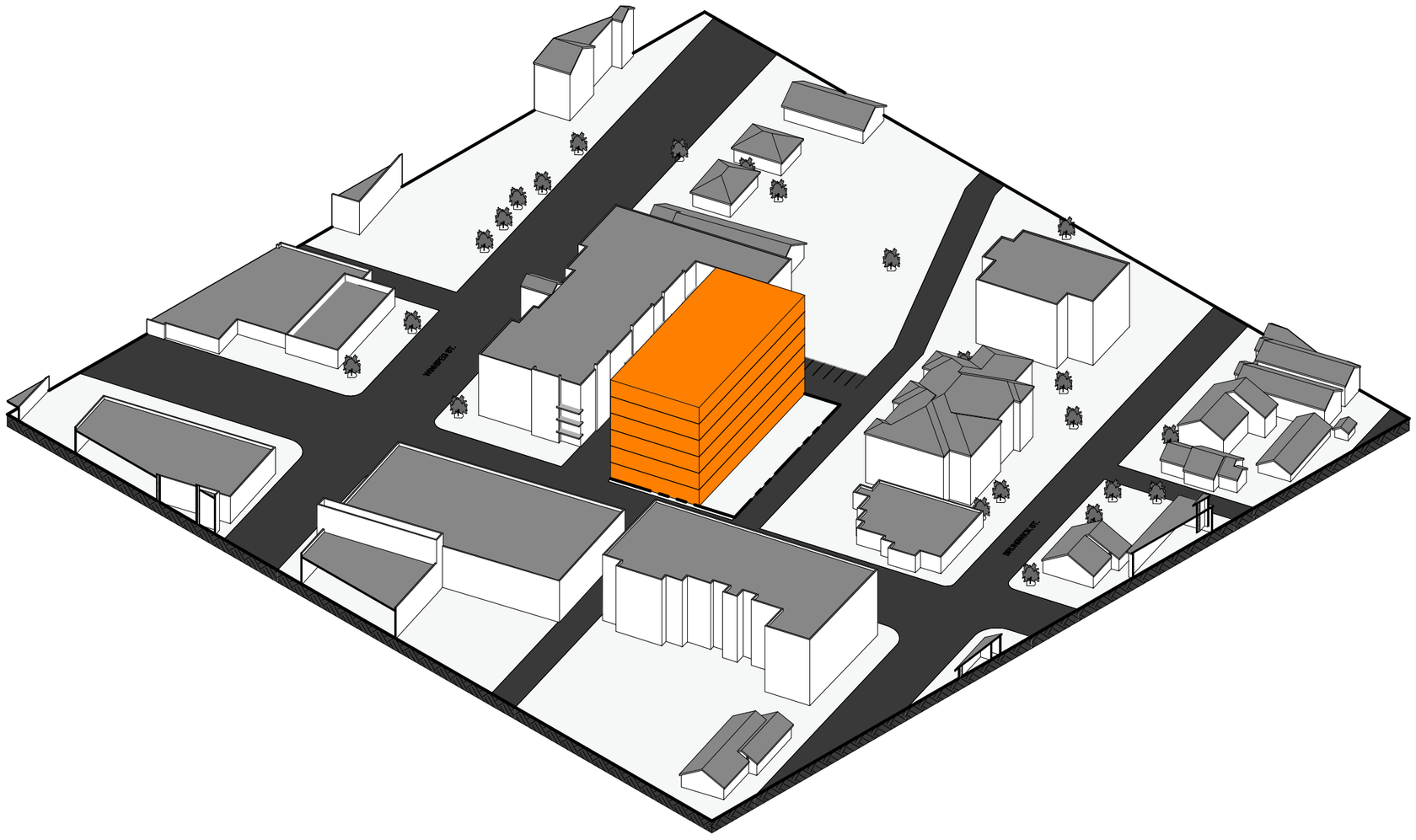
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MASSING LEGEND

- FIREHALL
- RCMP
- BYLAW
- EOC
- CITY OF PENTICTON
- HOUSING
- SOCIAL HOUSING
- SECURE PARKADE
- PARKADE

City of Penticton

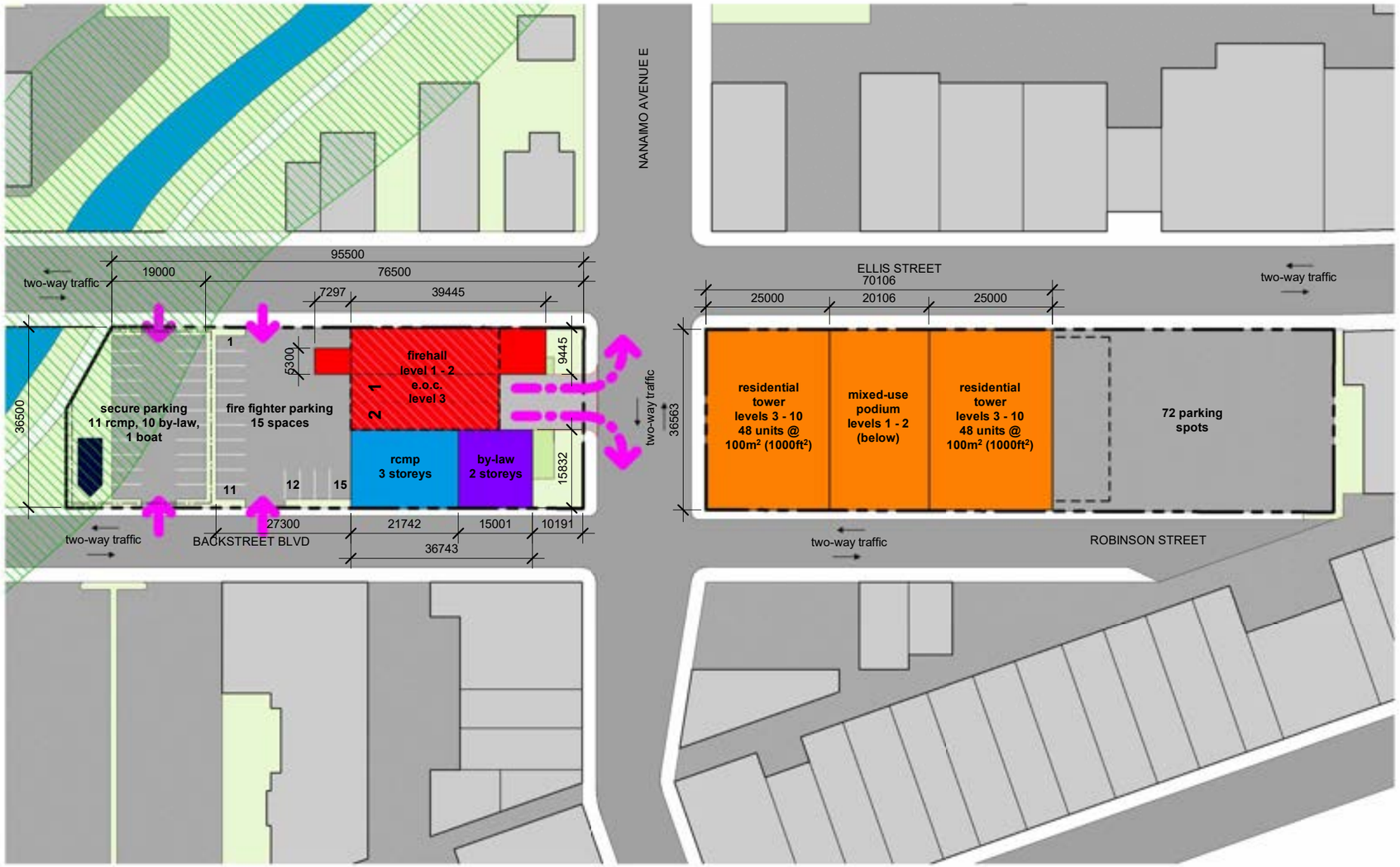
Penticton Public Safety Building Feasibility Study

planning option #1 - nanaimo ave. - massing

n.t.s.

23-Jun-22

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SITE LEGEND

PROPERTY LINE (PL)		RESIDENTIAL FOOTPRINT		EXISTING ROAD	
SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS	
EXISTING FOOTPRINT		BUILDING FOOTPRINT		PLANTING	
FIREHALL FOOTPRINT		ON-SITE LANDSCAPING		CIRCULATION	
RCMP FOOTPRINT		OFF-SITE LANDSCAPING		ESA AREA	
BYLAW FOOTPRINT		ASPHALT			

SITE DATA

CIVIC ADDRESS:	281 & 307 ELLIS STREET, PENTICTON, BC V2A 8C9
LEGAL ADDRESS:	LOT 2 BLOCK 27 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 479 EXCEPT PLAN B1841
TOTAL SITE AREA:	8481.3 m² / 2.096 ACRES

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City of Penticton

Penticton Public Safety Building Feasibility Study

planning option #1 - ellis street

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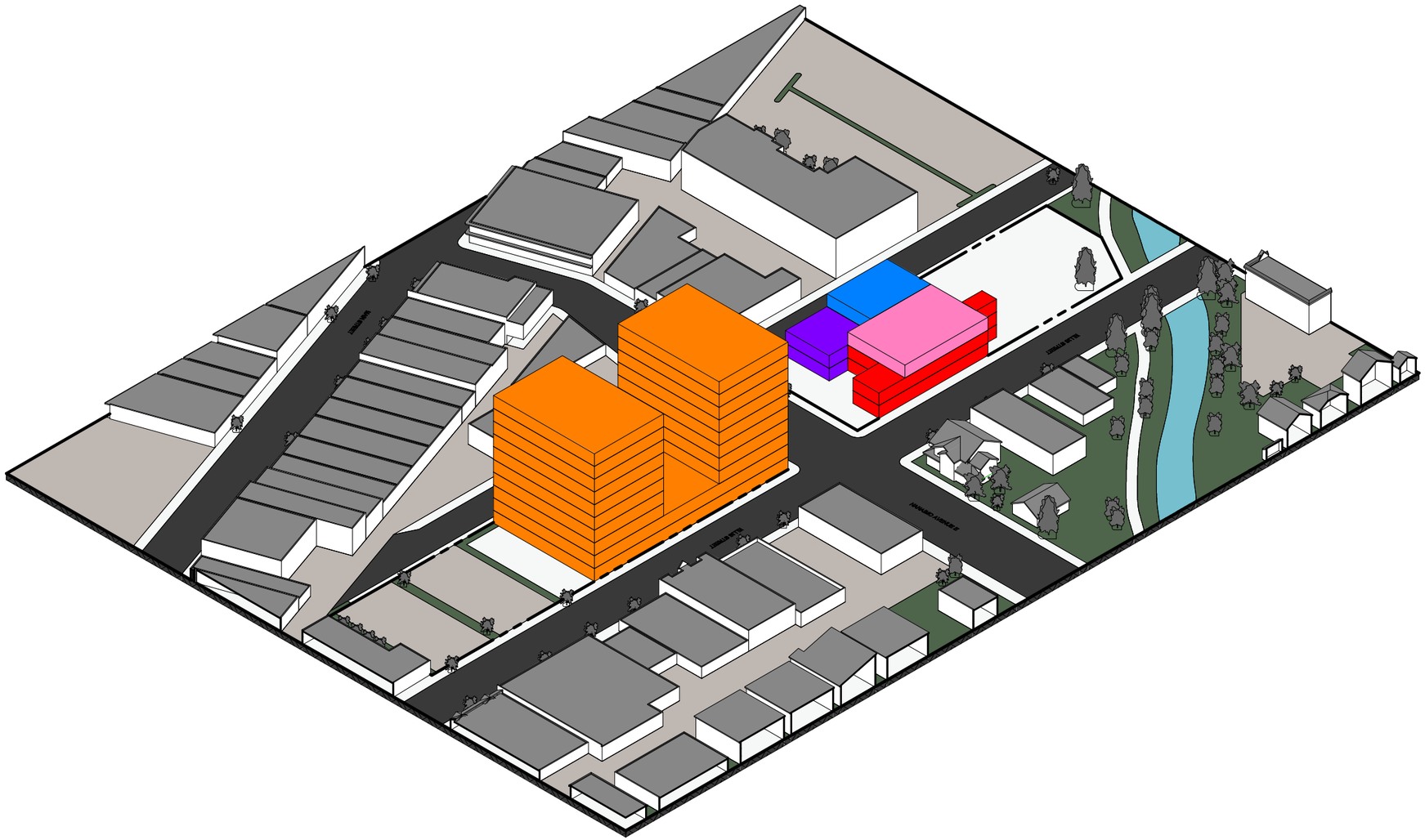
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MASSING LEGEND

- FIREHALL
- RCMP
- BYLAW
- EOC
- CITY OF PENTICTON
- HOUSING
- SOCIAL HOUSING
- SECURE PARKADE
- PARKADE

City of Penticton

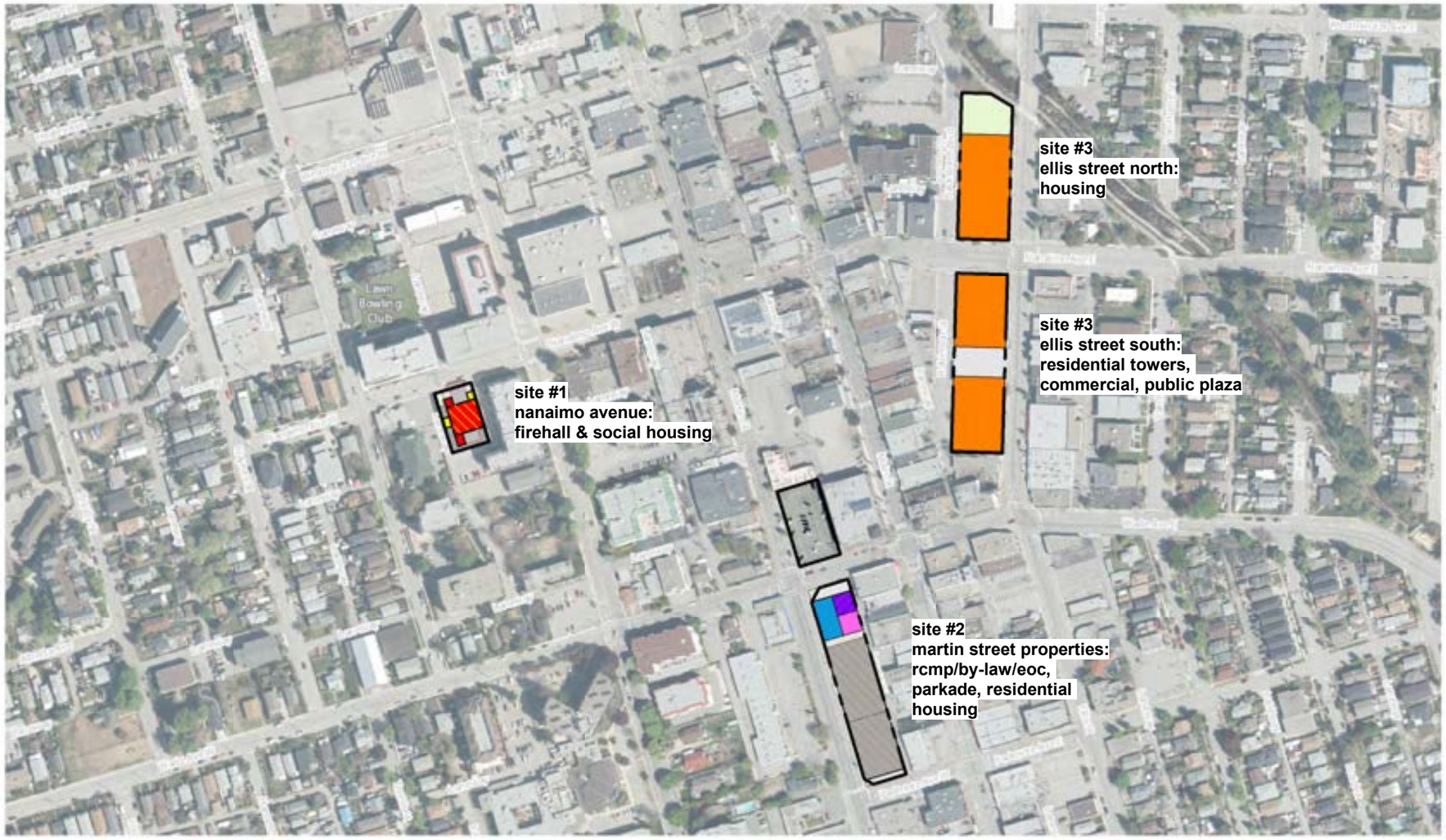
Penticton Public Safety Building Feasibility Study

planning option #1 - ellis street - massing

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23-Jun-22

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PROPERTY LINE (PL)	RESIDENTIAL FOOTPRINT	EXISTING ROAD
SETBACK (SB)	SOCIAL HOUSING FTPRT.	CONCRETE PAVERS
EXISTING FOOTPRINT	BUILDING FOOTPRINT	PLANTING
FIREHALL FOOTPRINT	ON-SITE LANDSCAPING	CIRCULATION
RCMP FOOTPRINT	OFF-SITE LANDSCAPING	ESA AREA
BYLAW FOOTPRINT	ASPHALT	

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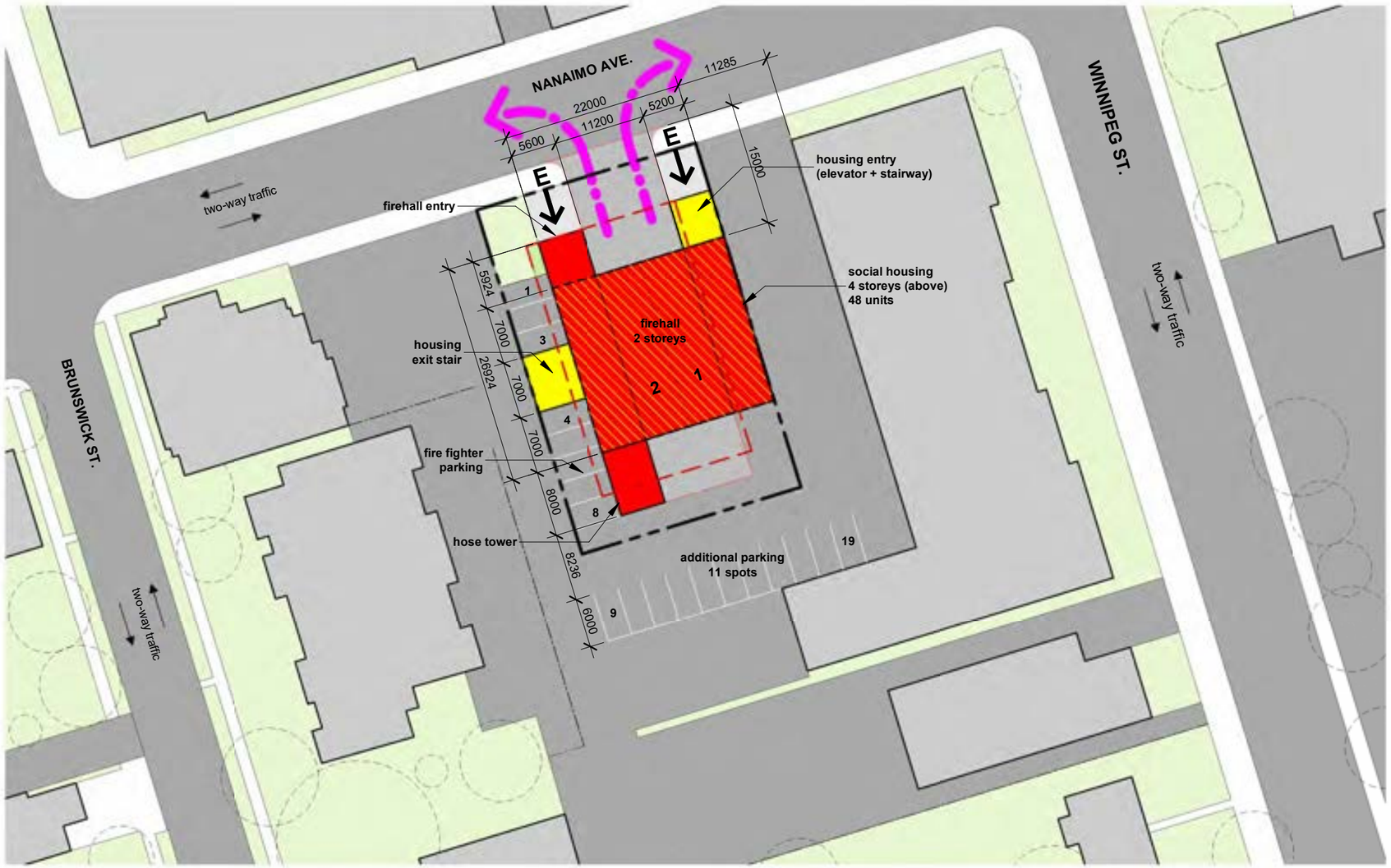
City of Penticton

Penticton Public Safety Building Feasibility Study

planning option #2

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23-june-22



SITE LEGEND

PROPERTY LINE (PL)	RESIDENTIAL FOOTPRINT	EXISTING ROAD
SETBACK (SB)	SOCIAL HOUSING FTPRT.	CONCRETE PAVERS
EXISTING FOOTPRINT	BUILDING FOOTPRINT	PLANTING
FIREHALL FOOTPRINT	ON-SITE LANDSCAPING	CIRCULATION
RCMP FOOTPRINT	OFF-SITE LANDSCAPING	ESA AREA
BYLAW FOOTPRINT	ASPHALT	

SITE DATA

CIVIC ADDRESS:	250 NANAIMO AVE W, PENTICTON, BC V2A 1N5
LEGAL ADDRESS:	LOT A DISTRICT LOT 4 GROUP 7 SIMILKAMEEN DIVISION YALE DISTRICT PLAN KAP53404
TOTAL SITE AREA:	1232 m² / 0.304 ACRES

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City of Penticton

Penticton Public Safety Building Feasibility Study

planning option #2 - nanaimo ave.

1:600

23-june-22



SITE LEGEND

- PROPERTY LINE (PL)
- SETBACK (SB)
- EXISTING FOOTPRINT
- FIREHALL FOOTPRINT
- RCMP FOOTPRINT
- BYLAW FOOTPRINT
- RESIDENTIAL FOOTPRINT
- SOCIAL HOUSING FTPRT.
- BUILDING FOOTPRINT
- ON-SITE LANDSCAPING
- OFF-SITE LANDSCAPING
- ASPHALT
- EXISTING ROAD
- CONCRETE PAVERS
- PLANTING
- CIRCULATION
- ESA AREA

SITE DATA

CIVIC ADDRESS:	372 & 450 MARTIN STREET, PENTICTON, BC V2A 5L3
LEGAL ADDRESS:	LOT A DISTRICT LOT 4 GROUP 7 SIMILKAMEEN DIVISION YALE (FORMERLY YALE LYTTON) DISTRICT AND DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN KAP90148
TOTAL SITE AREA:	5999.7 m² / 1.483 ACRES

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73°

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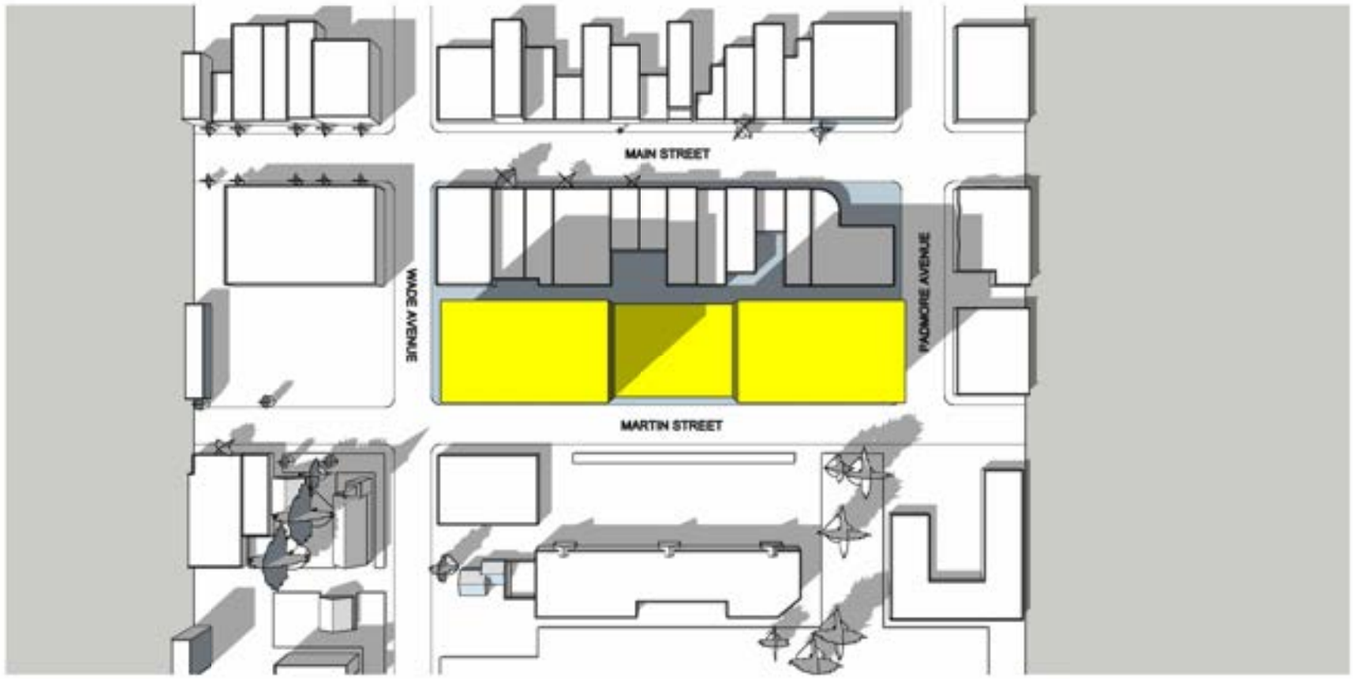
City of Penticton

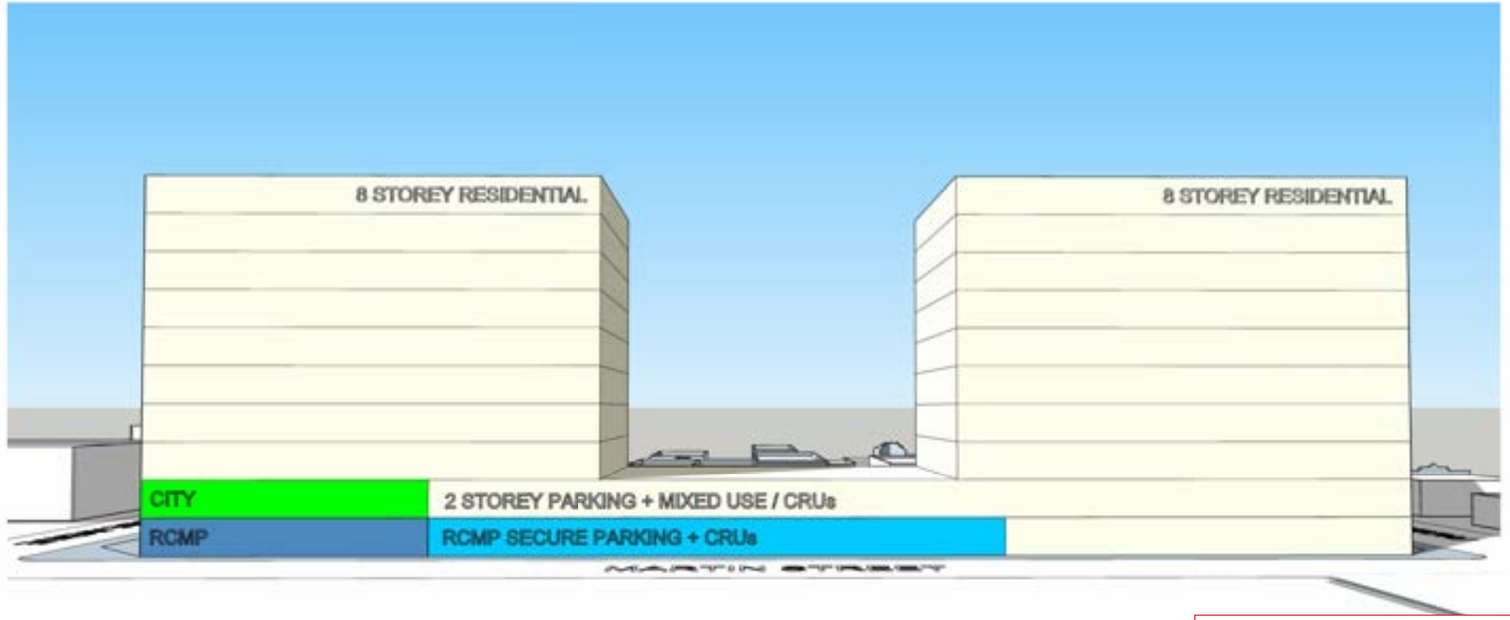
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planning option #2 - martin street

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23-june-22





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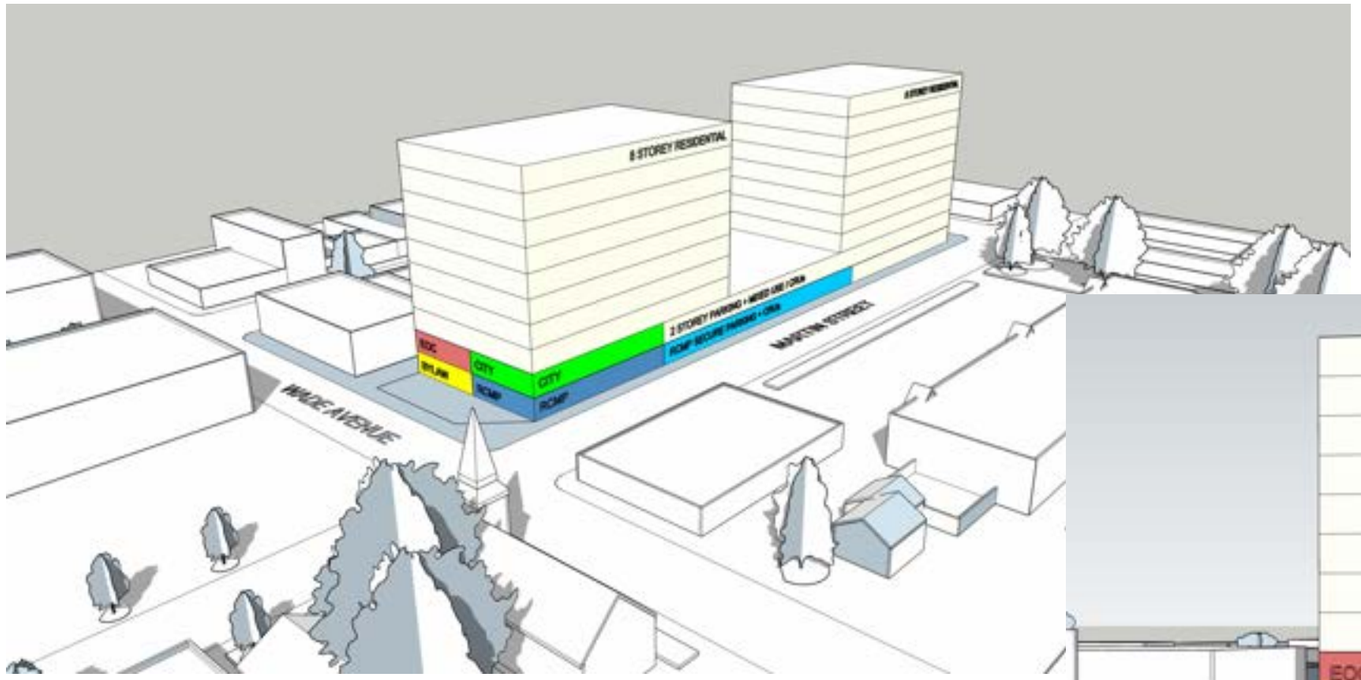
Penticton Public Safety Building Feasibility Study

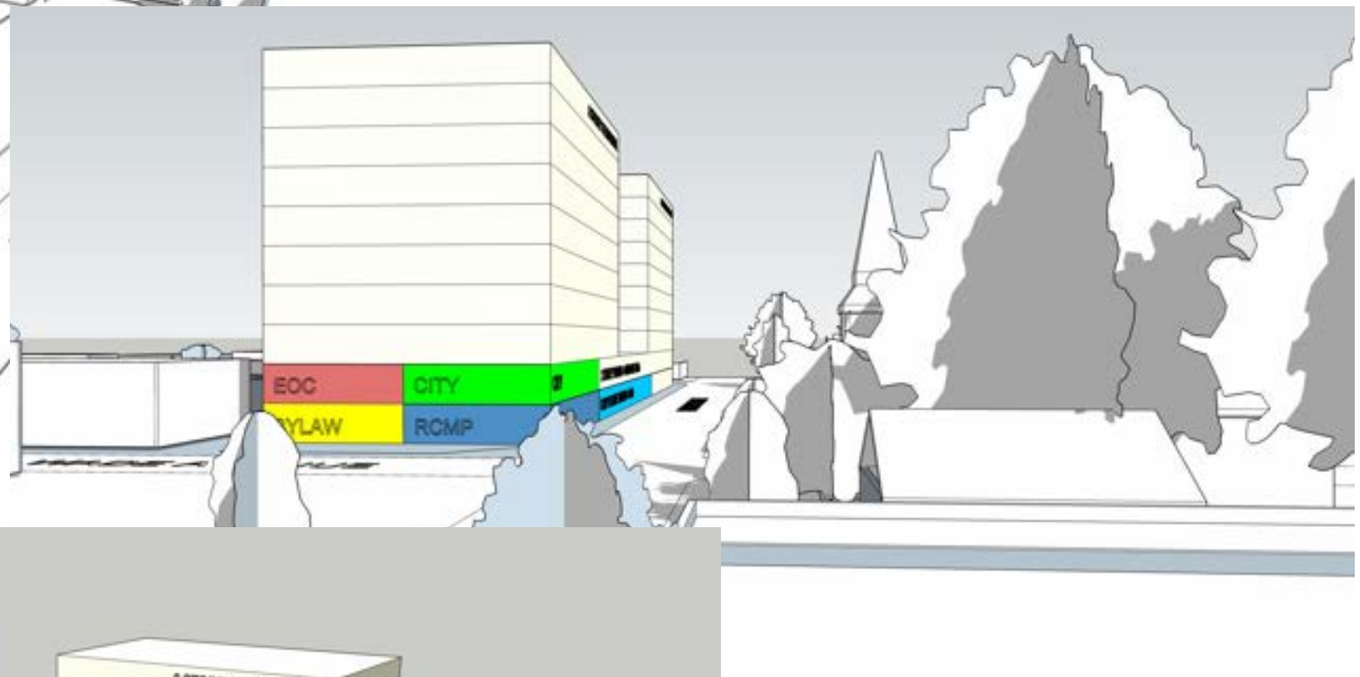
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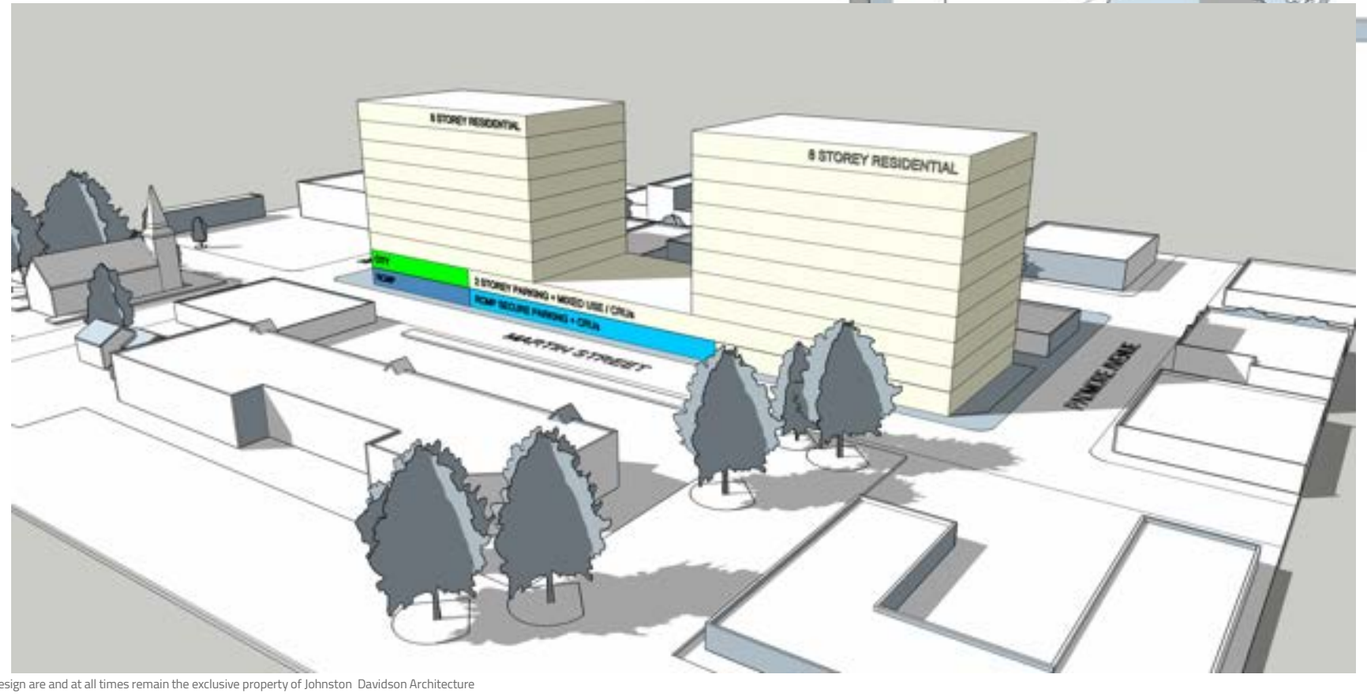
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option 2 - 450 martin - perspectives 2

nts

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SITE LEGEND

PROPERTY LINE (PL)		RESIDENTIAL FOOTPRINT		EXISTING ROAD
SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS
EXISTING FOOTPRINT		BUILDING FOOTPRINT		PLANTING
FIREHALL FOOTPRINT		ON-SITE LANDSCAPING		CIRCULATION
RCMP FOOTPRINT		OFF-SITE LANDSCAPING		ESA AREA
BYLAW FOOTPRINT		ASPHALT		

SITE DATA

CIVIC ADDRESS:	281 & 307 ELLIS STREET, PENTICTON, BC V2A 8C9
LEGAL ADDRESS:	LOT 2 BLOCK 27 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 479 EXCEPT PLAN B1841
TOTAL SITE AREA:	8481.3 m² / 2.096 ACRES

N
91°

City of Penticton

Penticton Public Safety Building Feasibility Study

planning option #2 - ellis street

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23-june-22

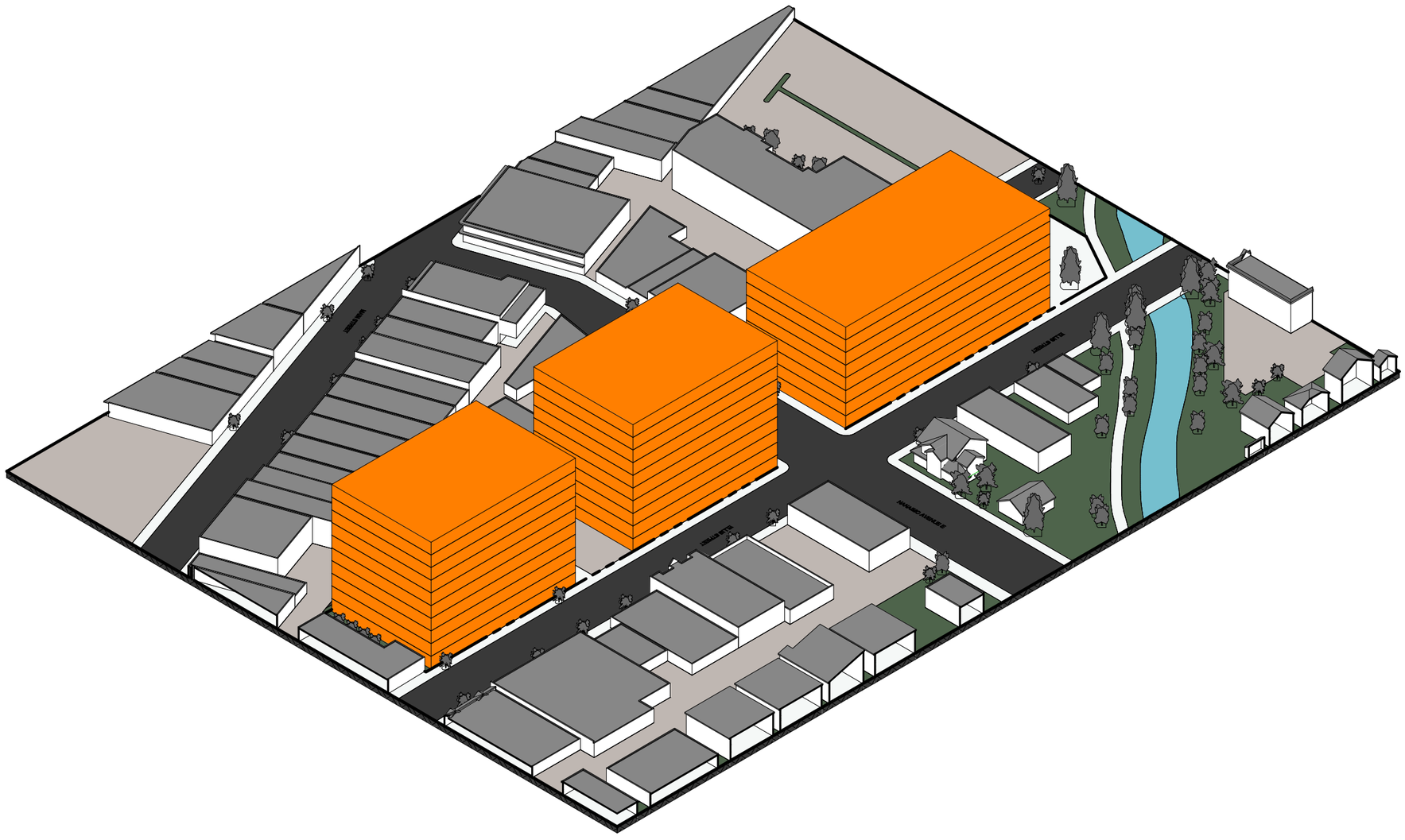
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MASSING LEGEND

- FIREHALL
- RCMP
- BYLAW
- EOC
- CITY OF PENTICTON
- HOUSING
- SOCIAL HOUSING
- SECURE PARKADE
- PARKADE

City of Penticton

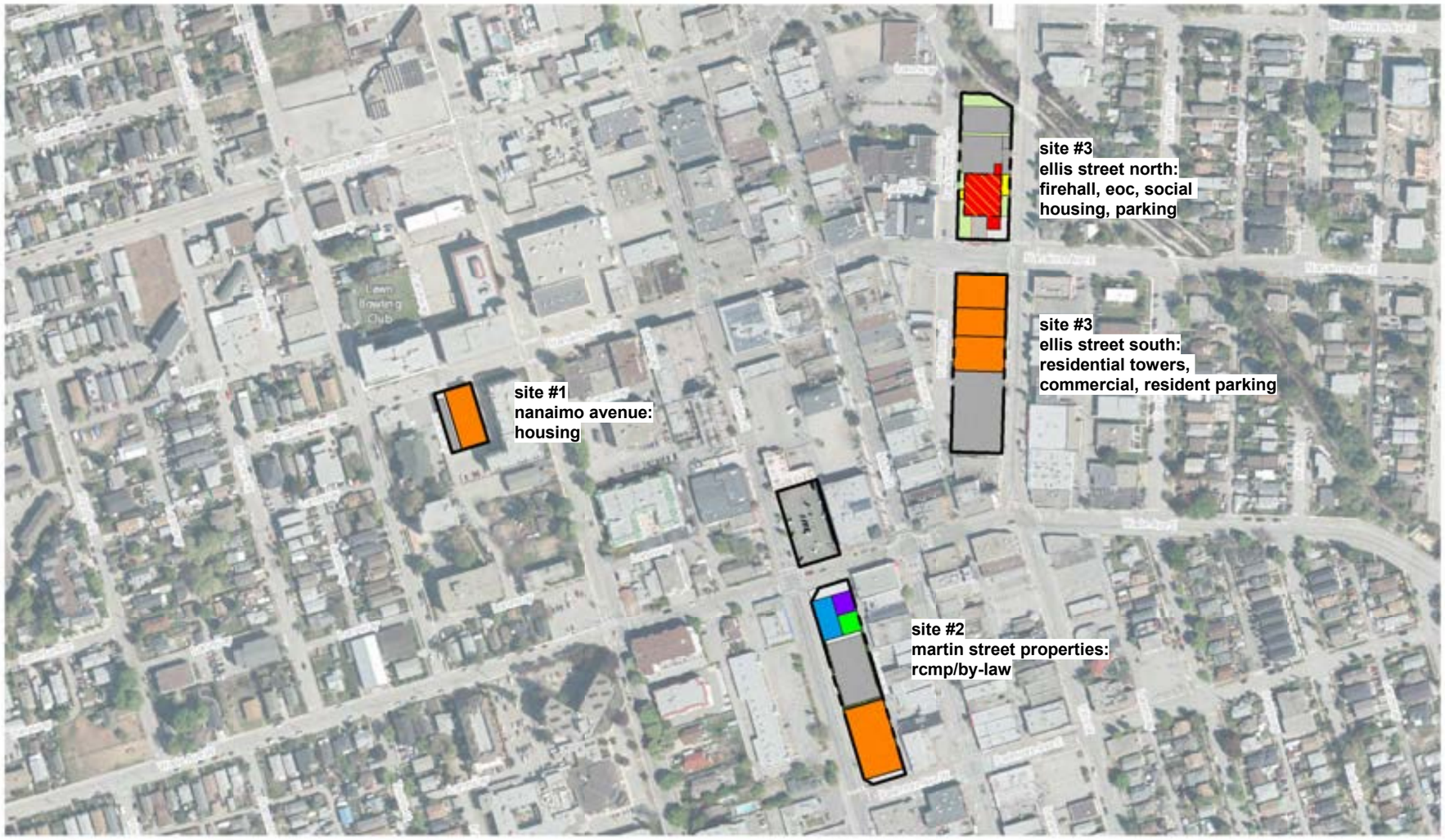
Penticton Public Safety Building Feasibility Study

planning option #2 - ellis street - massing

n.t.s.

23-Jun-22

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SITE LEGEND

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SETBACK (SB)	SOCIAL HOUSING FTPRT.	CONCRETE PAVERS
EXISTING FOOTPRINT	BUILDING FOOTPRINT	PLANTING
FIREHALL FOOTPRINT	ON-SITE LANDSCAPING	CIRCULATION
RCMP FOOTPRINT	OFF-SITE LANDSCAPING	ESA AREA
BYLAW FOOTPRINT	ASPHALT	

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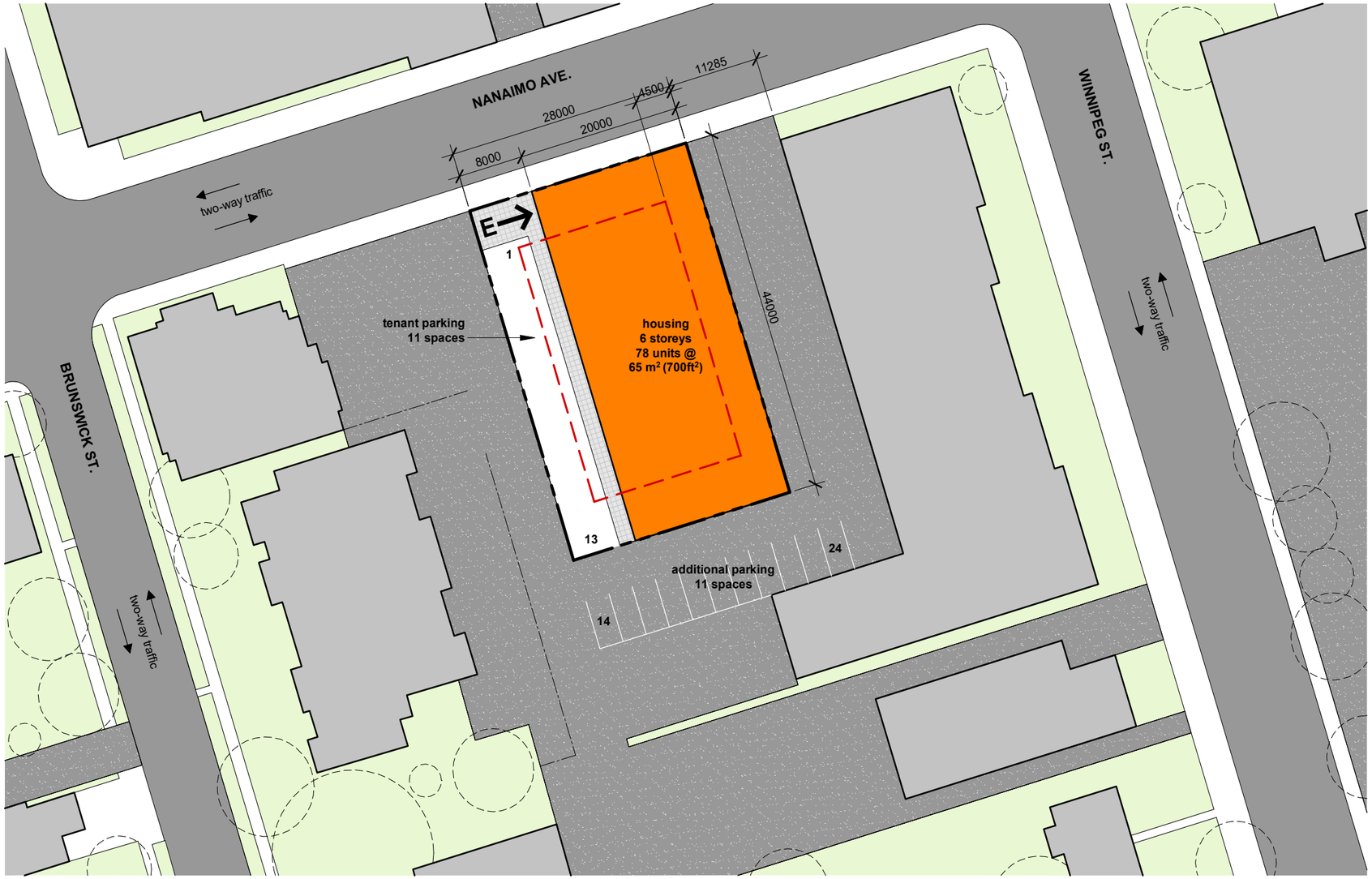
City of Penticton

Penticton Public Safety Building Feasibility Study

planning option #3

1:3500

23-june-22



SITE LEGEND

PROPERTY LINE (PL)		RESIDENTIAL FOOTPRINT		EXISTING ROAD	
SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS	
EXISTING FOOTPRINT		BUILDING FOOTPRINT		PLANTING	
FIREHALL FOOTPRINT		ON-SITE LANDSCAPING		CIRCULATION	
RCMP FOOTPRINT		OFF-SITE LANDSCAPING		ESA AREA	
BYLAW FOOTPRINT		ASPHALT			

SITE DATA

CIVIC ADDRESS:	250 NANAIMO AVE W, PENTICTON, BC V2A 1N5
LEGAL ADDRESS:	LOT A DISTRICT LOT 4 GROUP 7 SIMILKAMEEN DIVISION YALE DISTRICT PLAN KAP53404
TOTAL SITE AREA:	1232 m² / 0.304 ACRES

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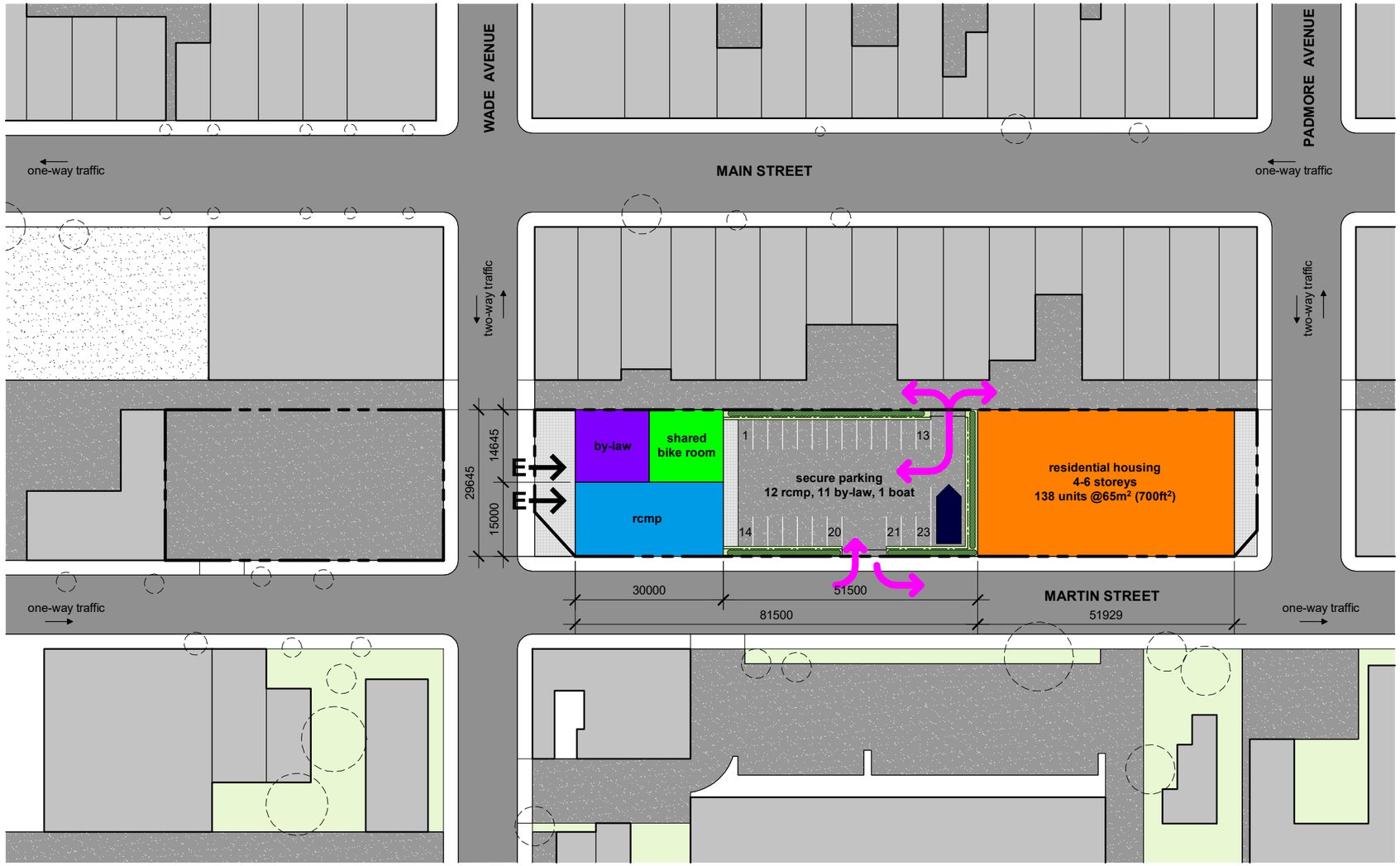
City of Penticton

Penticton Public Safety Building Feasibility Study

planning option #3 - nanaimo ave.

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23-june-22



SITE LEGEND

PROPERTY LINE (PL)		RESIDENTIAL FOOTPRINT		EXISTING ROAD	
SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS	
EXISTING FOOTPRINT		BUILDING FOOTPRINT		PLANTING	
FIREHALL FOOTPRINT		ON-SITE LANDSCAPING		CIRCULATION	
RCMP FOOTPRINT		OFF-SITE LANDSCAPING		ESA AREA	
BYLAW FOOTPRINT		ASPHALT			

SITE DATA

CIVIC ADDRESS:	372 & 450 MARTIN STREET, PENTICTON, BC V2A 5L3
LEGAL ADDRESS:	LOT A DISTRICT LOT 4 GROUP 7 SIMILKAMEEN DIVISION YALE (FORMERLY YALE LYTTON) DISTRICT AND DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN KAP90148
TOTAL SITE AREA:	5999.7 m² / 1.483 ACRES

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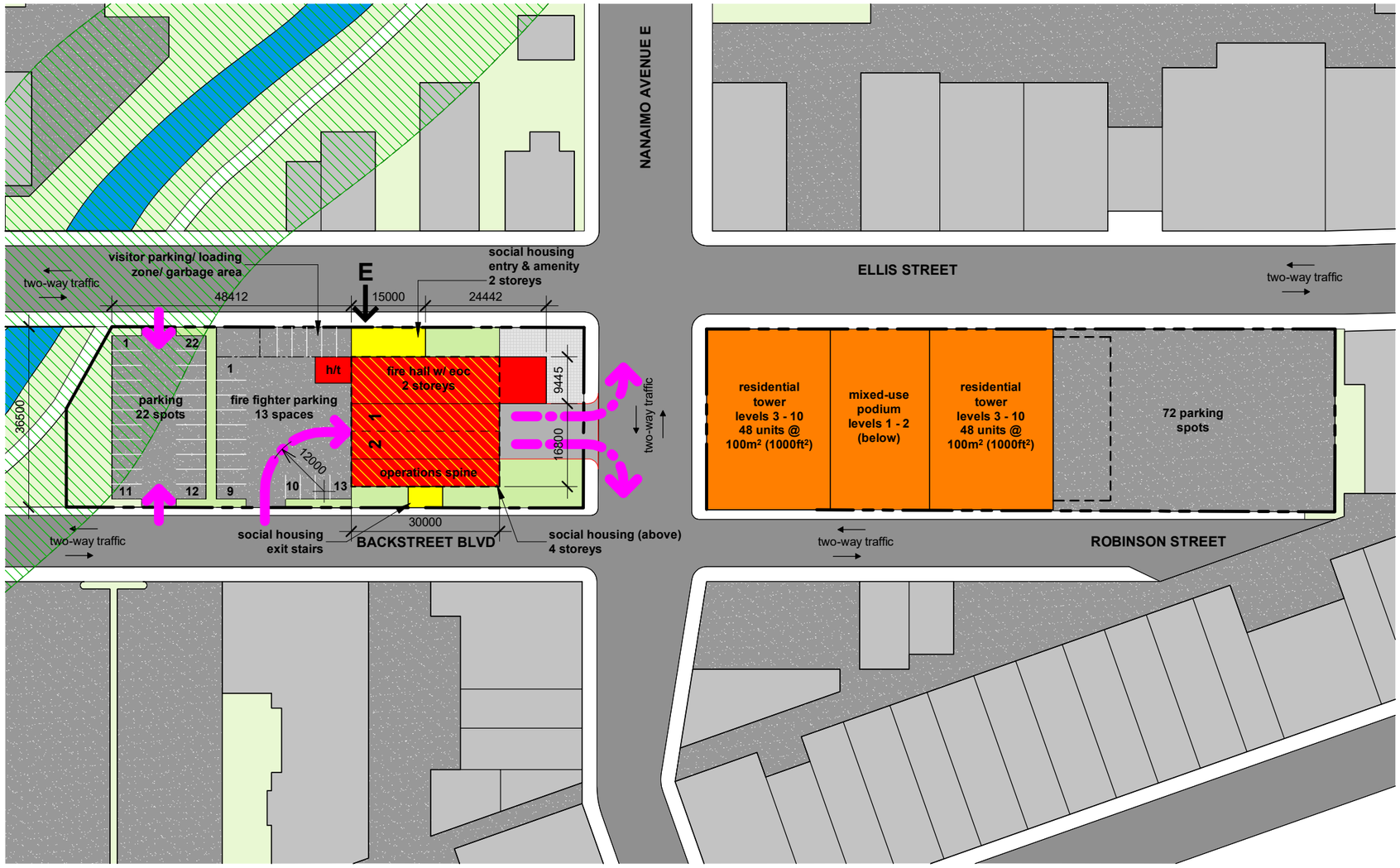
City of Penticton

Penticton Public Safety Building Feasibility Study

planning option #3 - martin street

1:1000

23-june-22



SITE LEGEND

PROPERTY LINE (PL)		RESIDENTIAL FOOTPRINT		EXISTING ROAD	
SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS	
EXISTING FOOTPRINT		BUILDING FOOTPRINT		PLANTING	
FIREHALL FOOTPRINT		ON-SITE LANDSCAPING		CIRCULATION	
RCMP FOOTPRINT		OFF-SITE LANDSCAPING		ESA AREA	
BYLAW FOOTPRINT		ASPHALT			

SITE DATA

CIVIC ADDRESS:	281 & 307 ELLIS STREET, PENTICTON, BC V2A 8C9
LEGAL ADDRESS:	LOT 2 BLOCK 27 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 479 EXCEPT PLAN B1841
TOTAL SITE AREA:	8481.3 m² / 2.096 ACRES

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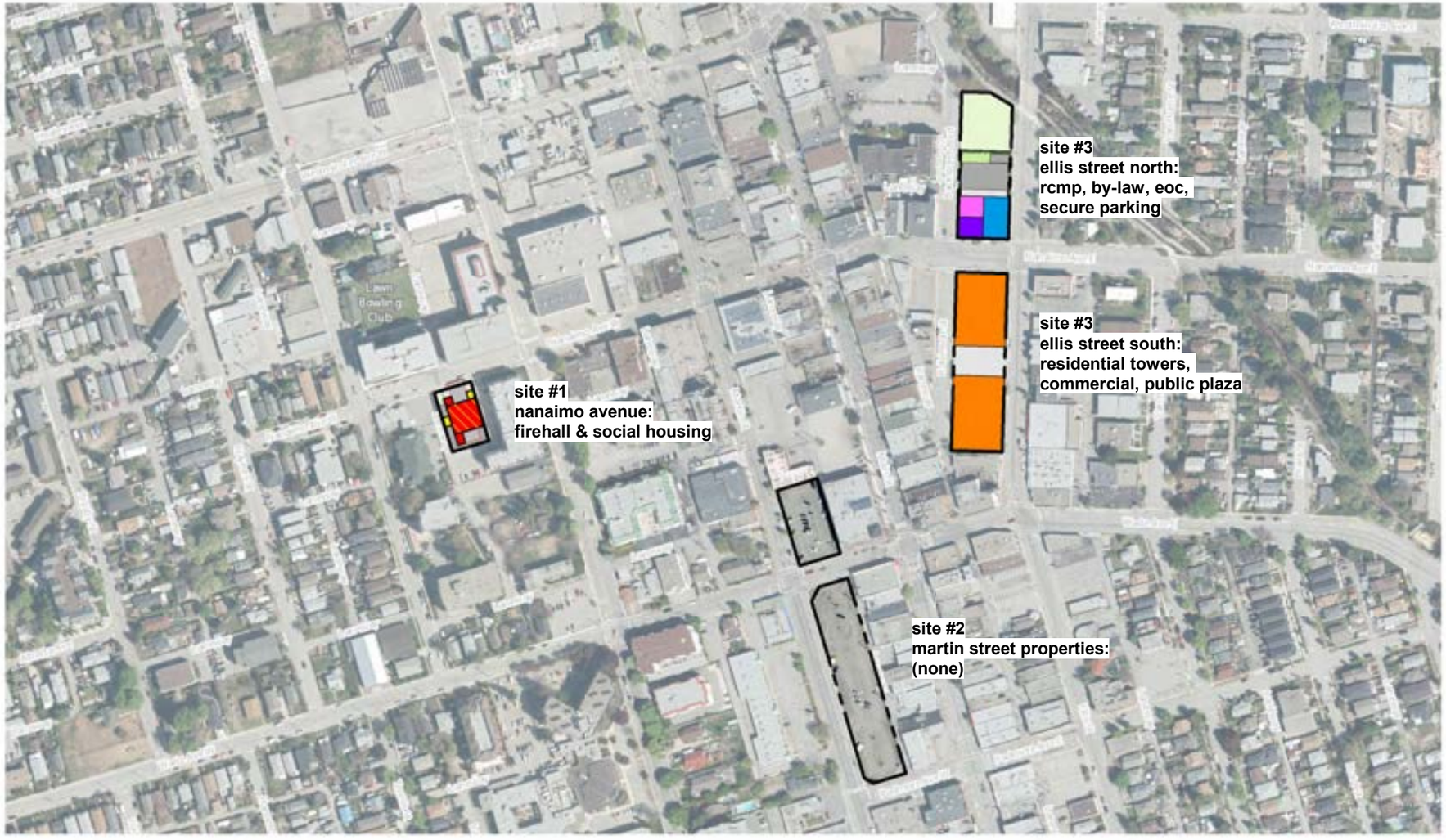
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planning option #3 - ellis street

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23-june-22

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SITE LEGEND

PROPERTY LINE (PL)	RESIDENTIAL FOOTPRINT	EXISTING ROAD
SETBACK (SB)	SOCIAL HOUSING FTPRT.	CONCRETE PAVERS
EXISTING FOOTPRINT	BUILDING FOOTPRINT	PLANTING
FIREHALL FOOTPRINT	ON-SITE LANDSCAPING	CIRCULATION
RCMP FOOTPRINT	OFF-SITE LANDSCAPING	ESA AREA
BYLAW FOOTPRINT	ASPHALT	

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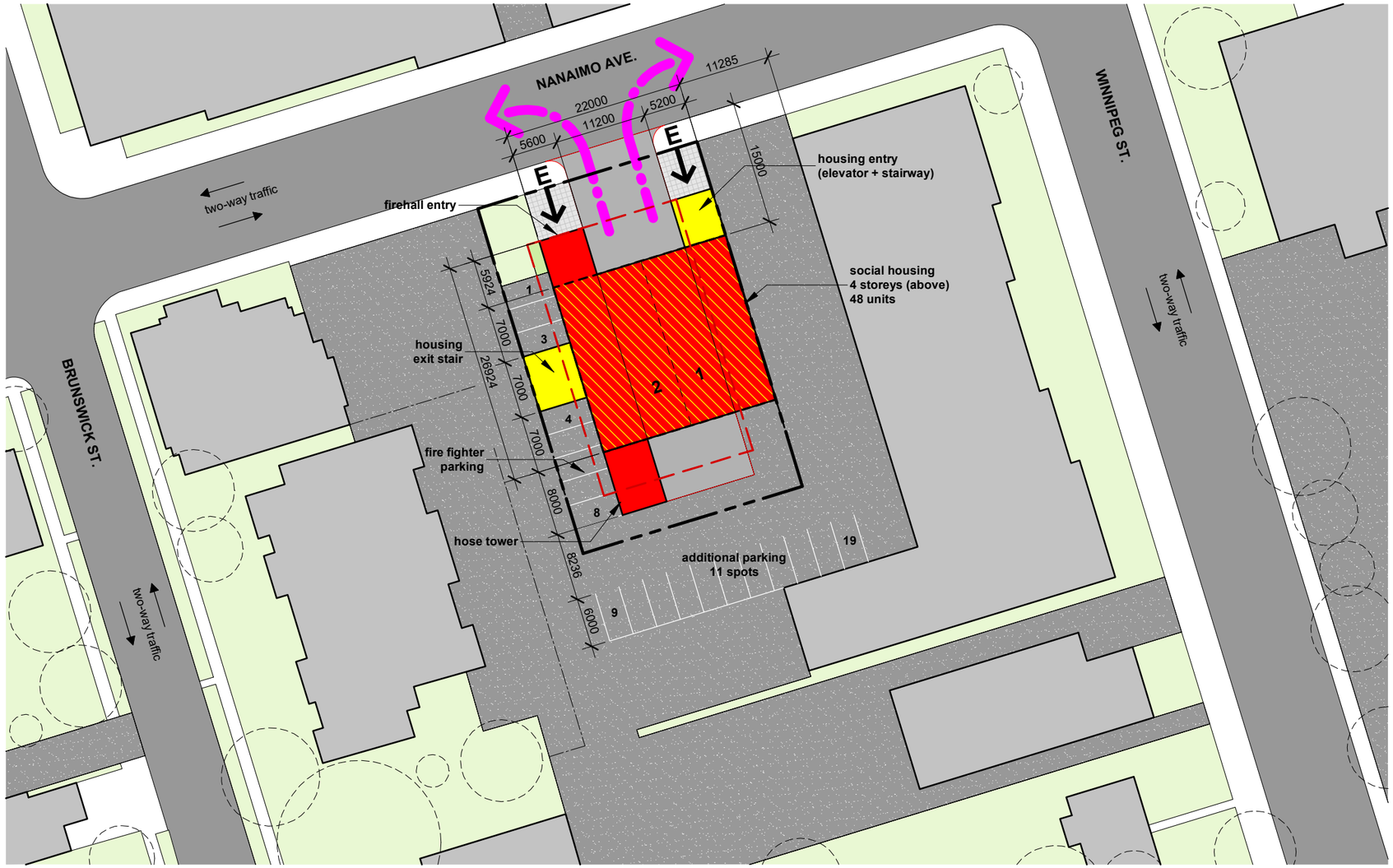
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Penticton Public Safety Building Feasibility Study

planning option #4

1:3500

23-june-22



SITE LEGEND

PROPERTY LINE (PL)		RESIDENTIAL FOOTPRINT		EXISTING ROAD	
SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS	
EXISTING FOOTPRINT		BUILDING FOOTPRINT		PLANTING	
FIREHALL FOOTPRINT		ON-SITE LANDSCAPING		CIRCULATION	
RCMP FOOTPRINT		OFF-SITE LANDSCAPING		ESA AREA	
BYLAW FOOTPRINT		ASPHALT			

SITE DATA

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TOTAL SITE AREA:	1232 m² / 0.304 ACRES

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Penticton Public Safety Building Feasibility Study

planning option #4 - nanaimo ave.

1:600

23-june-22



SITE LEGEND

PROPERTY LINE (PL)		RESIDENTIAL FOOTPRINT		EXISTING ROAD	
SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS	
EXISTING FOOTPRINT		BUILDING FOOTPRINT		PLANTING	
FIREHALL FOOTPRINT		ON-SITE LANDSCAPING		CIRCULATION	
RCMP FOOTPRINT		OFF-SITE LANDSCAPING		ESA AREA	
BYLAW FOOTPRINT		ASPHALT			

SITE DATA

CIVIC ADDRESS:	281 & 307 ELLIS STREET, PENTICTON, BC V2A 8C9
LEGAL ADDRESS:	LOT 2 BLOCK 27 DISTRICT LOT 202 SIMILKAMEEN DIVISION YALE DISTRICT PLAN 479 EXCEPT PLAN B1841
TOTAL SITE AREA:	8481.3 m² / 2.096 ACRES

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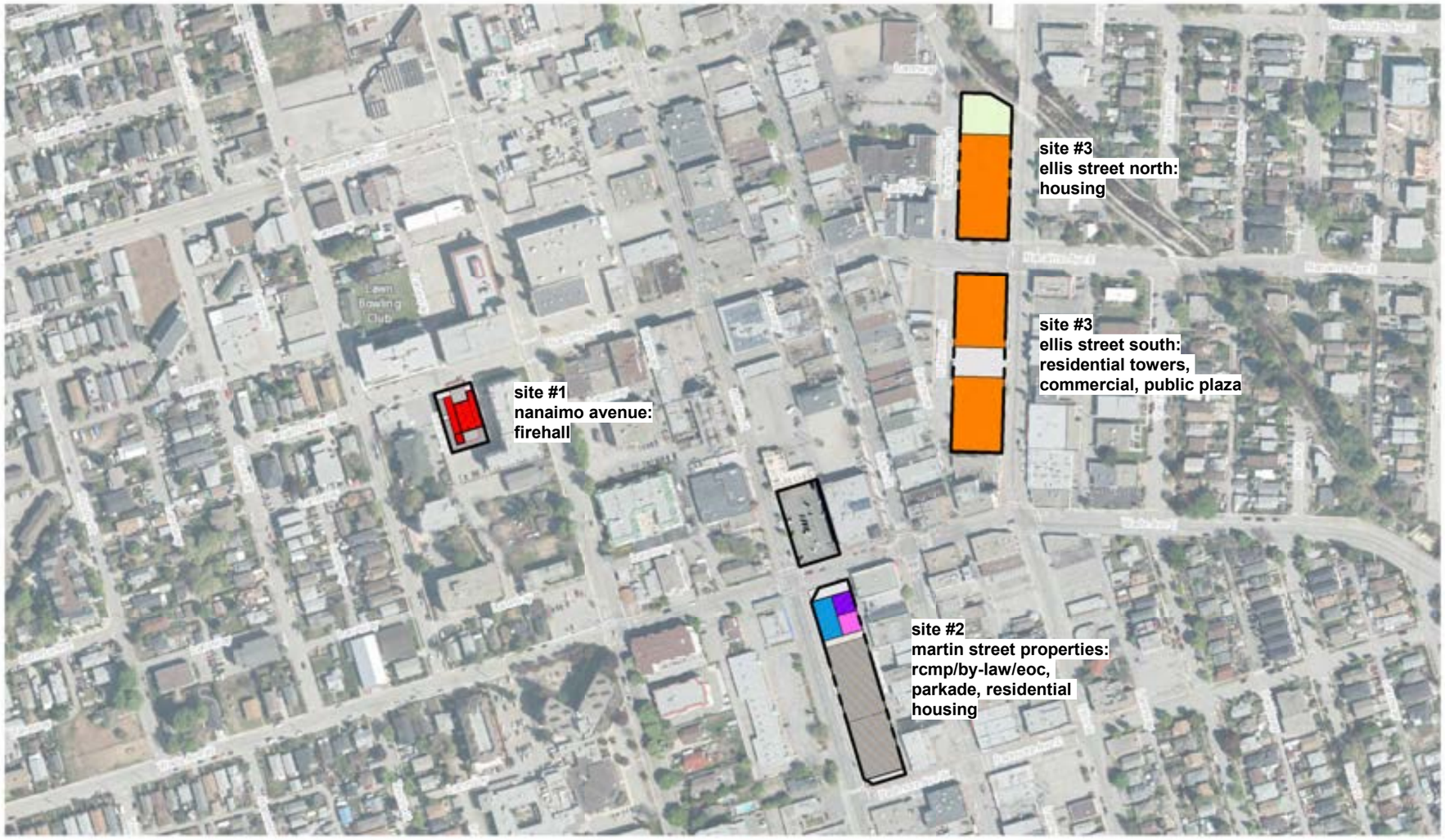
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planning option #4 - ellis street

1:1000

23-june-22

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SITE LEGEND

PROPERTY LINE (PL)	RESIDENTIAL FOOTPRINT	EXISTING ROAD
SETBACK (SB)	SOCIAL HOUSING FTPRT.	CONCRETE PAVERS
EXISTING FOOTPRINT	BUILDING FOOTPRINT	PLANTING
FIREHALL FOOTPRINT	ON-SITE LANDSCAPING	CIRCULATION
RCMP FOOTPRINT	OFF-SITE LANDSCAPING	ESA AREA
BYLAW FOOTPRINT	ASPHALT	

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planning option #5

1:3500

23-june-22



SITE LEGEND

PROPERTY LINE (PL)		RESIDENTIAL FOOTPRINT		EXISTING ROAD	
SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS	
EXISTING FOOTPRINT		BUILDING FOOTPRINT		PLANTING	
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RCMP FOOTPRINT		OFF-SITE LANDSCAPING		ESA AREA	
BYLAW FOOTPRINT		ASPHALT			

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planning option #5 - nanaimo ave.

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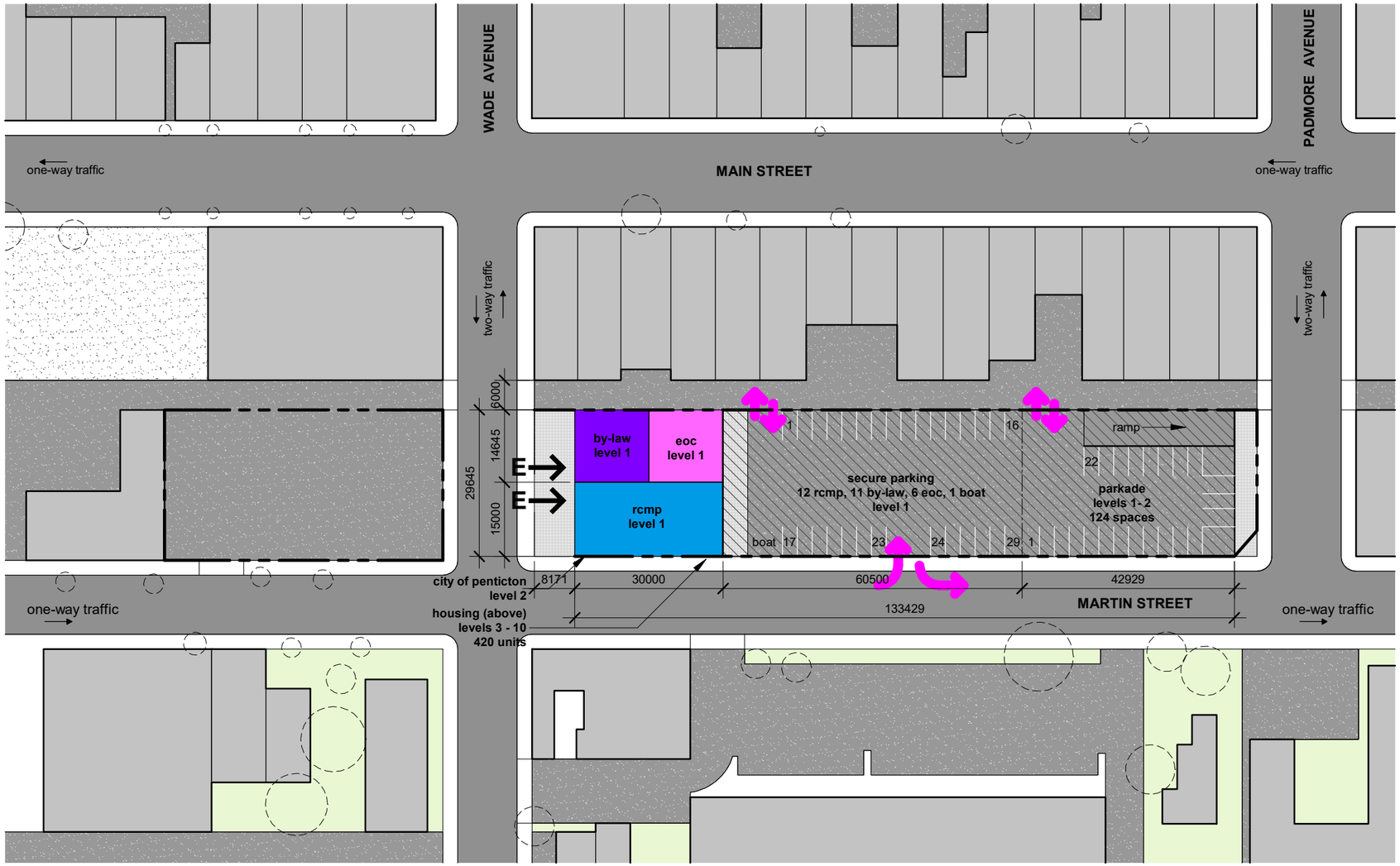
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SITE LEGEND

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SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS	
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BYLAW FOOTPRINT		ASPHALT			

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TOTAL SITE AREA:	5999.7 m² / 1.483 ACRES

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Penticton Public Safety Building Feasibility Study

planning option #5 - martin street

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23-june-22

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SETBACK (SB)		SOCIAL HOUSING FTPRT.		CONCRETE PAVERS
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planning option #5 - ellis street

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5. preferred solutions

1. preferred solutions

There are two preferred planning solutions derived from the study.

Planning Option #1:

a. site #1 - housing
b. site #2 - no development
c. site #3 (north) - firehall / eoc / rcmp / bylaw
d. site #3 (south) - housing

Planning Option #2:

a. site #1 - firehall + social housing
b. site #2 - rcmp / bylaw / eoc / cop + housing
c. site #3 (north) - housing
d. site #3 (south) - housing

Conceptual floor plan designs were provided for the RCMP and Bylaw groups, and intended to reflect Planning Option #2, Site #2 (450 Martin Street). The sketches demonstrate a colocated facility and confirms the recommended functional program spaces will fit the site and qualify this option.

Sketches for Satellite Firehall conceptual floor plans were also provided and reflect using Planning Option #1, Site #1 (existing Firehall site). Again, the sketches can confirm the functional program spaces will fit the site and qualify this option.

Even though two viable solutions, Option #1 and Option #2, have been presented, it is recommended a final solution is selected, which can be studied further, with more indepth, detailed design work and a Class ‘C’ cost estimate to provide the Client group to make well-informed decisions for future planning. For this study, Option #1, Site #3 was developed further with a colocated solution containing a Satellite Firehall, RCMP Community Policing Annex, and Bylaw Offices primarily based on the Ellis Street site is an existing, city-owned property.

In addition to the necessary studies for the firehall, RCMP and Bylaw facilities, options for housing in various configurations were examined where affordable/social housing, market housing, colocated housing or combination of housing with civic services (RCMP, Bylaw, EOC and CpoP spaces) were provided. Even though the potential for housing in several scenarios is promising for each of the sites, an optimal recommendation has not been provided in this study, it is recommended to engage a Developer directly to determine a specific housing type and size for further, detailed study.

An additional study was performed for a new Headquarters Firehall to be located at the existing Firehall No. 2 site, located at 285 Dawson Avenue. Three fit test options have been provided, with Option #1 selected as the best option to study further.

The following sheets demonstrate the conceptual floor plan designs for the RCMP, Bylaw Office and Satellite Firehall, along with the three site studies for the Headquarters Firehall.

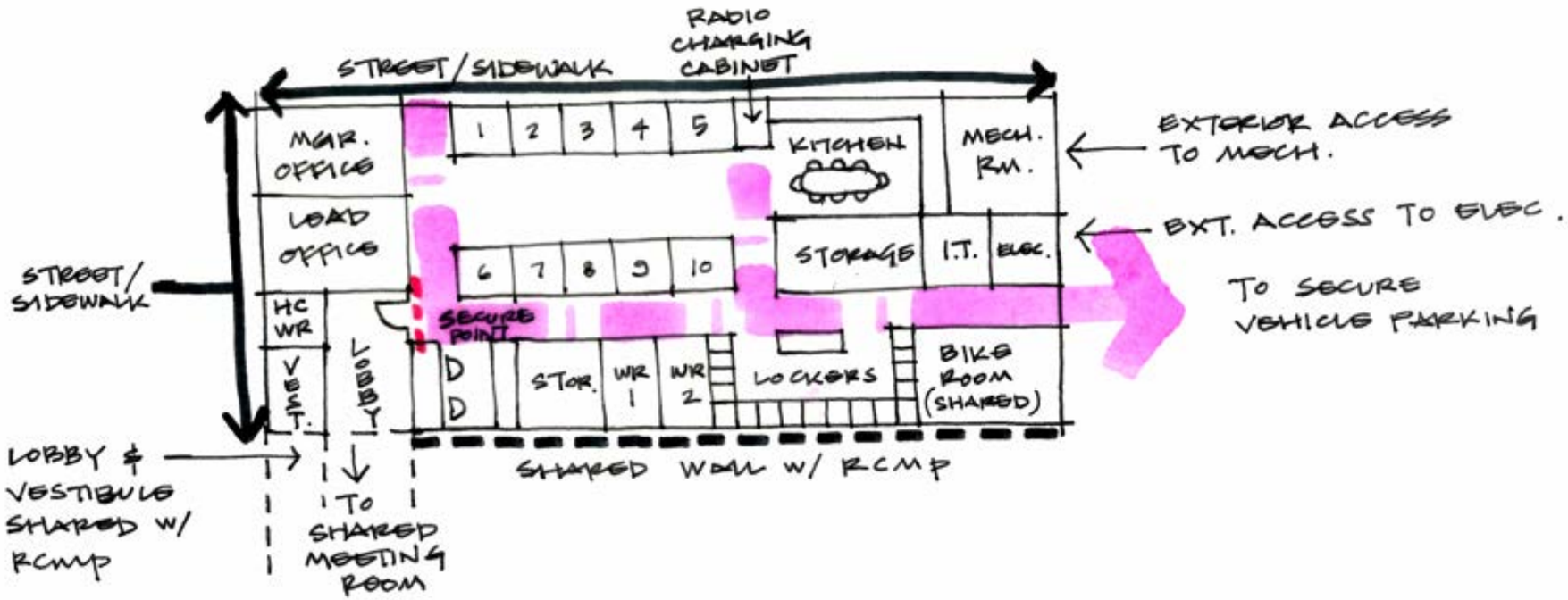
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f. preliminary floor plans + massing



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by-law floor plan sketch

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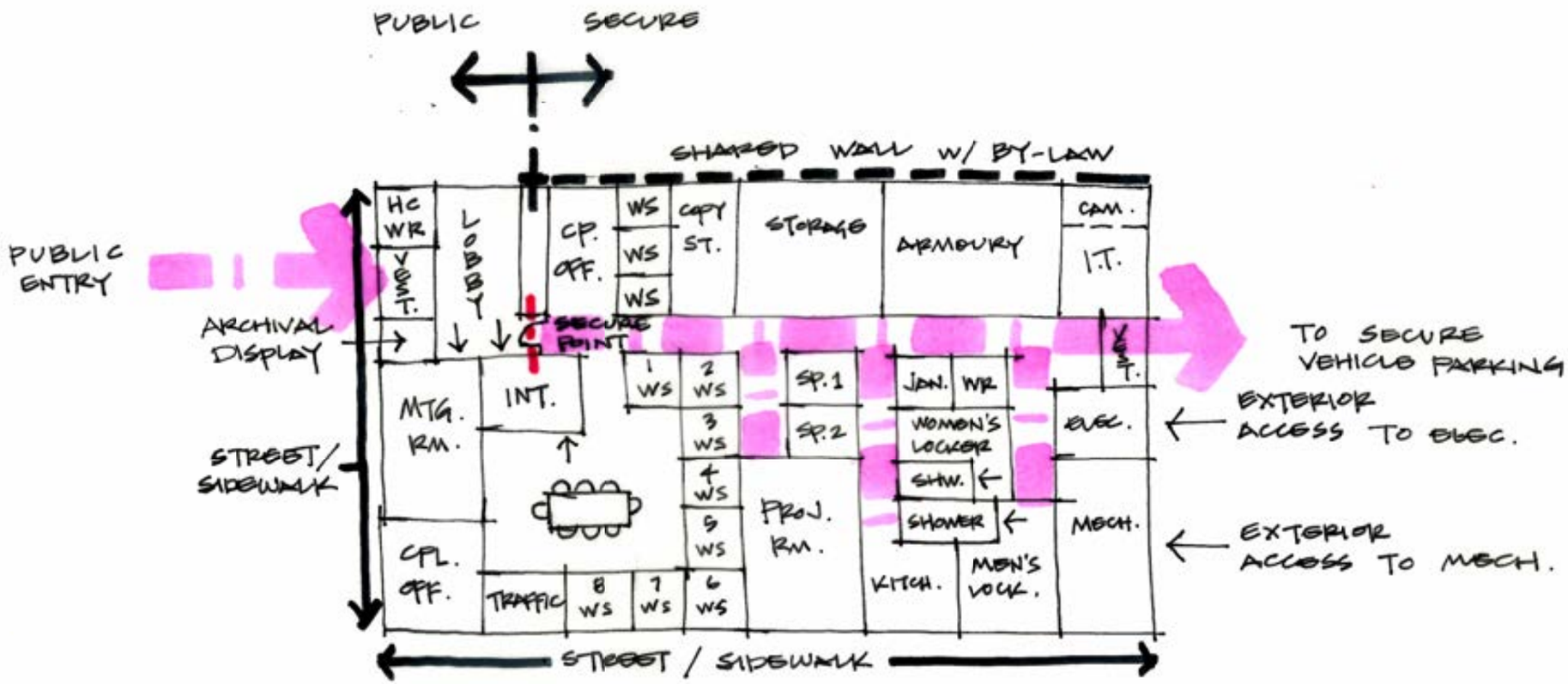
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rcmp floor plan sketch

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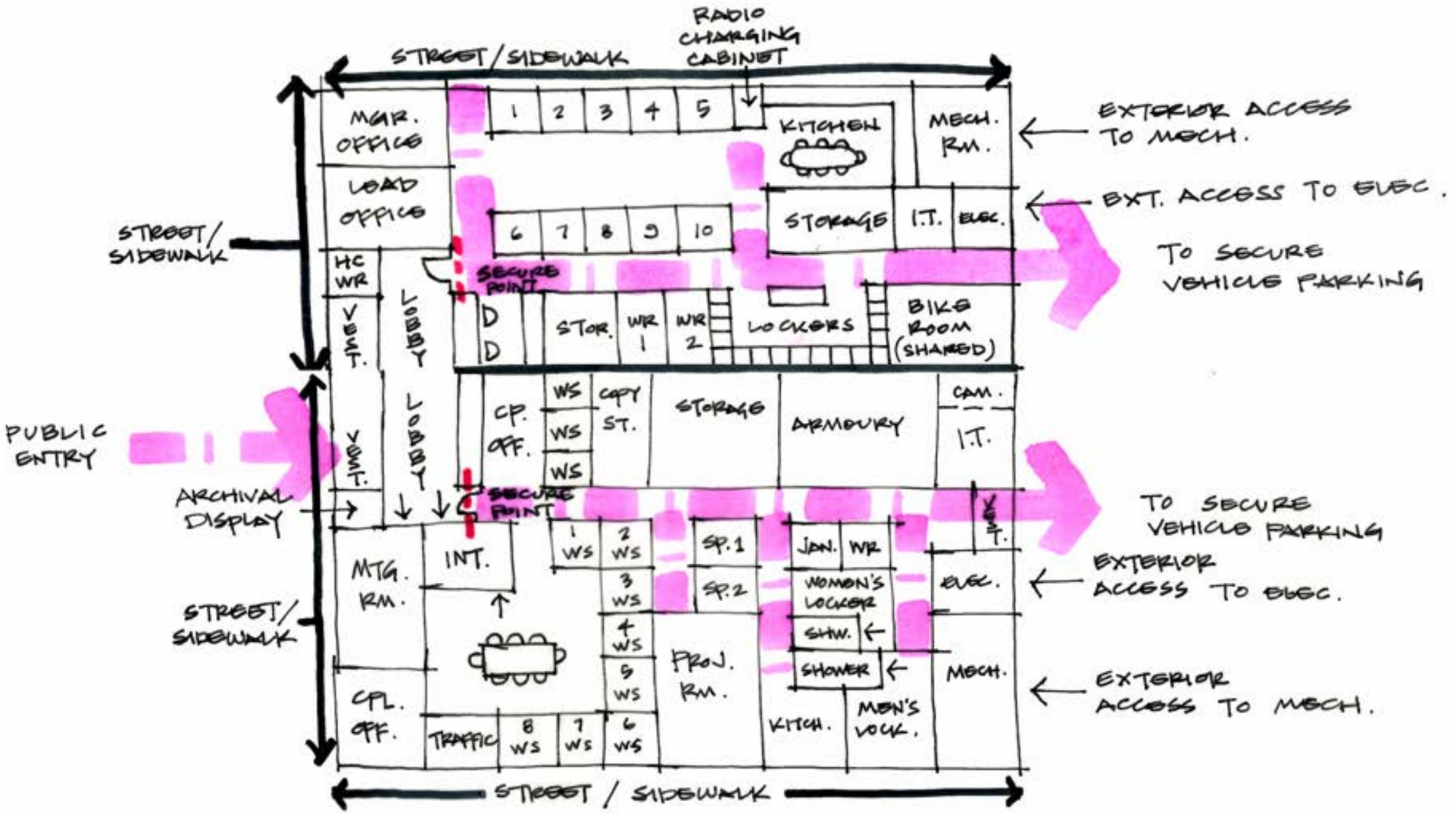
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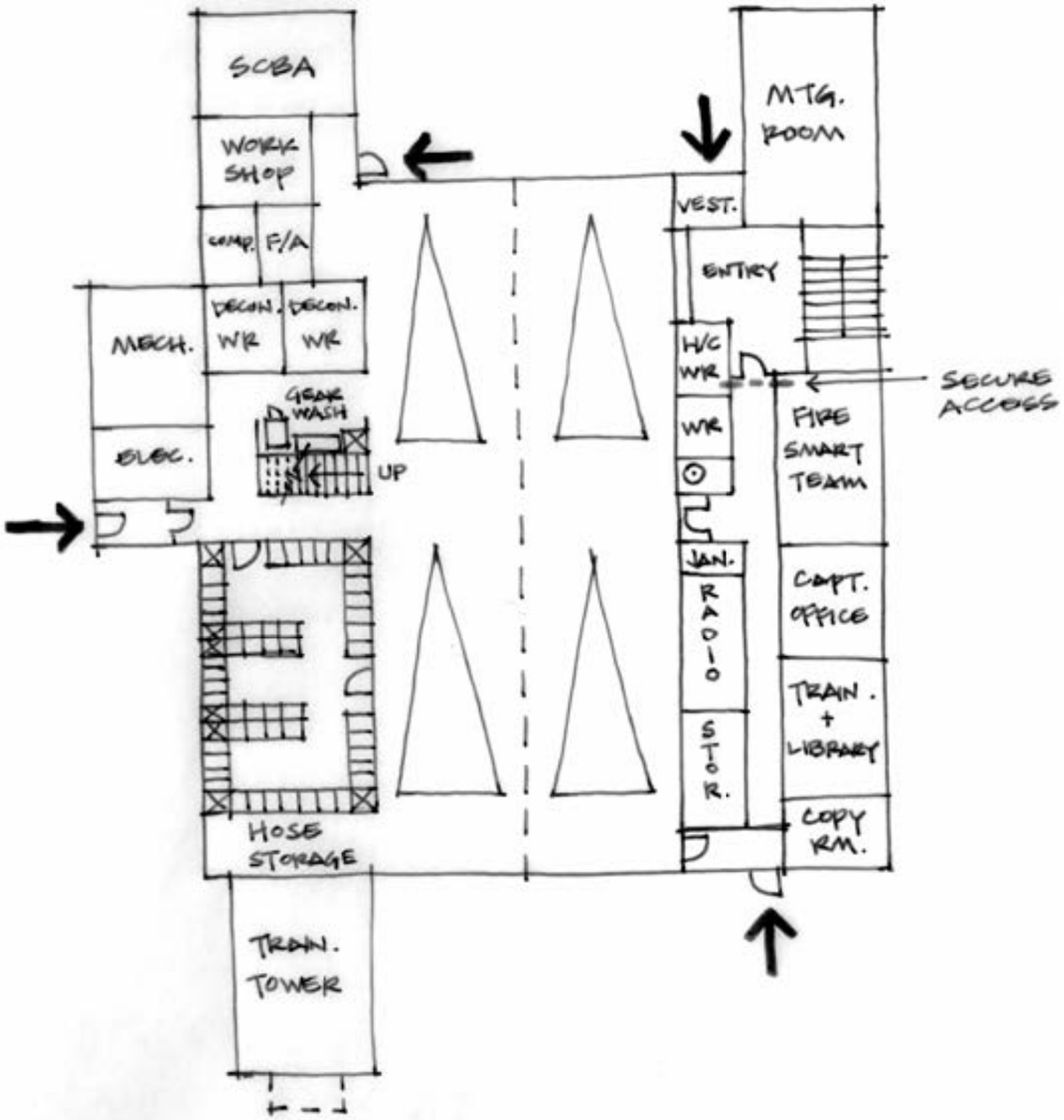
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rcmp + bylaw floor plan sketch

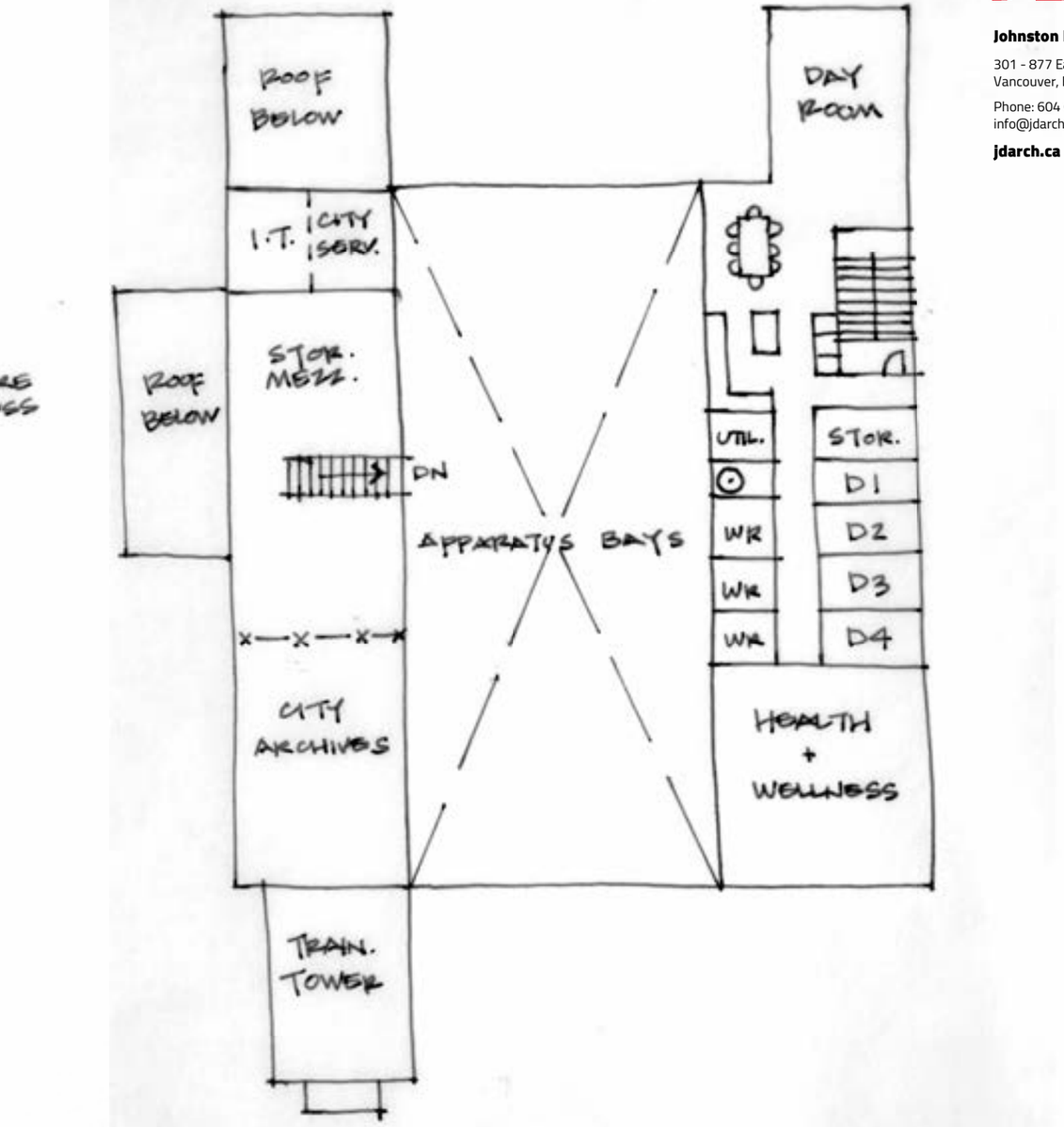
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main floor plan



upper floor plan

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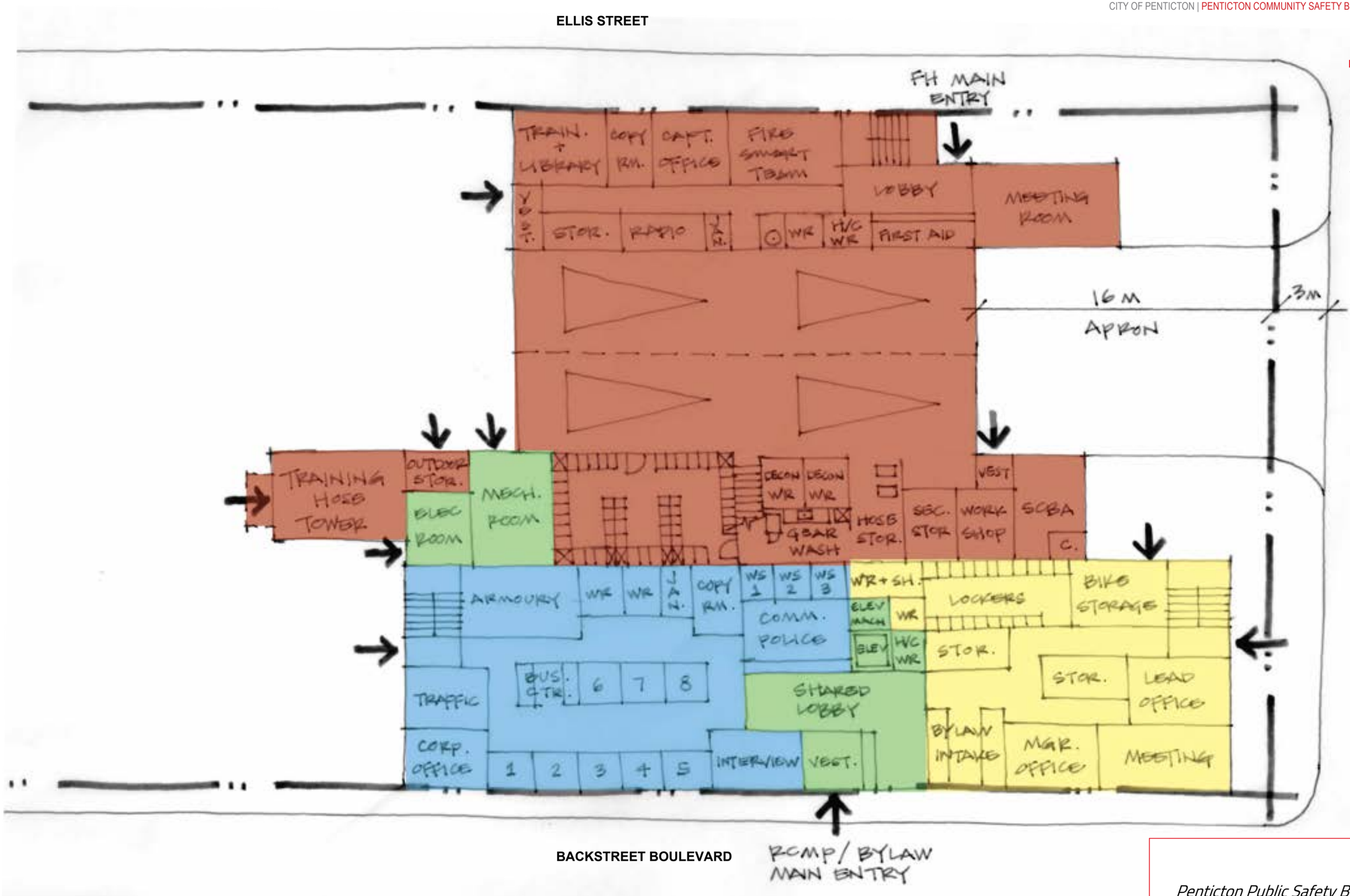
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satellite firehall floor plans sketch

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23-jun-27

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FIREHALL
RCMP
BYLAW
SHARED

City of Penticton

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main floor plan - site option 1

1:200
23-sep-19

A5.10



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FIREHALL

RCMP

BYLAW

SHADED

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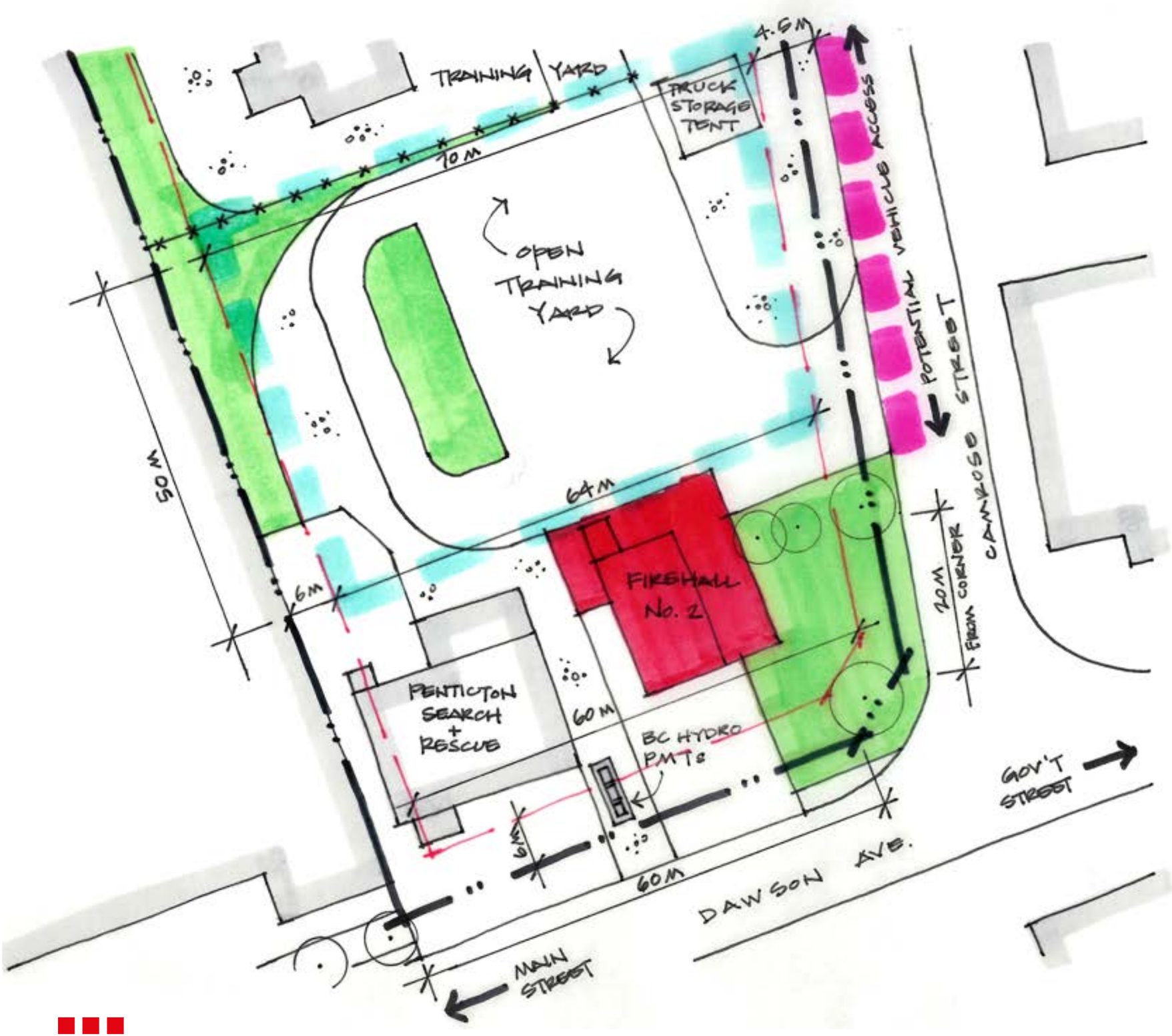
City of Penticton

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upper floor plan - site option 1

1:200
23-sep-19

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POTENTIAL DEVELOPABLE AREA:
= 3,350 SM
(36,000 SF)
(0.83 ACRE)

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feasibility study

City of Penticton

Penticton Public Safety Building Feasibility Study

dawson ave - site analysis

2023-august-17

nts

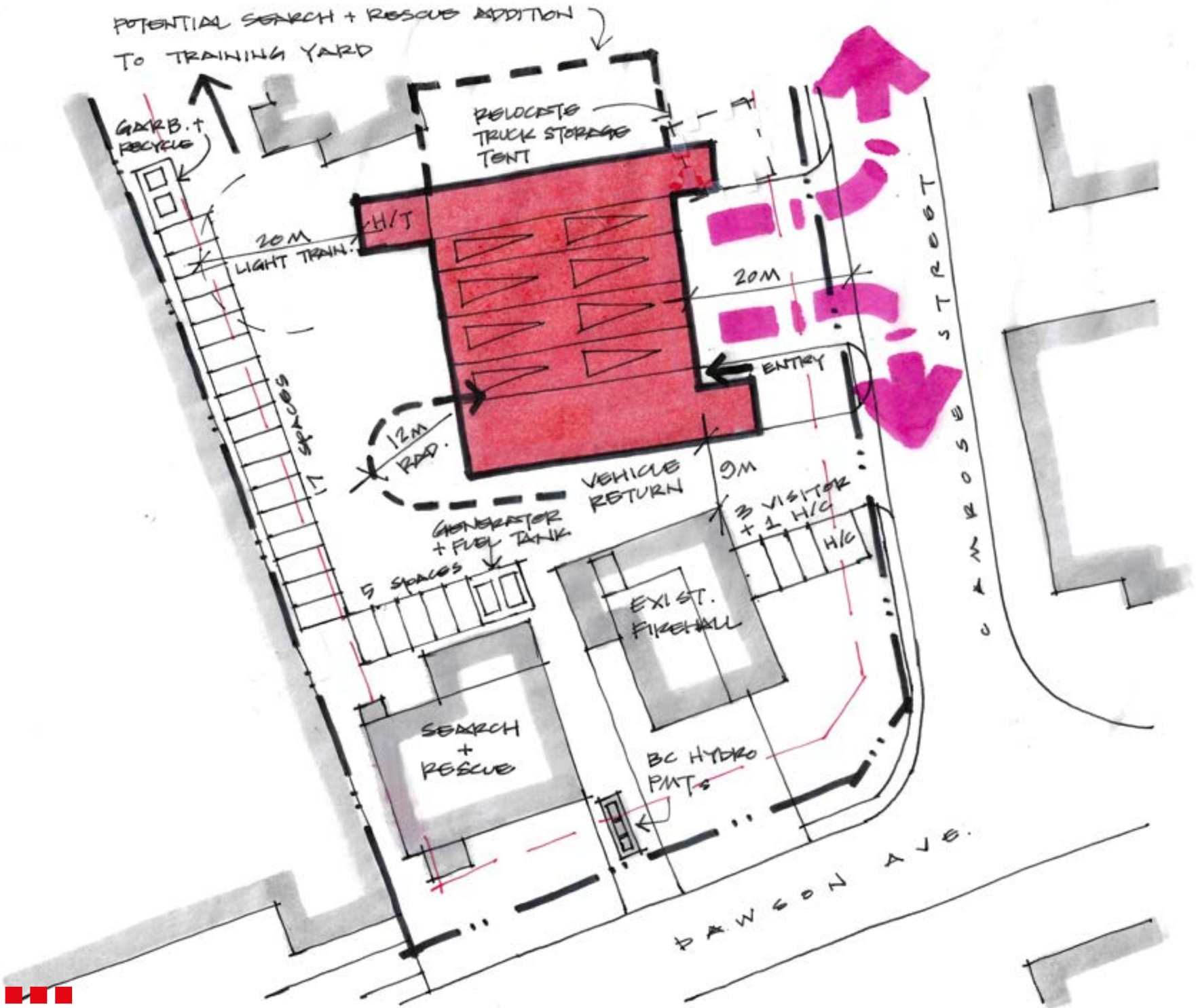
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pros:

- utilize undeveloped site area
- egress onto Camrose Street
- exit apron perpendicular to Camrose Street (ideal)
- 20m exit apron
- 20m light training off hose tower
- retain existing firehall (future reuse)
- retain existing search + rescue (future reuse)

cons:

- new firehall building not "aligned" with existing buildings (sited perpendicular to Camrose St.) Could be a concern with City Planner.

feasibility study

City of Penticton

Penticton Public Safety Building Feasibility Study

dawson ave - fit test option 1

2023-august-17

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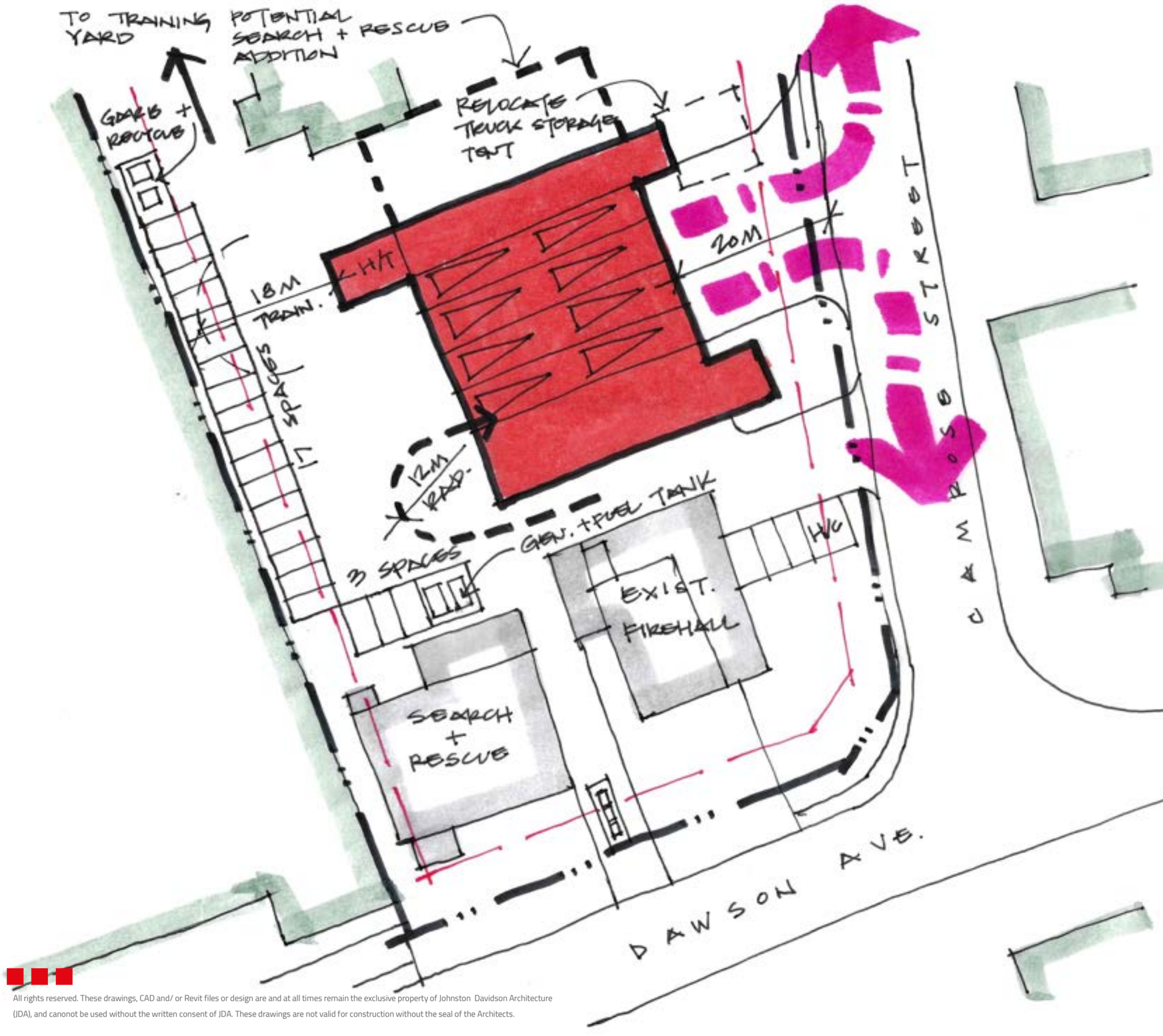
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pros:

- utilize undeveloped site area
- egress onto Camrose St
- 20m exit apron
- 20m light training off hose tower
- retain existing firehall (future reuse)
- retain existing search + rescue (future reuse)
- new firehall siting is aligned with existing buildings

cons:

- egress onto Camrose is not perpendicular with an "acute" exiting angle which may:
  - cause exiting trucks to swing out into other exiting vehicles when turning south
  - cause more vehicle maintenance with continual tight vehicle turning
- reduces parking by 2 spaces

feasibility study

City of Penticton

Penticton Public Safety Building Feasibility Study

dawson ave - fit test option 2

2023-august-17

nts

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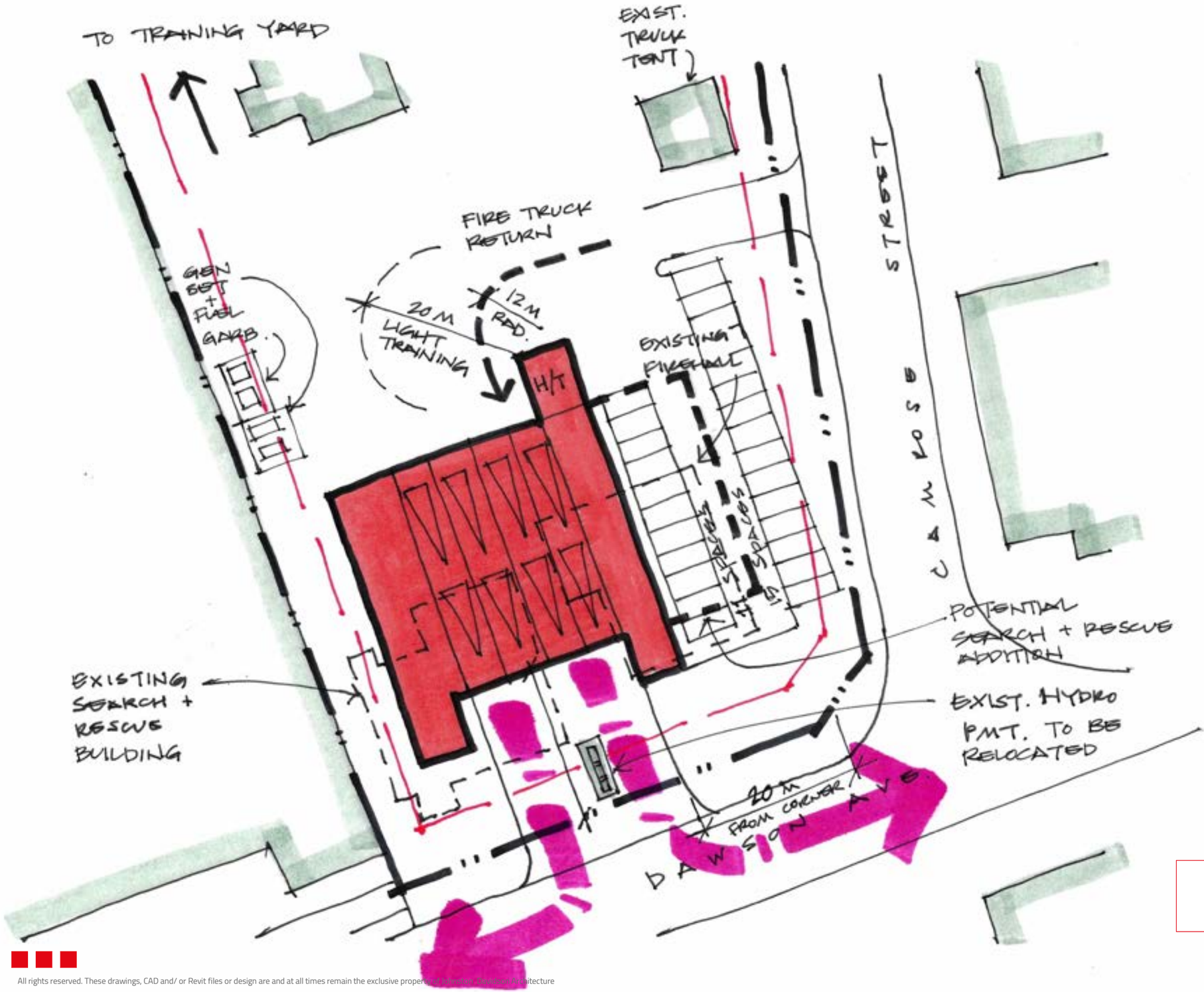
JDa

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Vancouver, BC, Canada, V6A 3Y1

Phone: 604 684 3338
info@jdarch.ca

jdarch.ca



pros:

- maintains current exit to Dawson Ave.
- 20m exit apron
- 20m light training off hose tower

cons:

- demo firehall (lose city asset)
- demo search + rescue (lose city asset)
- relocate existing bc hydro PMTs ($$$$)
- relocate fire fighter parking if search + rescue addition is built

feasibility study

City of Penticton

Penticton Public Safety Building Feasibility Study

dawson ave - fit test option 3

2023-august-17

nts

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6. sustainability

1. sustainability approach

The proposed Penticton Community Safety Building will be designed in alignment with the City of Penticton's "Green Build" initiatives, which includes a focus on carbon reduction and step code compliance.

It is recommended a new facility to be designed to exceed the requirements of ASHRAE 90.1 (2016) Energy Standard for Buildings, Except Low-Rise Residential Buildings and meet the requirements of BC Step Code 3, with a focus on a sustainable and high performing, energy efficient building.

Initiated in April 2017, the BC Energy Step Code began as an optional compliance path in BC Building Code that can be adopted by local governments. Buildings are a significant source of carbon emissions in Burnaby, and the city has recognized the need to adopt the Step Code to achieve their carbon reduction targets. Adopted in 2023, Part 3 buildings must meet a minimum Step Code 3 compliance equaling 20% more energy efficient than baseline requirements.



Figure 1: BC Energy Step Code Pathway to 2023

To meet Step Code requirements as well as provide a detailed report on the building's performance, a full energy model is recommended, a service that can be provided by an Mechanical Engineering consultant, will allow the design team to set the building performance to achieve a highly energy efficient building. The energy model should include the projects TEDI & TEUI scores, building performance, compliance, and identify potential additional energy conservation measures.

Step Code Level 3 is the recommended target for this project, as it is the current best practice employed by similar municipalities.

A sustainable certification system, such as Leadership in Environmental and Energy Design (LEED), WELL Building Standard, or Passive House design are methods to qualify a desired level of sustainable stewardship, but is neither necessary nor mandatory to achieve a "green building".

architectural strategies

The creation of a sustainable building is often viewed as the application of specific mechanical and electrical equipment to maximize energy usage, conserve water and reduce or elimate fossil-fuel appliances; however, there are many architectural elements which greatly aid in making buildings green and sustainable.

High-efficiency building envelope, which is the exterior skin of the building is to be designed with a high thermal resistance "R" value, meet air tightness and eliminate thermal bridging.

Passive cooling systems and details, like external, solar louvres window blinds and strategic roof overhangs are simple, effective means of passive cooling.

Building orientation can be utilized to compliment sun exposure to mitigate heat gain, provide more daylight to north facing facades and in general may assist with reducing the demands of the mechanical and electrical systems.

Durable, long-lasting materials help with longer material life cycles, lower building maintenance costs and when specified "fire smart" provide higher building resiliency. In addition, selecting materials with low embodied carbons, high recycled content and from rapidly renewable sources lessen the demand on natural resources. Plus, utlizing light coloured, high albedo paving and roofing help with reducing the heat island effect.

Biophilic design is the ability to incorporate landscape and vegetation in a smart and thoughtful way, such as the applicaiton of "green roofs" to reintroduce the previously displaced green space from the ground plane. Green roofs simultaneouly provide thermal mass to insulate against heat loss and the vegetated planting reflects light to reject heat gain. In addition, biophilia helps promote biodiversity and can support or create opportunities for ecosystems to flourish, such as insects, birds and even small animals like squirrels, bats and other similar mammals to thrive.

Wellness in its simplist term decribes the ability for building occupants to benefit wholistically from a well designed building. Access to daylight and views, the ability to open windows, and user controllability of lighting and thermal comfort are some of the ways to promote wellness.

mechanical strategies

The building's mechanical systems should focus on highly efficient equipment, energy recovery on the ventilation system, and the elimination of fuel fired building equipment. The main heating and cooling system for the building can simultaneously heat and cool separate areas recovering or rejecting heat between zones. Ventilation air to the space is tempered using the outgoing exhaust air to reduce the energy required for heating or cooling incoming fresh air. To reduce our overall water consumption, all plumbing fixtures should be specified as high efficiency, low flow use.

electrical strategies

The electrical system should employ measures to assist in minimizing the impact to the overall environment by calculated design decisions to be energy sensitive. Equipment with high efficiencies will be used to reduce wasted usage of the electrical system such as LED lighting options, CSA 802.2 compliant energy efficient transformers and variable frequency drives. Motor operation to be controlled to maximize the efficiency of the system by operating the equipment at the necessary speeds and not over-compensating for the space due to potential capacity requirements. The lighting system will integrate with the surroundings to provide efficient illumination of tasks. Extensive control systems to be put in place to further enable the building to function more efficiently such as daylight sensors around the rooms with window exposure. Vacancy and occupancy sensors are recommended to be employed throughout the building in accordance with ASHRAE 90.1 requirements.

2. net zero energy

Net Zero Energy is the ability for a building to only use as much energy as it can produce from on-site renewable energy sources. Key to achieving a net zero energy performing building is to specify highly energy efficient components and systems. A high-efficiency building envelope, (exterior walls, windows and roof) designed for air tightness, no thermal bridging and full continuity of thermal insulation (inverted wall and roof) will create the first line of defense against energy loss. Mechanical systems and electrical systems should focus on low energy usage, such as air or water source heat pumps, heat recovery ventilation units, LED lighting and "smart" building controls.

3. net zero carbon emissions

Net Zero Carbon or Net Zero Emmissions is the goal to design a building which eliminates the need for fossil fuel (gas-fired) appliances and reduce overall Green House Gas (GHG) emissions. Creation of an all-electric building is the main pathway to reaching net zero carbon emission levels. Buildings powered by BC Hydro greatly help meet net zero carbon emission levels due to hydro electricity is created through water turbines powered by rivers. To augment any lack of energy consumption, the use of photovoltaic, solar panels are utilized on-site to compensate for any differential energy needs.

7. cost estimate #1

1. community safety building

A Class 'D' cost estimate is a high-level cost estimate with an expected range of accuracy of +/- 20%-30%, and is an appropriate estimating level for the data produced from a feasibility study.

A Class 'D' cost estimate, produced by Professional Quantity Surveying firm Hanscomb, for a new colocated Community Safety Building, consisting of three separate occupants; Satellite Firehall, RCMP Community Policing Annex and new Bylaw offices, which is to be constructed at the existing City-owned "Ellis Street Properties", specifically the northern block located between Ellis Street, Nanaimo Avenue East and Backstreet Boulevard.

The size of the new facility is based on the following occupancy areas:

	OCCUPANT:	SQM:	SQ.FT:
1.	Satellite Firehall	1,570	16,900
2.	RCMP Community Policing Annex	612	6,588
3.	Bylaw Offices	442	4,758
	TOTAL	2,624	28,246

Estimated construction cost, including contingencies is $26,140,000.
(Note, this cost does not include taxes, soft costs, professional consulting fees, furniture, furnishing, equipment, and other similar costs).

Siting or positioning of the firehall is demonstrated by the sketch shown below.



See attached Hanscomb's Class 'D' Cost Estimate report for details.

CLASS D ESTIMATE

PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW) PLANNING OPTON #1 NEW CONSTRUCTION

PENTICTON, BC

Prepared for:
Johnston Davidson Architecture

September 20, 2023

Hanscomb QUANTITY SURVEYORS

September 20, 2023 Ref # VAN3514

Johnston Davidson Architecture
310 – 877 East Hastings Street
Vancouver, British Columbia V6A 3Y1
T: (604) 684-3338
E: john@jdarch.ca

Attn: John Botelho, Senior Associate

Re: Penticton CSB (Satellite Firehall / RCMP / By-Law), Planning Option #1
New Construction,
Penticton, BC

Dear Mr. Botelho:

Please find attached our Class D Estimate for the Penticton CSB (Satellite Firehall / RCMP / By-Law), New Construction in Penticton, BC.

This Class D Estimate is intended to provide a realistic allocation of direct construction costs and is a determination of fair market value. Pricing shown reflects probable construction costs obtainable in the Penticton, BC area on the effective date of this report and is not a prediction of low bid. Pricing assumes competitive bidding for every portion of the work.

Hanscomb has prepared this estimate(s) in accordance with generally accepted principles and practices. Our general assumptions are included in Section 3 of this report and any exclusions are identified in Section 1.6. For quality assurance, this estimate has been reviewed by the designated Team Lead as signed below. Hanscomb staff are available and pleased to discuss the contents of this report with any interested party.

Requests for modifications of any apparent errors or omissions to this document must be made to Hanscomb within ten (10) days of receipt of this estimate. Otherwise, it will be understood that the contents have been concurred with and accepted.

We trust our estimate is complete and comprehensive and provides the necessary information to allow for informed capital decisions for moving this project forward. Please do not hesitate to contact us if you have any questions or require additional information.

Yours truly,

Hanscomb Limited

Indu Elapatha
PQS(F), MRICS
Manager

Hanscomb Limited
Principal / Estimate Reviewer

Ken King
PQS, MRICS, AScT
Manager, Business Development

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PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023

Page No. : 1

EXECUTIVE SUMMARY

This Class D Estimate is intended to provide a realistic allocation of direct construction costs for the Penticton CSB (Satellite Firehall / RCMP / By-Law), New Construction, located in Penticton, BC. Hanscomb recommends that the Owner and design team carefully review this document, including line-item descriptions, unit prices, exclusions, inclusions, assumptions, contingencies, escalation, and mark-ups. If the project is over budget or has unresolved budgeting issues, alternatives should be evaluated before proceeding to the next design phase.

The following are the highlights of this Class D Estimate:

Project Cost Highlights:

Gross Floor Area (GFA)	2,624 m2
Unit (count, linear measure, etc.)	N/A
Total Construction Cost	**$26,140,000**
Cost per GFA	$9,961.89/m2
Unit Cost	N/A

Allowances included in the estimate:

- **20.0%** design & pricing contingency
- **9%** escalation from September 2023 to the September 2024 construction start
- **5.0%** construction contingency (excluded in the above construction cost and provided separately as an Owner's contingency on the summary page)

The Degree of Accuracy expected for this Class D Estimate is **+/- 30%**. In other words, bid results might vary by this amount if the construction budget were set at this milestone estimate. In today's market, projects are trending to the higher end of the plus range.

Base Assumptions:

All costs are estimated on the basis of **competitive bids** (a minimum of at least 3 general contractor bids and at least 3 subcontractor bids for each trade) being received in Penticton, BC in **September 2023** based on a **stipulated sum** form of contract. If these conditions are not met, bids received could be expected to exceed this estimate.

Exclusions

- Cost of contaminated soil removal
- Cost of hazardous material (e.g. asbestos, lead, PCB, etc.) removal
- Cost of soil improvement / pre-loading
- Soft Costs (e.g. professional fees, building permit, development charges, owner's staff and management, relocation costs, etc.)
- Financing costs
- Special audio, visual, security equipment or installation other than provision of empty conduit systems carried in electrical division
- Window treatments
- In-contract equipment and ICAT beyond that identified in this estimate
- Loose furniture, furnishings, equipment and ICAT
- Escalation contingency beyond that identified in this estimate
- Value-added tax (e.g. Harmonized Sales Tax, Goods and Services Tax, or other)
- Premiums associated with Public-Private Partnership procurement model
- Unexpected labour unavailability and productivity disruptions leading to delays and added costs
- Supply chain disruptions leading to delays and added costs

The details of this estimate are provided in the subsequent pages of this report for your review, comment and acceptance.

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- A - Elemental Estimate Summary A 1 - 1

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- AA - Documents and Drawings List
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1. INTRODUCTION

1.1 PURPOSE

This Class D Estimate is intended to provide a realistic allocation of direct construction costs for the Penticton CSB (Satellite Firehall / RCMP / By-Law), New Construction, located in Penticton, BC, with the exception of the items listed in 1.6 Exclusions.

1.2 DESCRIPTION

The Penticton CSB (Satellite Firehall / RCMP / By-Law), New Construction located in Penticton, BC is comprised of the following key elements:

The project consists of multi-function building with two-storey Satellite Firehall with tower, three-storey RCMP and two-storey By-Law spaces with a gross floor area (GFA) of 2,624 m2. The building has a standard similar building envelope with the standard interior, mechanical and electrical services. Site works include site preparation, landscaping, and off-site civil work. No specific LEED designation is targeted, but the project will meet all applicable codes and standards.

1.3 METHODOLOGY

Hanscomb has prepared this estimate(s) in accordance with generally accepted principles and practices. Hanscomb staff are available to discuss its contents with any interested party.

From the documentation and information provided, quantities of all major elements were assessed or measured where possible and priced at rates considered competitive for a project of this type under a stipulated sum form of contract in Penticton, BC.

Pricing shown reflects probable construction costs obtainable in the Penticton, BC area on the effective date of this report. This estimate is a determination of fair market value for the construction of this project. It is not a prediction of low bid. Pricing assumes competitive bidding for every portion of the work.

1.4 SPECIFICATIONS

For building components and systems where specifications and design details are not available, quality standards have been established based on discussions with the design team.

1. INTRODUCTION

1.5 ESTIMATE CLASSIFICATION AND COST PREDICTABILITY

Estimates are defined and classified based on the stage of a project's development and the level of information available at the time of the milestone estimate.

> *This Class D Estimate is considered to have an expected degree of accuracy of* ***+/- 30%****. In other words, bid results might vary by this amount if the construction budget were set at this milestone estimate. Under stable market conditions, fierce competition and scope reduction might result in costs coming in under the milestone estimate. However, in today's market, projects are trending to the higher end of the plus range.*

At the initial stages of a contemplated project, the cost accuracy of the estimate is low as there may be little or no information available to inform a first high-level concept estimate or order of magnitude estimate. As a project nears design completion and is ready to be released to market for tender, the level of accuracy of the estimate is high as the detail is generally extensive and typically represents the information on which contractors will bid.

Milestone cost estimates or "checks" are recommended as the project design develops to keep track of scope and budget. Early detection of potential budget overruns will allow for remedial action before design and scope are locked in. The number of milestone estimates will depend on a project's size and schedule and cost predictability will improve as the design advances.

According to the Canadian Joint Federal Government/Industry Cost Predictability Taskforce, industry standards for estimate classification and cost estimate accuracy may be summarized as follows:

COST ESTIMATE CLASSIFICATIONS							
GOC	OME	D	C	← B	→ A		
DND		Indicative		Substantive			
	ROME	D	C	← B	→ A		
AACE	5		4	3			
RAIC			Sketch Design	Design Development		Contract Documents	Tender Documents
Design Documentation % Complete			12.5%	25%		95.0%	100%
Cost Estimate Accuracy (+/-%)	+/-30%		+/-20% <30%	+/-15% <20%		+/-10% <15%	+/-5% <10%

Legend

GOC	Government of Canada
DND	Department of National Defence
AACE	Association for the Advancement of Cost Engineering
RAIC	Royal Architectural Institute of Canada
OME	Order of Magnitude Estimate
ROME	Rough Order of Magnitude Estimate

While the classification categories differ from one authority to the next, the overarching principle for cost predictability remains the same – as the level of detail and design development increases, so does the level of accuracy of the estimate.

1. INTRODUCTION

1.6 EXCLUSIONS

This Class D Estimate does not provide for the following, if required:

- Cost of contaminated soil removal
- Cost of hazardous material (e.g. asbestos, lead, PCB, etc.) removal
- Cost of soil improvement / pre-loading
- Soft Costs (e.g. professional fees, building permit, development charges, owner's staff and management, relocation costs, etc.)
- Financing costs
- Special audio, visual, security equipment or installation other than provision of empty conduit systems carried in electrical division
- Window treatments
- In-contract equipment and ICAT beyond that identified in this estimate
- Loose furniture, furnishings, equipment and ICAT
- Escalation contingency beyond that identified in this estimate
- Value-added tax (e.g. Harmonized Sales Tax, Goods and Services Tax, or other)
- Premiums associated with Public-Private Partnership procurement model
- Unexpected labour unavailability and productivity disruptions leading to delays and added costs
- Supply chain disruptions leading to delays and added costs

2. DOCUMENTATION

This Class D Estimate has been prepared from the documentation included in Appendix AA of this report.

All of the above documentation was received from Johnston Davidson Architecture and was supplemented with information gathered in meeting(s) and telephone conversations with the design team, as applicable.

Design changes and/or additions made subsequent to this issuance of the documentation noted above have not been incorporated in this report.

3. COST CONSIDERATIONS

3.1 COST BASE

All costs are estimated on the basis of competitive bids (a minimum of at least 3 general contractor bids and at least 3 subcontractor bids for each trade) being received in September 2023 from general contractors and all major subcontractors and suppliers based on a stipulated sum form of contract. If these conditions are not met, bids received could be expected to exceed this estimate.

3.2 UNIT RATES

The unit rates in the preparation of this Class D Estimate include labour and material, equipment, subcontractor's overheads and profit. Union contractors are assumed to perform the work with the fair wage policy in effect.

3.3 GENERAL REQUIREMENTS AND FEE

General Requirements and Fee cover the General Contractor's indirect costs which may include but not be limited to supervision, site set up, temporary utilities, equipment, utilities, clean up, etc. as covered in Division 1 General Conditions of the Contract Documents. It also includes the contractor's fees and should not be confused with Design or Consultant fees which are excluded from the Construction Costs and carried separately in the Owner's Total Project Costs.

3.4 DESIGN AND PRICING ALLOWANCE

An allowance of 20.0% has been included to cover design and pricing unknowns. This allowance is not intended to cover any program space modifications but rather to provide some flexibility for the designers and cost planners during the remaining contract document stages.

It is expected that this allowance amount will be absorbed into the base construction costs as the design advances. The amount by which this allowance is reduced corresponds to an increase in accuracy and detailed design information. Hanscomb recommends that careful consideration be made at each milestone estimate to maintain adequate contingency for this allowance.

As a project nears completion of design, Hanscomb recommends retaining some contingency for this allowance for the final coordination of documents.

3.5 ESCALATION ALLOWANCE

All costs are based on September 2023 dollars with 9% construction cost escalation included to cover increases that may occur between September 2023 and the September 2024 construction start for the project.

The budgeted amount will typically decline as the time to award nears. If escalation is taken to the start of construction, escalation during construction is included in the unit rates. If escalation is taken to the midpoint of construction, it is because the market is volatile, or the project is considerably large with a construction duration of more than 2-3 years making it difficult to secure firm pricing at tender.

Forecasting escalation requires careful assessment of a continually changing construction market which at best is difficult to predict. The escalation rate should be monitored.

3. COST CONSIDERATIONS

3.6 CONSTRUCTION ALLOWANCE

An allowance of 5.0% has been made to cover construction (post contract) unknowns. This allowance, also known as the Post Contract Contingency (PCC), is intended to cover costs for change orders during construction that are not foreseeable. It is not intended to cover scope changes to the contract. The amount carried in a budget for this allowance is typically set at the initial planning stage and should be based on the complexity of the project and the probability of unknowns and retained risks.

3.7 CASH ALLOWANCE

Cash allowances are intended to allow the contractor to include in the bid price the cost for work that is difficult to fully scope at the time of tendering based on factors that are beyond the Owner and Prime Consultant's control. Cash allowances attempt to reduce the risks by dedicating a set amount for use against a certain cost that cannot yet be detailed. The Contractor is obligated to work as best as possible within the limitations of the Cash Allowance.

Examples of Cash Allowances include hardware, inspection and testing, site conditions, replacement of existing elements during demolition for renovation, hazardous materials abatement, signage, etc.

Any Cash Allowances if applicable are included either in the details of this estimate under the appropriate discipline or at the summary level.

3.8 TAXES

No provision has been made for the Harmonized Sales Tax. It is recommended that the owner make separate provision for HST in the project budget.

3.9 SCHEDULE

Pricing assumes a standard schedule of work appropriate to the size and scope of this project. Premiums for off-hour work, working in an operational facility, accelerated schedule, etc., if applicable, are identified separately in the body of the estimate.

3.10 STATEMENT OF PROBABLE COSTS

Hanscomb has no control over the cost of labour and materials, the contractor's method of determining prices, or competitive bidding and market conditions. This opinion of probable cost of construction is made on the basis of experience, qualifications and best judgment of the professional consultant familiar with the construction industry. Hanscomb cannot and does not guarantee that proposals, bids or actual construction costs will not vary from this or subsequent cost estimates.

3. COST CONSIDERATIONS

3.11 ONGOING COST CONTROL

Hanscomb recommends that the Owner and design team carefully review this document, including line item description, unit prices, clarifications, exclusions, inclusions and assumptions, contingencies, escalation, and mark-ups. If the project is over budget, or if there are unresolved budgeting issues, alternative systems/schemes should be evaluated before proceeding into the next design phase.

It is recommended that a final updated estimate at the end of the design stage be produced by Hanscomb using Bid Documents to determine overall cost changes which may have occurred since the preparation of this estimate. The final updated estimate will address changes and additions to the documents, as well as addenda issued during the bidding process. Hanscomb cannot reconcile bid results to any estimate not produced from bid documents, including all addenda.

This estimate does not constitute an offer to undertake the work, nor is any guarantee given that an offer to undertake the work at the estimate(s) price will subsequently be submitted by a construction contractor. Unless explicitly stated otherwise, it is assumed that competitive bids will be sought when tender documents have been completed. Any significant deviation between bids received and a pre-tender estimate prepared by Hanscomb from the same tender documents should be evaluated to establish the possible cause(s).

3.12 COVID-19 STATEMENT

Though the World Health Organization has determined that COVID-19 is now an established and ongoing health issue that no longer constitutes a public health emergency of international concern, the impact that this pandemic inflicted on the world economy continues to be felt. Such impact includes:

- Labour shortages due to recent career changes resulting from the pandemic and other reasons
- Resultant delays in the delivery of materials and equipment to the site
- Unavailability of materials due to past factory closures or shipping interruptions that created a massive backlog

The above factors are bound to impact not only the cost but also the completion date for the project, as has been witnessed in the current market. Understanding that contractors, subtrades and suppliers must assume these factors as part of their bid, these potential cost impacts have been considered and captured to the best of our ability in the rates and general requirements included in this estimate.

In the event of a catastrophic global event, all costs will be subject to review.

3. COST CONSIDERATIONS

3.13 OTHER CURRENT RISKS TO CONSTRUCTION ESCALATION

THE IMPACT OF THE RUSSIA / UKRAINE WAR:

The impact of the Russia / Ukraine war on the Western economy continues to cause inflationary pressure within the Western economy. Many countries have laid siege to Russia in the form of severe sanctions on most transactions of goods and services that originate from Russia. The impact of these sanctions has reduced normal trade of goods and services within the global economy, affecting construction activity in various ways, including:

- Increases in the cost of oil and natural gas
- Restrictions on the trade of base metal materials (nickel, palladium, iron, zinc, aluminum etc.)
- Continued constraints on the supply of oil-based chemicals and other materials
- Shortages of fertilizers (potash and products made from oil & gas)
- Shortages of wheat and sunflower-based products

The current situation continues to cause inflationary pressure on Western Countries and is fueling higher wages.

THE STATUS OF THE CANADIAN CONSTRUCTION MARKET:

The construction market is relatively heated across the country. Because of the significant volume of activity, Hanscomb has observed that with recent tender closings, the normal number of general contractors and sub-trades bidding on projects has been reduced. Less competition during tendering often results in elevated project pricing. We expect this trend to continue for the following reasons:

- The volume of work exceeds the capacity of available resources
- An aging workforce contributes pressure through the ever-increasing retirement of trade workers
- All members within the construction community are actively looking for new personnel and are having trouble finding new qualified candidates
- Contractors are generally competing for the same tradespeople, offering higher than normal salaries and benefits, translating into higher operating costs, which get transferred to the construction projects

The above risks may be amplified under the following conditions:

- Mega projects that are experiencing limited to no competition with fewer contractors and major subtrades capable of handling the work or acquiring appropriate bonding and insurance
- Remote or less densely populated areas where materials and labour cannot be sourced locally and transportation, accommodation and incentives impact schedule and cost

Where any of the above may be a factor, Hanscomb highly recommends conducting appropriate risk analyses, including market sounding. Hanscomb can assist; however, this level of risk assessment is outside the scope of this estimate.

4. GROSS FLOOR AND SITE DEVELOPED AREAS

The following areas have been measured in accordance with the Canadian Institute of Quantity Surveyors' Method of Buildings by Area and Volume.

4.1 APPROXIMATE GROSS FLOOR AREA (GFA) BASED ON THE FUNCTIONAL PROGRAM

Building Gross Floor Area

Description	GFA (m2)
Satellite Firehall	1,570
RCMP	612
By-Law	442
Total GFA	**2,624**

4.2 SITE DEVELOPED AREA

Site Developed Area

Description	SDA (m2)
Site Area	8,481
Building Footprint	-1,380
Site Developed Area	**7,101**

Site Developed Area is the area of the site less the foot-print area of the building.

5. CONSTRUCTION COST ESTIMATE SUMMARY

Description	Quantity		Rate	Amount
Satellite Firehall	1,570	m2	5,427.13 $/m2	$8,520,600
RCMP	612	m2	5,949.84 $/m2	$3,641,300
By-Law	442	m2	5,861.09 $/m2	$2,590,600
Site Work	7,101	SDA	254.99 $/m2	$1,810,700
Sub-total	**2,624**	**GFA**	**6,312.20 $/m2**	**$16,563,200**
Location Factor, Penticton, BC	3.3%			$546,600
General Requirements	8.0%			$1,368,800
Fee	3.0%			$554,400
Sub-total	**2,624**	**GFA**	**7,253.43 $/m2**	**$19,033,000**
Design & Pricing Allowance	20.0%			$3,806,600
Escalation Allowance, Sept 2024	9.0%			$2,055,600
Total Construction Cost	**2,624**	**GFA**	**9,487.50 $/m2**	**$24,895,200**
Construction Allowance	5.0%			$1,244,800
Total + Construction Allowance	**2,624**	**GFA**	**9,961.89 $/m2**	**$26,140,000**

6. UNDERSTANDING THE ELEMENTAL COST SUMMARY

Cost information prepared and presented by Quantity Surveyors is often organized in a form referred to as the 'Elemental Cost Summary'. In this format, the more 'intuitive' building elements (e.g. foundations, exterior cladding, plumbing, etc.) are evaluated rather than materials or trades. Quantity Surveyors track this information consistently from project to project to benchmark not just the overall building unit rate but also rates and ratios for key elements. Below are some key features of the Elementary Cost Summary.

Building components are summarized as elements 'A2 Structure' and then sub-elements 'A23 Roof Construction'. This allows review of Roof Construction costs whether it is steel, concrete or wood - something difficult with a trade summary.

Ratio to GFA evaluates design efficiency and highlights outliers. It is arrived at by dividing the parametric quantity of a sub-element (i.e. overall exterior wall area) by the building gross floor area (GFA). A ratio greater than 0.600 for 'A32 Walls Above Grade' is considered high and may be due to articulation, courtyard design or high floor to floor heights.

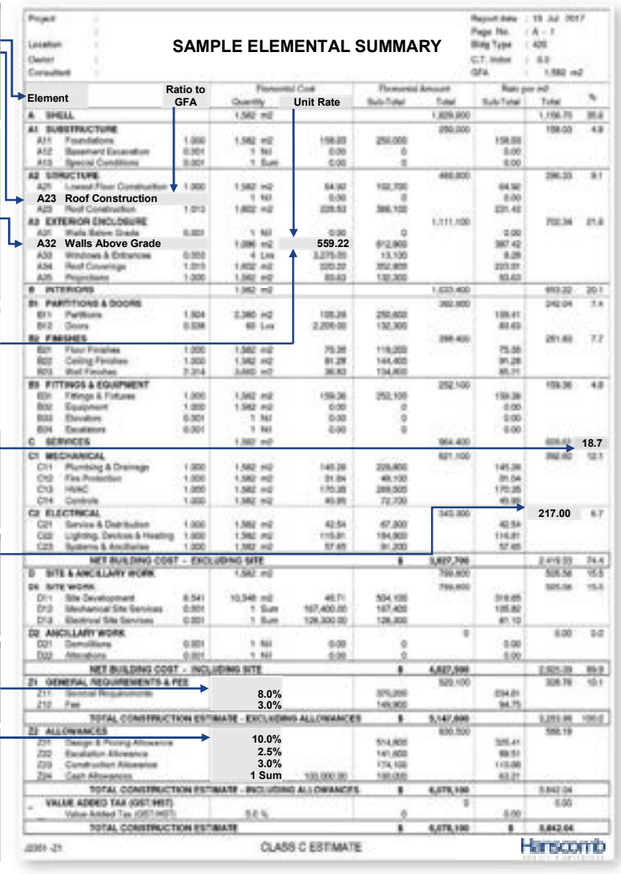
The 'Unit Rate' is the blended rate of a sub-element's costs divided by its parametric quantity and allows a review of its reasonableness relative to benchmarks. A rate of $559/m2 indicates a good quality exterior wall cladding.

The last column expresses the cost of each element as a percentage of total construction cost. At 18.7% of total construction costs, mechanical and electrical systems are considered basic.

The 'Rate per SF' (m^2) column converts costs for each element or sub-element to a $/SF ($m^2$) of GFA for comparison to benchmark rates. A rate of $217/m^2 indicates basic electrical design.

General Requirements & Fee cover General Contractor's overheads (site set up, supervision, etc.) and contractor's expenses. Fee is not for Consultants.

Allowances are critical for estimates. Design & pricing compensates for a lack of detail early in design; escalation considers changes to labour & material; construction allowance is for unforeseen conditions; and, cash allowances offer flexibility for items difficult to detail at bid.



By using this format consistently across all projects, Quantity Surveyors can compare projects and better understand why the 'roof covering' element may be more on this project if it's fulfilling the same function as a similar project.

Note: The above sample is based on the CIQS Elemental format. The fundamental principles of reading the information are the same for summaries reported based on UNIFORMAT.

PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023

Appendix
A - Elemental Estimate Summary

Project	:	**Penticton CSB (Satellite Firehall/RCMP/By-Law)**			Report Date	:	20-Sep-23
	:	**New Construction - Planning Option #1**			Page No.	:	A - 1
Location	:	**Penticton, British Columbia**	**ELEMENTAL COST SUMMARY**		Building Type	:	380
Owner	:	**City of Penticton**			C.T. Index	:	0.0
Consultant	:	**Johnston Davidson Architecture**			GFA	:	2,624 m2

ELEMENT	Ratio to GFA	Element Cost Quantity	Unit Rate	Element Amount Sub-total	Element Amount Total	Rate per m2 of GFA Sub-total	Rate per m2 of GFA Total	
A SHELL		2,624 GFA			6,196,900		2,361.62	32.6
A1 SUBSTRUCTURE					683,200		260.37	3.6
A11 Foundation (conventional)	0.526	1,380 m2	450.07	621,100		236.70		
A12 Basement Excavation	0.000	m3	0.00	0		0.00		
A13 Dewatering/ESC	0.000	1 sum	62,100.00	62,100		23.67		
A2 STRUCTURE					2,613,000		995.81	13.7
A21 Lowest Floor Const.	0.526	1,380 m2	250.07	345,100		131.52		
A22 Upper Floor Construction	0.474	1,244 m2	950.08	1,181,900		450.42		
A23 Roof Construction	0.526	1,380 m2	786.96	1,086,000		413.87		
A3 EXTERIOR ENCLOSURE					2,900,700		1,105.45	15.2
A31 Walls Below Grade	0.000	m2	0.00	0		0.00		
A32 Walls Above Grade	0.476	1,249 m2	959.09	1,198,100		456.59		
A33 Windows & Entrances	0.119	312 m2	2,024.02	632,100		240.89		
A34 Roof Covering	0.526	1,380 m2	495.00	683,100		260.33		
A35 Projections	0.000	1 Sum	387,400.00	387,400		147.64		
B INTERIORS		2,624 m2			3,095,800		1,179.80	16.3
B1 PARTITIONS & DOORS					1,365,300		520.31	7.2
B11 Partitions	1.000	2,624 GFA	360.06	944,800		360.06		
B12 Doors	1.000	2,624 GFA	160.25	420,500		160.25		
B2 FINISHES					840,000		320.12	4.4
B21 Floor Finishes	1.000	2,624 GFA	120.85	317,100		120.85		
B22 Ceiling Finishes	1.000	2,624 GFA	106.55	279,600		106.55		
B23 Wall Finishes	1.000	2,624 GFA	92.72	243,300		92.72		
B3 FITTINGS & EQUIPMENT					890,500		339.37	4.7
B31 Fittings & Fixtures	1.000	2,624 GFA	228.05	598,400		228.05		
B32 Equipment	1.000	2,624 GFA	25.57	67,100		25.57		
B33 Elevators (shared)	0.000	1 No.	225,000.00	225,000		85.75		
C SERVICES		2,624 GFA			5,459,800		2,080.72	28.7
C1 MECHANICAL					3,756,400		1,431.55	19.7
C11 Plumbing & Drainage	1.000	2,624 GFA	350.00	918,400		350.00		
C12 Fire Protection	1.000	2,624 GFA	213.91	561,300		213.91		
C13 HVAC	1.000	2,624 GFA	773.32	2,029,200		773.32		
C14 Controls	1.000	2,624 GFA	94.32	247,500		94.32		
C2 ELECTRICAL					1,703,400		649.16	8.9
C21 Service & Distribution	1.000	2,624 GFA	204.23	535,900		204.23		
C22 Lighting, Devices & Heating	1.000	2,624 GFA	264.98	695,300		264.98		
C23 Systems & Ancillaries	1.000	2,624 GFA	179.95	472,200		179.95		
NET BUILDING COST - EXCLUDING SITE					**14,752,500**		**5,622.14**	**77.5**
D SITE & ANCILLARY WORK		2,624 GFA			1,810,700		690.05	9.5
D1 SITE WORK					1,810,700		690.05	9.5
D11 Site Development	2.71	7,101 m2	175.00	1,242,700		473.59		
D12 Mechanical Site Services	2.71	7,101 m2	35.00	248,500		94.70		
D13 Electrical Site Services	2.71	7,101 m2	45.00	319,500		121.76		
D2 ANCILLARY WORK					0		0.00	0.0
D21 Demolition	0.000	1 Sum		0		0.00		
D22 Alterations	0.000	1 Sum		0		0.00		
NET BUILDING COST - INCLUDING SITE					**16,563,200**		**6,312.20**	**87.0**
Z1 GENERAL REQUIREMENTS & FEE					2,469,800		941.23	13.0
Z11 Location Factor	3.3%			546,600		208.31		
Z12 General Requirements	8.0%			1,368,800		521.65		
Z13 Fee	3.0%			554,400		211.28		
TOTAL CONSTRUCTION ESTIMATE - EXCLUDING CONTINGENCIES					**19,033,000**		**7,253.43**	**100.0**
Z2 ALLOWANCES					7,107,000		2,708.46	
Z21 Design & Pricing Allowance	20.0%			3,806,600		1,450.69		
Z22 Escalation Allowance (12 months)	9.0%			2,055,600		783.38		
Z23 Construction Allowance	5.0%			1,244,800		474.39		
TOTAL CONSTRUCTION ESTIMATE - INCLUDING CONTINGENCIES					**26,140,000**		**9,961.89**	
_ GOODS & SERVICES TAX					0		0.00	
_ Goods & Services Tax	0.00%			0		0.00		
TOTAL CONSTRUCTION ESTIMATE					**26,140,000**		**9,961.89**	

Appendix AA
Documents and Drawings List

PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023

DOCUMENTS AND DRAWING LIST

DOCUMENTS

Number	Title	Dated	Received
N/A	Class D document package 2219-Penticton CSB BYLAW_R1 2219-Penticton CSB Fire (Satellite) 2219-Penticton CSB RCMP 2219-Penticton CSB_CEN - Planning Option #1 - FULL SET 2219-PSPSC_2023_CEN - Sheet - 259 - rcmp + bylaw floor plan sketch 2219-PSPSC_2023_CEN - Sheet - 262 - satellite firehall floor plans sketch	Sept. 6, 2023	Sept. 6, 2023

V3514 CLASS D ESTIMATE Hanscomb QUANTITY SURVEYORS

PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023

Appendix AB
Representative Drawings

PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023



JDa

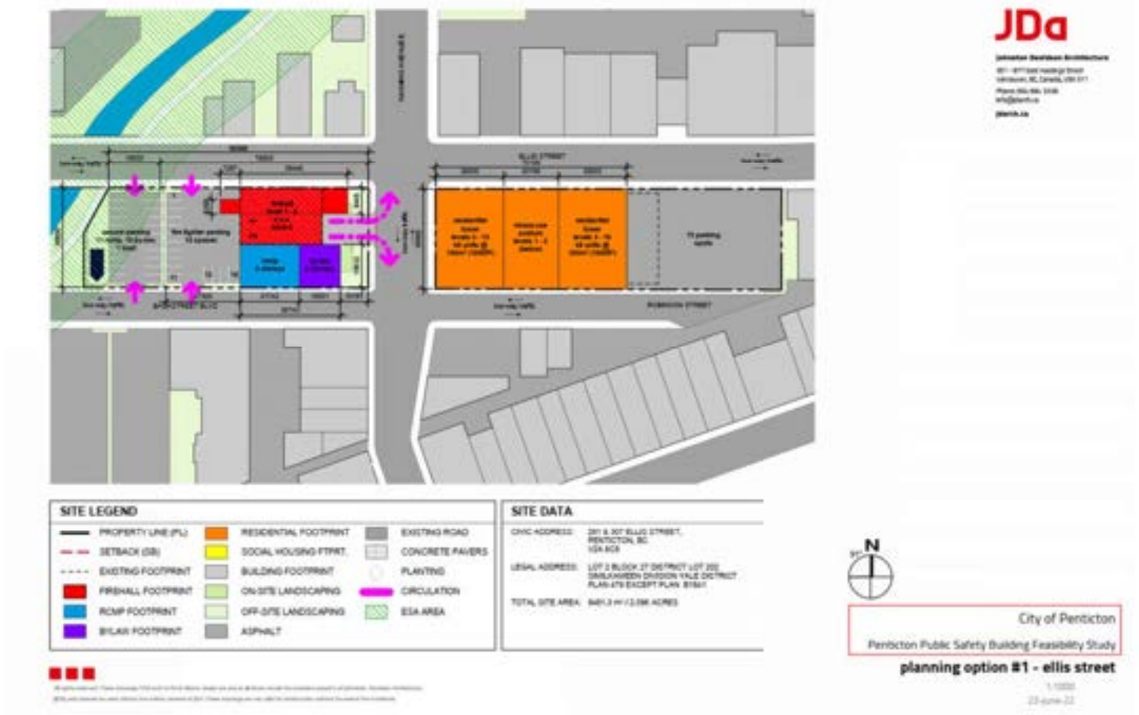




V3514 **CLASS D ESTIMATE** Hanscomb QUANTITY SURVEYORS

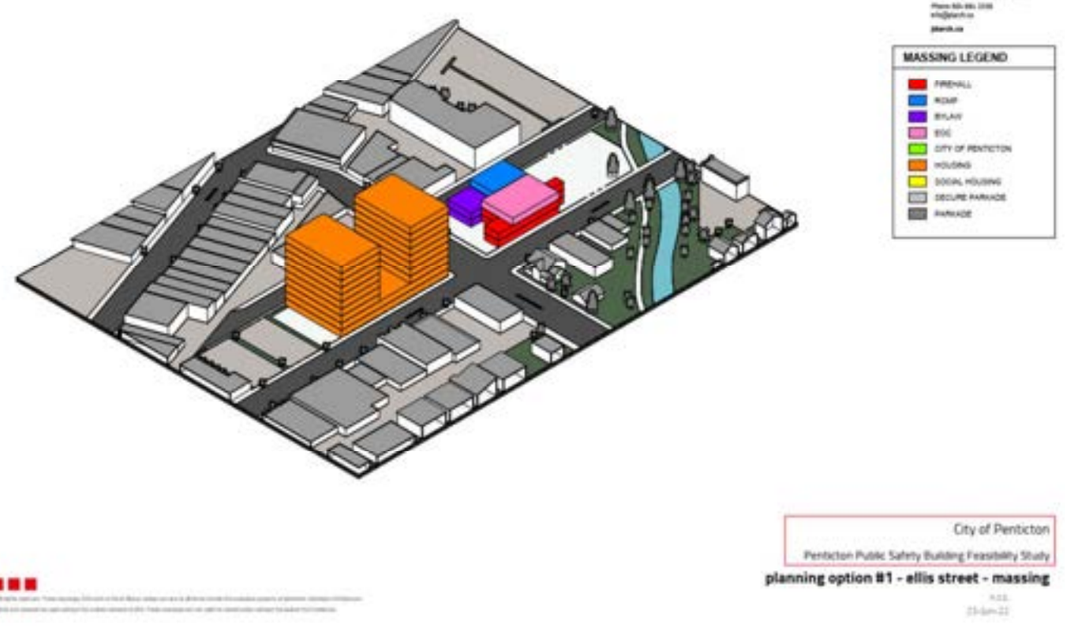
PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023



PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

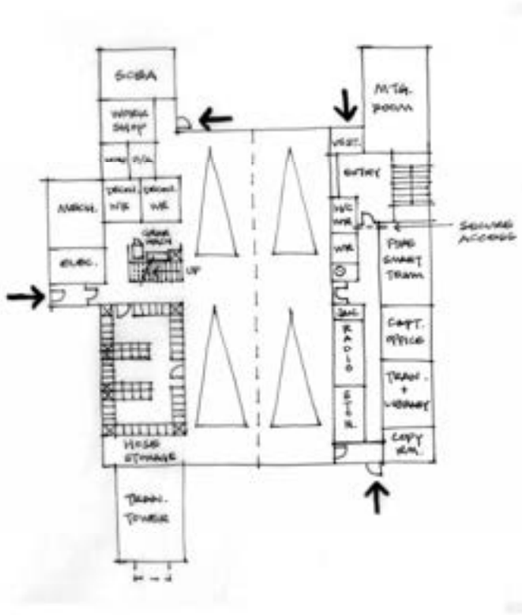
Report date : September 2023



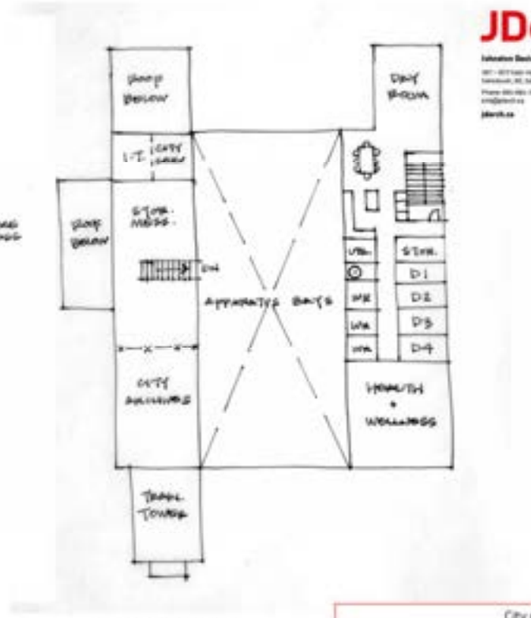
V3514 **CLASS D ESTIMATE** Hanscomb QUANTITY SURVEYORS

PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023



main floor plan



upper floor plan

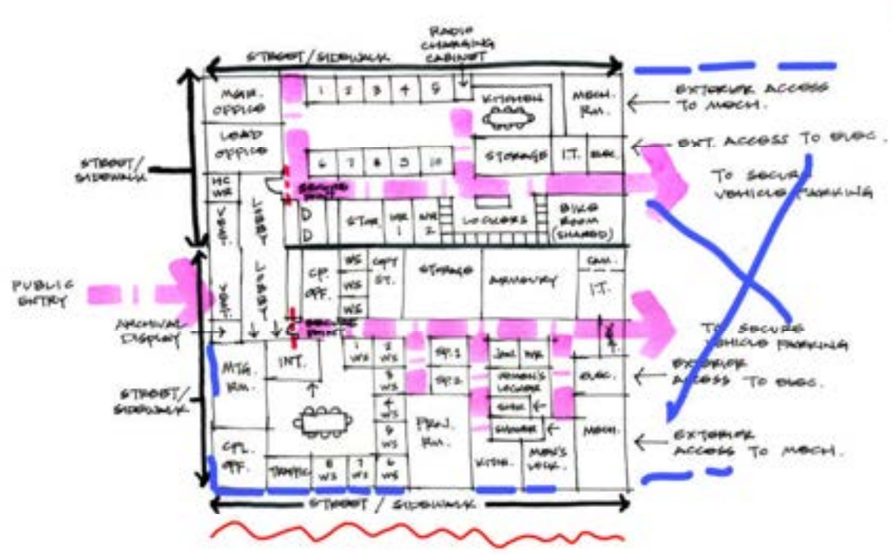
JDa
Johnston Davidson Architecture

City of Penticton
Penticton Public Safety Building Feasibility Study
satellite firehall floor plans sketch
1:200
23-jun-27

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PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023



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City of Penticton
Penticton Public Safety Building Feasibility Study
rcmp + bylaw floor plan sketch
1:200
23-june-21

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PENTICTON CSB (SATELLITE FIREHALL / RCMP / BY-LAW)
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023

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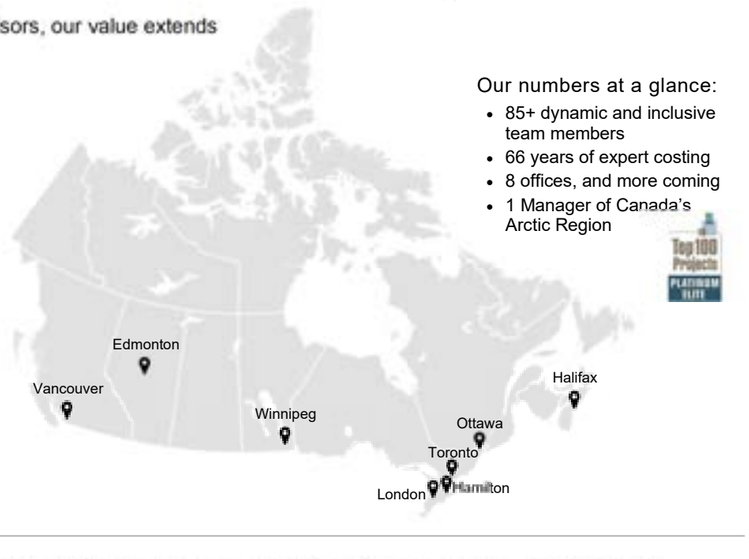
Value Management

Financial Analysis
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- Operations and maintenance
- Cost / benefit analysis
- Feasibility studies

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- Construction price indexing
- Risk and gap analysis
- Cost publications

Scheduling

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cost estimate #2

2. firehall no. 1 "headquarters"

A Class 'D' cost estimate is a high-level cost estimate with an expected range of accuracy of +/- 20%-30%, and is an appropriate estimating level for the data produced from a feasibility study.

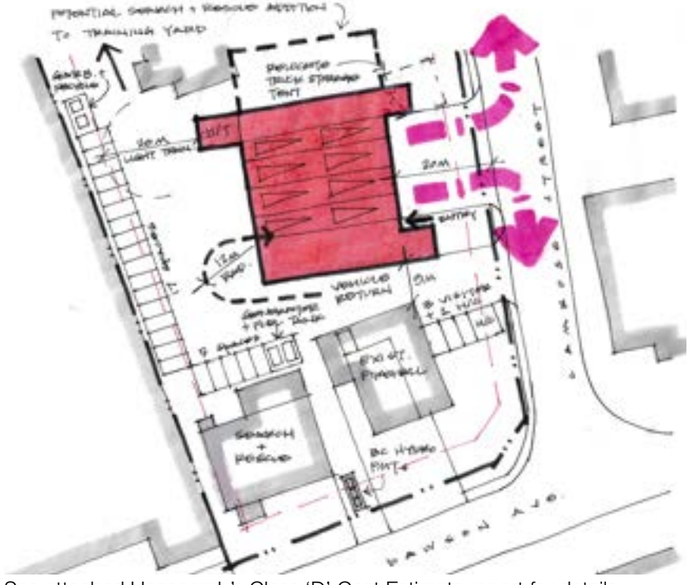
A Class 'D' cost estimate, produced by Professional Quantity Surveying firm Hanscomb, for a potential Firehall No. 1, Headquarters facility is based on a new 2,486 square metre, (26,759 square feet) building, constructed at the existing City-owned Firehall No. 2 site, located at 285 Dawson Avenue (and Camrose Street).

Estimated construction cost, including contingencies is $23,098,000.
(Note, this cost does not include taxes, soft costs, professional consulting fees, furniture, furnishing, equipment, and other similar costs).

The size and functional details for the building are provided by a Space Program, which itemizes each room, lists specific functional requirements and recommends a corresponding size.

The proposed firehall is recommended to be sited within a relatively under utilized portion of the site and will not require any substantial demolition, with the existing Firehall and Search and Rescue buildings to remain operational.

Siting or positioning of the firehall is demonstrated by the sketch shown



See attached Hanscomb's Class 'D' Cost Estimate report for details.

CLASS D ESTIMATE

PENTICTON FIRE HALL #1
NEW CONSTRUCTION
PENTICTON, BC

Prepared for:
Johnston Davidson Architecture

Sep 15, 2023

Hanscomb QUANTITY SURVEYORS

Sep 15, 2023 Ref # VAN3511

Hanscomb QUANTITY SURVEYORS

Johnston Davidson Architecture
310 – 877 East Hastings Street
Vancouver, British Columbia V6A 3Y1
T: (604) 684.3338
E: john@jdarch.ca

Attn: John Botelho

Re: Penticton Fire Hall #1, New Construction, Penticton, BC

Dear J. Botelho:

Please find attached our Class D Estimate for the Penticton Fire Hall #1, New Construction in Penticton, BC.

This Class D Estimate is intended to provide a realistic allocation of direct construction costs and is a determination of fair market value. Pricing shown reflects probable construction costs obtainable in the Penticton, BC area on the effective date of this report and is not a prediction of low bid. Pricing assumes competitive bidding for every portion of the work.

Hanscomb has prepared this estimate(s) in accordance with generally accepted principles and practices. Our general assumptions are included in Section 3 of this report and any exclusions are identified in Section 1.6. For quality assurance, this estimate has been reviewed by the designated Team Lead as signed below. Hanscomb staff are available and pleased to discuss the contents of this report with any interested party.

Requests for modifications of any apparent errors or omissions to this document must be made to Hanscomb within ten (10) days of receipt of this estimate. Otherwise, it will be understood that the contents have been concurred with and accepted.

We trust our estimate is complete and comprehensive and provides the necessary information to allow for informed capital decisions for moving this project forward. Please do not hesitate to contact us if you have any questions or require additional information.

Yours truly,

Hanscomb Limited
Team Lead

Indu Elapatha
PQS(F), MRICS
Manager

Hanscomb Limited
Principal / Estimate Reviewer

Ken King
PQS, MRICS, AScT
Manager, Business Development

Hanscomb Limited
600 - 409 Granville St.
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EXECUTIVE SUMMARY

This Class D Estimate is intended to provide a realistic allocation of direct construction costs for the Penticton Fire Hall #1, New Construction, located in Penticton, BC. Hanscomb recommends that the Owner and design team carefully review this document, including line-item descriptions, unit prices, exclusions, inclusions, assumptions, contingencies, escalation, and mark-ups. If the project is over budget or has unresolved budgeting issues, alternatives should be evaluated before proceeding to the next design phase.

The following are the highlights of this Class D Estimate:

Project Cost Highlights:

Gross Floor Area (GFA)	2,486 m2
Unit (count, linear measure, etc.)	N/A
Total Construction Cost	**$23,098,000**
Cost per GFA	$9,291.23/m2
Unit Cost	N/A

Allowances included in the estimate:

- **20.0%** design & pricing contingency
- **9%** escalation from September 2023 to the Sep 2024 construction start
- **5.0%** construction contingency (excluded in the above construction cost and provided separately as an Owner's contingency on the summary page)

The Degree of Accuracy expected for this Class D Estimate is **+/- 20-30%**. In other words, bid results might vary by this amount if the construction budget were set at this milestone estimate. In today's market, projects are trending to the higher end of the plus range.

Base Assumptions:

All costs are estimated on the basis of **competitive bids** (a minimum of at least 3 general contractor bids and at least 3 subcontractor bids for each trade) being received in Penticton, BC in **September 2023** based on a **stipulated sum** form of contract. If these conditions are not met, bids received could be expected to exceed this estimate.

Exclusions

- Cost of contaminated soil removal
- Cost of hazardous material (e.g. asbestos, lead, PCB, etc.) removal
- Cost of soil improvement / pre-loading
- Soft Costs (e.g. professional fees, building permit, development charges, owner's staff and management, relocation costs, etc.)
- Financing costs
- Special audio, visual, security equipment or installation other than provision of empty conduit systems carried in electrical division
- Window treatments
- In-contract equipment and ICAT beyond that identified in this estimate
- Loose furniture, furnishings, equipment and ICAT
- Escalation contingency beyond that identified in this estimate
- Value-added tax (e.g. Harmonized Sales Tax, Goods and Services Tax, or other)
- Premiums associated with Public-Private Partnership procurement model
- Unexpected labour unavailability and productivity disruptions leading to delays and added costs
- Supply chain disruptions leading to delays and added costs

The details of this estimate are provided in the subsequent pages of this report for your review, comment and acceptance.

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1. INTRODUCTION

1.1 PURPOSE

This Class D Estimate is intended to provide a realistic allocation of direct construction costs for the Penticton Fire Hall #1, New Construction, located in Penticton, BC, with the exception of the items listed in 1.6 Exclusions.

1.2 DESCRIPTION

The Penticton Fire Hall #1, New Construction located in Penticton, BC is comprised of the following key elements:

The project consists of a two-storey fire hall with a four-storey hose tower with a gross floor area (GFA) of 2,486 m2. The building has a standard firehall building envelope with the standard interior, mechanical and electrical services. Site works include site preparation, landscaping, and off-site civil work. No specific LEED designation is targeted, but the project will meet all applicable codes and standards.

1.3 METHODOLOGY

Hanscomb has prepared this estimate(s) in accordance with generally accepted principles and practices. Hanscomb staff are available to discuss its contents with any interested party.

From the documentation and information provided, quantities of all major elements were assessed or measured where possible and priced at rates considered competitive for a project of this type under a stipulated sum form of contract in Penticton, BC.

Pricing shown reflects probable construction costs obtainable in the Penticton, BC area on the effective date of this report. This estimate is a determination of fair market value for the construction of this project. It is not a prediction of low bid. Pricing assumes competitive bidding for every portion of the work.

1.4 SPECIFICATIONS

For building components and systems where specifications and design details are not available, quality standards have been established based on discussions with the design team.

1. INTRODUCTION

1.5 ESTIMATE CLASSIFICATION AND COST PREDICTABILITY

Estimates are defined and classified based on the stage of a project's development and the level of information available at the time of the milestone estimate.

This Class D Estimate is considered to have an expected degree of accuracy of ***+/- 20-30%****. In other words, bid results might vary by this amount if the construction budget were set at this milestone estimate. Under stable market conditions, fierce competition and scope reduction might result in costs coming in under the milestone estimate. However, in today's market, projects are trending to the higher end of the plus range.*

At the initial stages of a contemplated project, the cost accuracy of the estimate is low as there may be little or no information available to inform a first high-level concept estimate or order of magnitude estimate. As a project nears design completion and is ready to be released to market for tender, the level of accuracy of the estimate is high as the detail is generally extensive and typically represents the information on which contractors will bid.

Milestone cost estimates or "checks" are recommended as the project design develops to keep track of scope and budget. Early detection of potential budget overruns will allow for remedial action before design and scope are locked in. The number of milestone estimates will depend on a project's size and schedule and cost predictability will improve as the design advances.

According to the Canadian Joint Federal Government/Industry Cost Predictability Taskforce, industry standards for estimate classification and cost estimate accuracy may be summarized as follows:

COST ESTIMATE CLASSIFICATIONS							
GOC	OME	D	C	← B			A →
DND		Indicative			Substantive		
	ROME	D	C	← B			A →
AACE	5		4	3			
RAIC			Sketch Design	Design Development		Contract Documents	Tender Documents
Design Documentation % Complete			12.5%	25%		95.0%	100%
Cost Estimate Accuracy (+/-%)	+/-30%		+/-20% <30%	+/-15% <20%		+/-10% <15%	+/-5% <10%

Legend

GOC	Government of Canada
DND	Department of National Defence
AACE	Association for the Advancement of Cost Engineering
RAIC	Royal Architectural Institute of Canada
OME	Order of Magnitude Estimate
ROME	Rough Order of Magnitude Estimate

While the classification categories differ from one authority to the next, the overarching principle for cost predictability remains the same – as the level of detail and design development increases, so does the level of accuracy of the estimate.

1. INTRODUCTION

1.6 EXCLUSIONS

This Class D Estimate does not provide for the following, if required:

- Cost of contaminated soil removal
- Cost of hazardous material (e.g. asbestos, lead, PCB, etc.) removal
- Cost of soil improvement / pre-loading
- Soft Costs (e.g. professional fees, building permit, development charges, owner's staff and management, relocation costs, etc.)
- Financing costs
- Special audio, visual, security equipment or installation other than provision of empty conduit systems carried in electrical division
- Window treatments
- In-contract equipment and ICAT beyond that identified in this estimate
- Loose furniture, furnishings, equipment and ICAT
- Escalation contingency beyond that identified in this estimate
- Value-added tax (e.g. Harmonized Sales Tax, Goods and Services Tax, or other)
- Premiums associated with Public-Private Partnership procurement model
- Unexpected labour unavailability and productivity disruptions leading to delays and added costs
- Supply chain disruptions leading to delays and added costs

2. DOCUMENTATION

This Class D Estimate has been prepared from the documentation included in Appendix AA of this report.

All of the above documentation was received from Johnston Davidson Architecture and was supplemented with information gathered in meeting(s) and telephone conversations with the design team, as applicable.

Design changes and/or additions made subsequent to this issuance of the documentation noted above have not been incorporated in this report.

3. COST CONSIDERATIONS

3.1 COST BASE

All costs are estimated on the basis of competitive bids (a minimum of at least 3 general contractor bids and at least 3 subcontractor bids for each trade) being received in September 2023 from general contractors and all major subcontractors and suppliers based on a stipulated sum form of contract. If these conditions are not met, bids received could be expected to exceed this estimate.

3.2 UNIT RATES

The unit rates in the preparation of this Class D Estimate include labour and material, equipment, subcontractor's overheads and profit. Union contractors are assumed to perform the work with the fair wage policy in effect.

3.3 GENERAL REQUIREMENTS AND FEE

General Requirements and Fee cover the General Contractor's indirect costs which may include but not be limited to supervision, site set up, temporary utilities, equipment, utilities, clean up, etc. as covered in Division 1 General Conditions of the Contract Documents. It also includes the contractor's fees and should not be confused with Design or Consultant fees which are excluded from the Construction Costs and carried separately in the Owner's Total Project Costs.

3.4 DESIGN AND PRICING ALLOWANCE

An allowance of 20.0% has been included to cover design and pricing unknowns. This allowance is not intended to cover any program space modifications but rather to provide some flexibility for the designers and cost planners during the remaining contract document stages.

It is expected that this allowance amount will be absorbed into the base construction costs as the design advances. The amount by which this allowance is reduced corresponds to an increase in accuracy and detailed design information. Hanscomb recommends that careful consideration be made at each milestone estimate to maintain adequate contingency for this allowance.

As a project nears completion of design, Hanscomb recommends retaining some contingency for this allowance for the final coordination of documents.

3.5 ESCALATION ALLOWANCE

All costs are based on September 2023 dollars with 9% construction cost escalation included to cover increases that may occur between September 2023 and the Sep 2024 construction start for the project.

The budgeted amount will typically decline as the time to award nears. If escalation is taken to the start of construction, escalation during construction is included in the unit rates. If escalation is taken to the midpoint of construction, it is because the market is volatile, or the project is considerably large with a construction duration of more than 2-3 years making it difficult to secure firm pricing at tender.

Forecasting escalation requires careful assessment of a continually changing construction market which at best is difficult to predict. The escalation rate should be monitored.

3. COST CONSIDERATIONS

3.6 CONSTRUCTION ALLOWANCE

An allowance of 5.0% has been made to cover construction (post contract) unknowns. This allowance, also known as the Post Contract Contingency (PCC), is intended to cover costs for change orders during construction that are not foreseeable. It is not intended to cover scope changes to the contract. The amount carried in a budget for this allowance is typically set at the initial planning stage and should be based on the complexity of the project and the probability of unknowns and retained risks.

3.7 CASH ALLOWANCE

Cash allowances are intended to allow the contractor to include in the bid price the cost for work that is difficult to fully scope at the time of tendering based on factors that are beyond the Owner and Prime Consultant's control. Cash allowances attempt to reduce the risks by dedicating a set amount for use against a certain cost that cannot yet be detailed. The Contractor is obligated to work as best as possible within the limitations of the Cash Allowance.

Examples of Cash Allowances include hardware, inspection and testing, site conditions, replacement of existing elements during demolition for renovation, hazardous materials abatement, signage, etc.

Any Cash Allowances if applicable are included either in the details of this estimate under the appropriate discipline or at the summary level.

3.8 TAXES

No provision has been made for the Harmonized Sales Tax. It is recommended that the owner make separate provision for HST in the project budget.

3.9 SCHEDULE

Pricing assumes a standard schedule of work appropriate to the size and scope of this project. Premiums for off-hour work, working in an operational facility, accelerated schedule, etc., if applicable, are identified separately in the body of the estimate.

3.10 STATEMENT OF PROBABLE COSTS

Hanscomb has no control over the cost of labour and materials, the contractor's method of determining prices, or competitive bidding and market conditions. This opinion of probable cost of construction is made on the basis of experience, qualifications and best judgment of the professional consultant familiar with the construction industry. Hanscomb cannot and does not guarantee that proposals, bids or actual construction costs will not vary from this or subsequent cost estimates.

3. COST CONSIDERATIONS

3.11 ONGOING COST CONTROL

Hanscomb recommends that the Owner and design team carefully review this document, including line item description, unit prices, clarifications, exclusions, inclusions and assumptions, contingencies, escalation, and mark-ups. If the project is over budget, or if there are unresolved budgeting issues, alternative systems/schemes should be evaluated before proceeding into the next design phase.

It is recommended that a final updated estimate at the end of the design stage be produced by Hanscomb using Bid Documents to determine overall cost changes which may have occurred since the preparation of this estimate. The final updated estimate will address changes and additions to the documents, as well as addenda issued during the bidding process. Hanscomb cannot reconcile bid results to any estimate not produced from bid documents, including all addenda.

This estimate does not constitute an offer to undertake the work, nor is any guarantee given that an offer to undertake the work at the estimate(s) price will subsequently be submitted by a construction contractor. Unless explicitly stated otherwise, it is assumed that competitive bids will be sought when tender documents have been completed. Any significant deviation between bids received and a pre-tender estimate prepared by Hanscomb from the same tender documents should be evaluated to establish the possible cause(s).

3.12 COVID-19 STATEMENT

Though the World Health Organization has determined that COVID-19 is now an established and ongoing health issue that no longer constitutes a public health emergency of international concern, the impact that this pandemic inflicted on the world economy continues to be felt. Such impact includes:

- Labour shortages due to recent career changes resulting from the pandemic and other reasons
- Resultant delays in the delivery of materials and equipment to the site
- Unavailability of materials due to past factory closures or shipping interruptions that created a massive backlog

The above factors are bound to impact not only the cost but also the completion date for the project, as has been witnessed in the current market. Understanding that contractors, subtrades and suppliers must assume these factors as part of their bid, these potential cost impacts have been considered and captured to the best of our ability in the rates and general requirements included in this estimate.

In the event of a catastrophic global event, all costs will be subject to review.

3. COST CONSIDERATIONS

3.13 OTHER CURRENT RISKS TO CONSTRUCTION ESCALATION

THE IMPACT OF THE RUSSIA / UKRAINE WAR:

The impact of the Russia / Ukraine war on the Western economy continues to cause inflationary pressure within the Western economy. Many countries have laid siege to Russia in the form of severe sanctions on most transactions of goods and services that originate from Russia. The impact of these sanctions has reduced normal trade of goods and services within the global economy, affecting construction activity in various ways, including:

- Increases in the cost of oil and natural gas
- Restrictions on the trade of base metal materials (nickel, palladium, iron, zinc, aluminum etc.)
- Continued constraints on the supply of oil-based chemicals and other materials
- Shortages of fertilizers (potash and products made from oil & gas)
- Shortages of wheat and sunflower-based products

The current situation continues to cause inflationary pressure on Western Countries and is fueling higher wages.

THE STATUS OF THE CANADIAN CONSTRUCTION MARKET:

The construction market is relatively heated across the country. Because of the significant volume of activity, Hanscomb has observed that with recent tender closings, the normal number of general contractors and sub-trades bidding on projects has been reduced. Less competition during tendering often results in elevated project pricing. We expect this trend to continue for the following reasons:

- The volume of work exceeds the capacity of available resources
- An aging workforce contributes pressure through the ever-increasing retirement of trade workers
- All members within the construction community are actively looking for new personnel and are having trouble finding new qualified candidates
- Contractors are generally competing for the same tradespeople, offering higher than normal salaries and benefits, translating into higher operating costs, which get transferred to the construction projects

The above risks may be amplified under the following conditions:

- Mega projects that are experiencing limited to no competition with fewer contractors and major subtrades capable of handling the work or acquiring appropriate bonding and insurance
- Remote or less densely populated areas where materials and labour cannot be sourced locally and transportation, accommodation and incentives impact schedule and cost

Where any of the above may be a factor, Hanscomb highly recommends conducting appropriate risk analyses, including market sounding. Hanscomb can assist; however, this level of risk assessment is outside the scope of this estimate.

4. GROSS FLOOR AND SITE DEVELOPED AREAS

The following areas have been measured in accordance with the Canadian Institute of Quantity Surveyors' Method of Buildings by Area and Volume.

4.1 APPROXIMATE GROSS FLOOR AREA (GFA) BASED ON THE FUNCTIONAL PROGRAM

Level	Area m2
Level 1	1,466
Mezzanine	200
Level 2	740
Level 3	40
Level 4	40
TOTAL	2,486

4.2 SITE DEVELOPED AREA

Description	Area (m2)
Site	4,980
Building Footprint	1466
Total Site Developed Area	3,514

Site Developed Area is the area of the site less the foot-print area of the building.

5. CONSTRUCTION COST ESTIMATE SUMMARY

- Site Development Cost			1,208,900
Sub-Totals	2,486 m2	5,887.29 /m2	**14,635,800**
- Location factor	3%		483,000
- General Site Requirements	8.0%		1,209,500
- Contractor's Fee	3.0%		489,800
Sub-Total- Excl. Contingencies	2,486 m2	6,765.12 /m2	**16,818,100**
- Design and Pricing Allowance	20.0%		3,363,600
- Escalation Allowance (12 months)	9.0%		1,816,400
Sub-Total- Incl. Contingencies	2,486 m2	8,848.79 /m2	**21,998,100**
- Construction Allowance	5.0%		1,099,900
Total Construction Cost + Construction Allowance	2,486 m2	9,291.23 /m2	**23,098,000**
- Goods & Services Tax			Excluded
Total Construction Estimate	**2,486 m2**	**9,291.23 /m2**	**23,098,000**

6. UNDERSTANDING THE ELEMENTAL COST SUMMARY

Cost information prepared and presented by Quantity Surveyors is often organized in a form referred to as the 'Elemental Cost Summary'. In this format, the more 'intuitive' building elements (e.g. foundations, exterior cladding, plumbing, etc.) are evaluated rather than materials or trades. Quantity Surveyors track this information consistently from project to project to benchmark not just the overall building unit rate but also rates and ratios for key elements. Below are some key features of the Elementary Cost Summary.

Building components are summarized as elements 'A2 Structure' and then sub-elements 'A23 Roof Construction'. This allows review of Roof Construction costs whether it is steel, concrete or wood - something difficult with a trade summary.

Ratio to GFA evaluates design efficiency and highlights outliers. It is arrived at by dividing the parametric quantity of a sub-element (i.e. overall exterior wall area) by the building gross floor area (GFA). A ratio greater than 0.600 for 'A32 Walls Above Grade' is considered high and may be due to articulation, courtyard design or high floor to floor heights.

The 'Unit Rate' is the blended rate of a sub-element's costs divided by its parametric quantity and allows a review of its reasonableness relative to benchmarks. A rate of $559/m2 indicates a good quality exterior wall cladding.

The last column expresses the cost of each element as a percentage of total construction cost. At 18.7% of total construction costs, mechanical and electrical systems are considered basic.

The 'Rate per SF' (m^2) column converts costs for each element or sub-element to a $/SF ($m^2$) of GFA for comparison to benchmark rates. A rate of $217/m^2$ indicates basic electrical design.

General Requirements & Fee cover General Contractor's overheads (site set up, supervision, etc.) and contractor's expenses. Fee is not for Consultants.

Allowances are critical for estimates. Design & pricing compensates for a lack of detail early in design; escalation considers changes to labour & material; construction allowance is for unforeseen conditions; and, cash allowances offer flexibility for items difficult to detail at bid.

SAMPLE ELEMENTAL SUMMARY

Element	Ratio to GFA	Quantity	Unit Rate	Sub-Total	Total	Sub-Total	Total	%
A SHELL		1,582 m2			1,629,900		1,156.70	35.6
A1 SUBSTRUCTURE					250,000		158.03	4.9
A11 Foundations	1.000	1,582 m2	158.03	250,000		158.03		
A12 Basement Excavation	0.001	1 Nil	0.00	0		0.00		
A13 Special Conditions	0.001	1 Sum	0.00	0		0.00		
A2 STRUCTURE					468,800		296.33	9.1
A20 Lowest Floor Construction	1.000	1,582 m2	64.92	102,700		64.92		
A23 Roof Construction	1.013	1,602 m2	229.53	366,100		231.40		
A3 EXTERIOR ENCLOSURE					1,111,100		702.34	21.6
A31 Walls Below Grade	0.001	1 Nil	0.00	0		0.00		
A32 Walls Above Grade		1,086 m2	**559.22**	612,900		387.42		
A33 Windows & Entrances	0.353	4 Lot	3,275.00	13,100		8.28		
A34 Roof Coverings	1.013	1,602 m2	220.02	352,600		223.01		
A35 Projections	1.000	1,582 m2	83.63	132,300		83.63		
B INTERIORS		1,582 m2			1,533,400		970.22	29.1
B1 PARTITIONS & DOORS					382,800		242.04	7.4
B11 Partitions	1.524	2,360 m2	105.28	252,600		159.41		
B12 Doors	0.038	60 Lea	2,205.00	132,300		83.63		
B2 FINISHES					398,400		251.80	7.7
B21 Floor Finishes	1.000	1,582 m2	75.38	119,200		75.38		
B22 Ceiling Finishes	1.000	1,582 m2	91.28	144,400		91.28		
B23 Wall Finishes	2.314	3,660 m2	36.83	134,800		85.31		
B3 FITTINGS & EQUIPMENT					252,100		159.36	4.8
B31 Fittings & Fixtures	1.000	1,582 m2	159.36	252,100		159.36		
B32 Equipment	1.000	1,582 m2	0.00	0		0.00		
B33 Elevators	0.001	1 Nil	0.00	0		0.00		
C SERVICES		1,582 m2			964,400		609.60	**18.7**
C1 MECHANICAL					621,100		392.80	12.1
C11 Plumbing & Drainage	1.000	1,582 m2	145.28	229,800		145.28		
C12 Fire Protection	1.000	1,582 m2	31.04	49,100		31.04		
C13 HVAC	1.000	1,582 m2	170.28	269,500		170.28		
C14 Controls	1.000	1,582 m2	45.95	72,700		45.95		
C2 ELECTRICAL					343,300		**217.00**	6.7
C21 Service & Distribution	1.000	1,582 m2	42.54	67,300		42.54		
C22 Lighting, Devices & Heating	1.000	1,582 m2	115.81	184,900		116.81		
C23 Systems & Ancillaries	1.000	1,582 m2	57.48	91,200		57.48		
NET BUILDING COST – EXCLUDING SITE				$	3,837,700		2,419.33	74.4
D SITE & ANCILLARY WORK		1,582 m2			799,800		505.56	15.5
D1 SITE WORK					799,800		505.56	15.5
D11 Site Development	0.541	10,346 m2	46.71	504,100		318.65		
D12 Mechanical Site Services	0.001	1 Sum	167,400.00	167,400		105.82		
D13 Electrical Site Services	0.001	1 Sum	126,300.00	126,300		81.12		
D2 ANCILLARY WORK					0		0.00	0.0
D21 Demolitions	0.001	1 Nil	0.00	0		0.00		
D22 Alterations	0.001	1 Nil	0.00	0		0.00		
NET BUILDING COST – INCLUDING SITE				$	4,637,500		2,931.39	89.9
Z1 GENERAL REQUIREMENTS & FEE					520,100		328.78	10.1
Z11 General Requirements	**8.0%**			370,000		234.01		
Z12 Fee	**3.0%**			149,900		94.75		
TOTAL CONSTRUCTION ESTIMATE - EXCLUDING ALLOWANCES				$	5,147,600		3,253.96	100.0
Z2 ALLOWANCES					830,500		588.19	
Z21 Design & Pricing Allowance	**10.0%**			514,800		325.41		
Z22 Escalation Allowance	**2.5%**			141,600		89.51		
Z23 Construction Allowance	**3.0%**			174,100		110.06		
Z24 Cash Allowances	**1 Sum**	100,000.00		100,000		63.21		
TOTAL CONSTRUCTION ESTIMATE - INCLUDING ALLOWANCES				$	6,078,100		3,842.04	
VALUE ADDED TAX (GST/HST)					0		0.00	
Value Added Tax (GST/HST)	0.0 %			0		0.00		
TOTAL CONSTRUCTION ESTIMATE				$	6,078,100	$	3,842.04	

CLASS C ESTIMATE

By using this format consistently across all projects, Quantity Surveyors can compare projects and better understand why the 'roof covering' element may be more on this project if it's fulfilling the same function as a similar project.

Note: The above sample is based on the CIQS Elemental format. The fundamental principles of reading the information are the same for summaries reported based on UNIFORMAT.

PENTICTON FIRE HALL #1
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023

Appendix
A - Elemental Estimate Summary

V3511 **CLASS D ESTIMATE** Hanscomb QUANTITY SURVEYORS

Project : **Penticton Firehall**
: **New Construction**
Location : **Penticton, British Columbia**
Owner : **City of Penticton**
Consultant : **Johnston Davidson Architecture**

ELEMENTAL COST SUMMARY

Report Date : 15-Sep-23
Page No. : A - 1
Building Type : 380
C.T. Index : 0.0
GFA : 2,486 m2

ELEMENT	Ratio to GFA	Element Cost Quantity		Element Cost Unit Rate	Element Amount Sub-total	Element Amount Total	Rate per m2 of GFA Sub-total	Rate per m2 of GFA Total	
A SHELL		2,486	m2			6,510,412		2,618.83	38.7
A1 SUBSTRUCTURE						657,286		264.39	3.9
A11 Foundation (conventional)	0.590	1,466	m2	441.53	647,286		260.37		
A12 Basement Excavation	0.000		m3		0		0.00		
A13 Dewatering	0.000	1	sum	10,000.00	10,000		4.02		
A2 STRUCTURE						2,352,546		946.32	14.0
A21 Lowest Floor Const.	0.590	1,466	m2	232.81	341,297		137.29		
A22 Upper Floor Construction	0.410	1,020	m2	952.80	971,851		390.93		
A23 Roof Construction	0.590	1,466	m2	709.00	1,039,397		418.10		
A3 EXTERIOR ENCLOSURE						3,500,580		1,408.12	20.8
A31 Walls Below Grade	0.000		m2		0		0.00		
A32 Walls Above Grade	0.647	1,608	m2	937.41	1,507,348		606.33		
A33 Windows & Entrances	1.000	2,486	GFA	467.34	1,161,815		467.34		
A34 Roof Covering	0.590	1,466	m2	492.10	721,418		290.19		
A35 Projections	0.000	1	Sum	110,000	110,000		44.25		
B INTERIORS		2,486	m2			1,884,288		757.96	11.2
B1 PARTITIONS & DOORS						631,777		254.13	3.8
B11 Partitions	0.567	1,410	m2	333.45	470,158		189.12		
B12 Doors	0.017	42	No.	3,848.06	161,618		65.01		
B2 FINISHES						601,900		242.12	3.6
B21 Floor Finishes	1.000	2,486	m2	112.09	278,649		112.09		
B22 Ceiling Finishes	1.000	2,486	m2	64.12	159,398		64.12		
B23 Wall Finishes	1.000	2,486	m2	65.91	163,853		65.91		
B3 FITTINGS & EQUIPMENT						650,611		261.71	3.9
B31 Fittings & Fixtures	1.000	2,486	m2	206.08	512,318		206.08		
B32 Equipment	1.000	2,486	m2	15.40	38,293		15.40		
B33 Elevators	0.000	1	No.	100,000.00	100,000		40.23		
C SERVICES		2,486	m2			5,032,238		2,024.23	29.9
C1 MECHANICAL						3,411,006		1,372.09	20.3
C11 Plumbing & Drainage	1.000	2,486	m2	350.89	872,313		350.89		
C12 Fire Protection	1.000	2,486	m2	238.81	593,679		238.81		
C13 HVAC	1.000	2,486	m2	699.16	1,738,105		699.16		
C14 Controls	1.000	2,486	m2	83.23	206,910		83.23		
C2 ELECTRICAL						1,621,232		652.14	9.6
C21 Service & Distribution	1.000	2,486	m2	195.64	486,364		195.64		
C22 Lighting, Devices & Heating	1.000	2,486	m2	268.68	667,929		268.68		
C23 Systems & Ancillaries	1.000	2,486	m2	187.83	466,939		187.83		
NET BUILDING COST - EXCLUDING SITE						**13,426,900**		**5,401.02**	**79.8**
D SITE & ANCILLARY WORK		2,486	m2			1,208,900		486.26	7.2
D1 SITE WORK						1,208,900		486.26	7.2
D11 Site Development	1.41	3,514	m2	227.38	799,000		321.40		
D12 Mechanical Site Services	1.41	3,514	m2	82.48	289,850		116.59		
D13 Electrical Site Services	1.41	3,514	m2	33.21	120,000		48.27		
D2 ANCILLARY WORK						0		0.00	0.0
D21 Demolition	0.000	1	Sum		0		0.00		
D22 Alterations	0.000	1	Sum		0		0.00		
NET BUILDING COST - INCLUDING SITE						**14,635,800**		**5,887.28**	**87.0**
Z1 GENERAL REQUIREMENTS & FEE						2,182,300		877.84	13.0
Z11 Location Factor	3.3%				483,000		194.29		
Z12 General Requirements	8.0%				1,209,500		486.52		
Z13 Fee	3.0%				489,800		197.02		
TOTAL CONSTRUCTION ESTIMATE - EXCLUDING CONTINGENCIES						**16,818,100**		**6,765.12**	**100.0**
Z2 ALLOWANCES						6,279,900		2,526.11	
Z21 Design & Pricing Allowance	20.0%				3,363,600		1,353.02		
Z22 Escalation Allowance (12 months)	9.0%				1,816,400		730.65		
Z23 Construction Allowance	5.0%				1,099,900		442.44		
TOTAL CONSTRUCTION ESTIMATE - INCLUDING CONTINGENCIES						**23,098,000**		**9,291.23**	
_ GOODS & SERVICES TAX						0		0.00	
_ Goods & Services Tax	0.00%				0		0.00		
TOTAL CONSTRUCTION ESTIMATE						**23,098,000**		**9,291.23**	

PENTICTON FIRE HALL #1
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023

Appendix AA
Documents and Drawings List

DOCUMENTS AND DRAWING LIST

DOCUMENTS

Number	Title	Dated	Received
1 page	2219-PCSB - Dawson Ave - Fit Test Option 1	Aug 17, 2023	Sep 1, 2023
1 page	2219-PCSB - Dawson Ave - Site Analysis	Aug 17, 2023	Sep 1, 2023
2 pages	2219-Penticton CSB Fire (Headquarters) space program	Aug 17, 2023	Sep 1, 2023

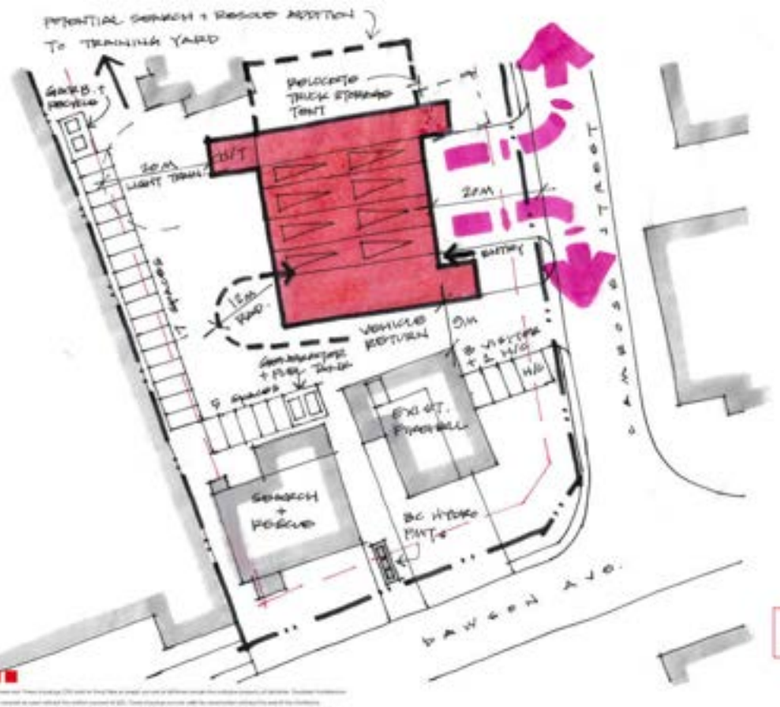
PENTICTON FIRE HALL #1
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023

Appendix AB
Representative Drawings

PENTICTON FIRE HALL #1
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023



JDa
Johnston Davidson Architecture
301 – 477 East Hastings Street
Vancouver, BC, Canada, V6A 0V1
Phone: 604-684-5548
info@jdarch.ca
jdarch.ca

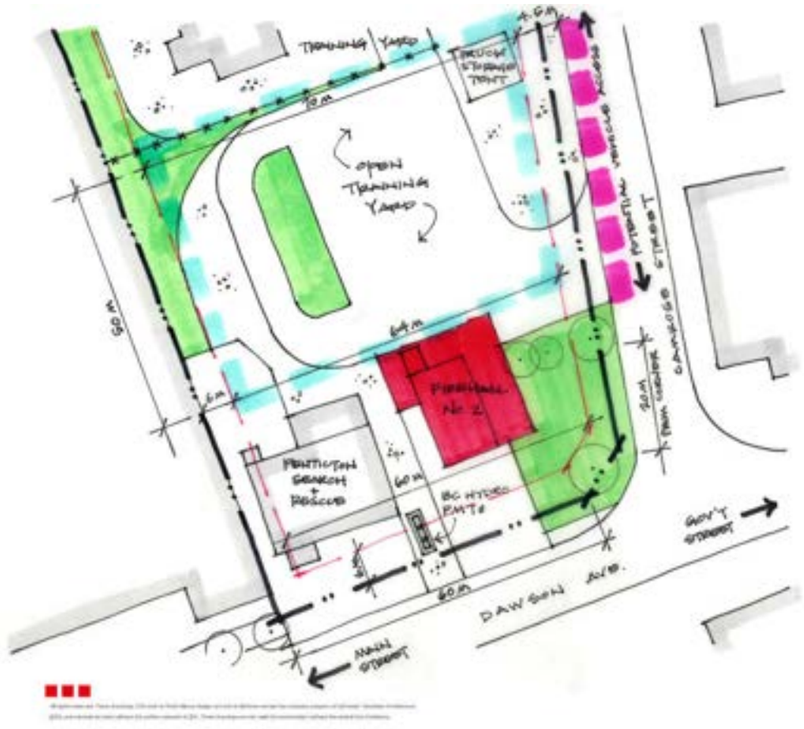
pros:
- utilize undeveloped site area
- egress onto Camrose Street
- exit apron perpendicular to Camrose Street (ideal)
- 20m exit apron
- 20m light training off hose tower
- retain existing firehall (future reuse)
- retain existing search + rescue (future reuse)

cons:
- new firehall building not "aligned" with existing buildings (sited perpendicular to Camrose St.) Could be a concern with City Planner.

feasibility study
City of Penticton
Penticton Public Safety Building Feasibility Study
dawson ave - fit test option 1
2023-august-17
rev.

PENTICTON FIRE HALL #1
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023



JDa
Johnston Davidson Architecture
301 – 477 East Hastings Street
Vancouver, BC, Canada, V6A 0V1
Phone: 604-684-5548
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jdarch.ca

POTENTIAL DEVELOPABLE AREA:
= 8,890 sqm
(96,000 sq)
(0.8 acres)

feasibility study
City of Penticton
Penticton Public Safety Building Feasibility Study
dawson ave - site analysis
2023-august-17
rev.

V3511 **CLASS D ESTIMATE** Hanscomb QUANTITY SURVEYORS

PENTICTON FIRE HALL #1
NEW CONSTRUCTION
PENTICTON, BC

Report date : September 2023

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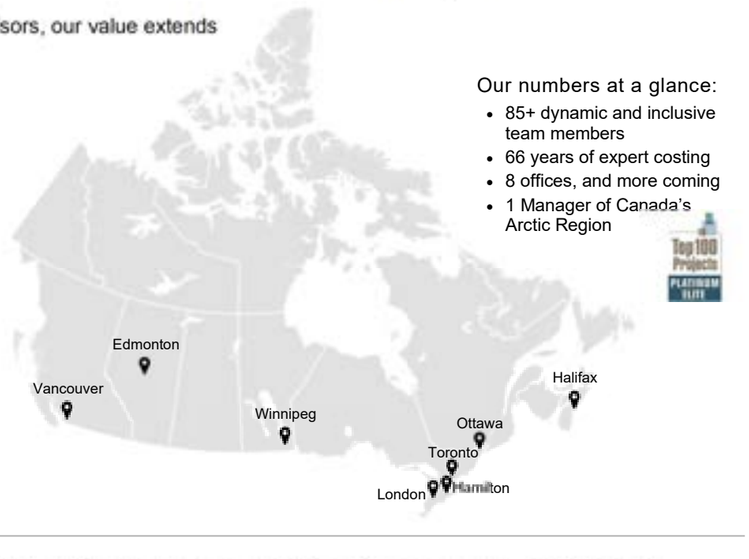
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Our numbers at a glance:
- 85+ dynamic and inclusive team members
- 66 years of expert costing
- 8 offices, and more coming
- 1 Manager of Canada's Arctic Region

From west to east, our leadership team is here to serve you. We collaborate on many projects nationally and internationally and are available to assist. For information, please contact us.

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Michelle Ernst, Business Manager

8. grant funding opportunities

The Federation of Canadian Municipalities (FCM), Green Municipal Fund (GMF) is a grant funding program JDa has recent experience assisting clients with securing significant project funding.

The specific GMF FCM funding program that is directly applicable to the City of Penticton Community Safety Building would be the “Capitial Project - New construction of energy efficient facilities”, which requires projects to achieve net-zero energy performance.

Capital Project: New construction of energy-efficient facilities
The Federation of Canadian Municipalities (FCM) Green Municipal Fund (GMF), fund capital projects of initiatives that target net zero energy performance in new municipal facilities. This funding helps Canadian cities and communities of all sizes use less energy, which reduces their greenhouse gas emissions (GHGs) and improves their air quality.

JDa has been a team member on three projects which successfully received FCM GMF funding; Tantalus Firehall (Squamish BC), Palliser Firehall (Canmore, AB) and Qualicum Beach Firehall (Qualicum Beach, BC).

1. **Description:**
   Your capital project must include a combination of energy efficient measures that together, target net zero energy performance in a new municipal facility (administration buildings, police stations and fire halls, recreation centres and arenas, wastewater treatment plants, etc.). Most of the funding goes to projects in municipally owned buildings, but a non-municipally owned building may be eligible if it is used mostly for municipal purposes.

2. **Amount:**
   Regular loans and grants: Receive a low-interest loan of up to $5 million and a grant worth up to 15% of the loan; cover up to 80% of your eligible costs.

   High-ranking project loans and grants: These qualify for a low-interest loan of up to $10 million and a grant worth up to 15% of the loan; cover up to 80% of your eligible costs.

3. **Application Process:**
   This funding has a two-stage application process with the following deadlines:
   - Initial Review Form: Complete and submit year-round.
   - Potential applicants may submit initial review forms at any time. Application forms will be provided to eligible recipients.

The estimated costs for integrating the level of energy and sustainability measures required for these grants range between 15% to 25% of the construction cost.

9. proposed schedule

A proposed schedule has been developed which outlines conventional times lines for the Community Safety Building project, based on a standard Design-Bid-Build delivery method for a Stipulated Price Sum contract.

The schedule identifies design and construction, from start of Prime Consultant Request for Proposal, up to a Construction Start Date, as the length of the construction period should be provided the General Contractor and the market conditions at time of contract award.

The following is a summary of the proposed project schedule and the anticipated project phase dates:

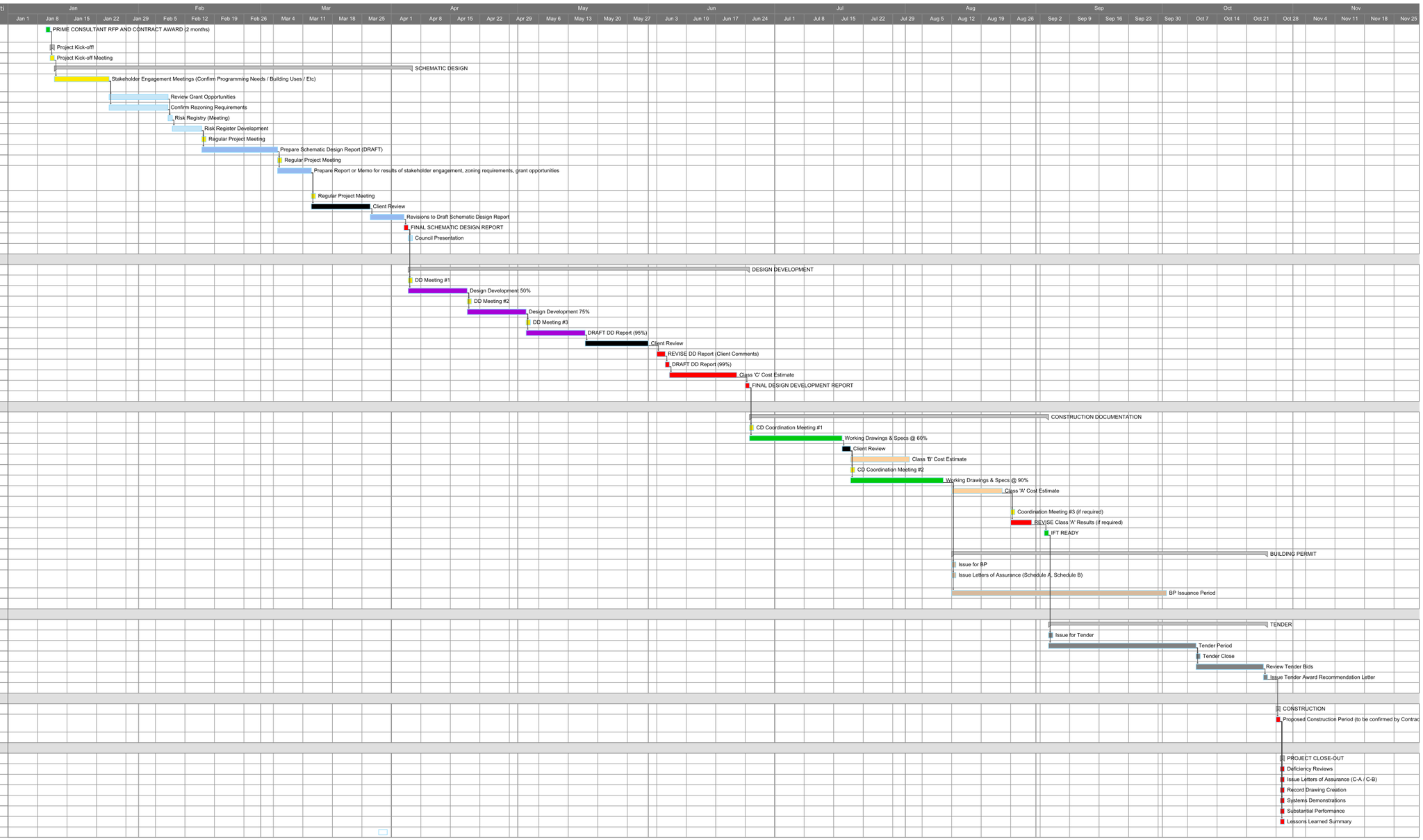
	PROJECT PHASE:	DATES:
1.	Prime Consultant RFP	Nov 2023 - Jan 2024
2.	Prime Consultant Award	Jan 2024
3.	Schematic Design	Jan 2024 - April 2024
4.	Design Development	April 2024 - June 2024
5.	Class ‘C’ Cost Estimate	End of Design Develop.
6.	Construction Documentation	June 2024 - Sept 2024
7.	Class ‘B’ Cost Estimate	60% Const. Documents
8.	Class ‘A’ Cost Estimate	90% Const. Documents
9.	Tender	Sept 2024 - Oct 2024
10.	Construction Contract Award	Oct 2024
11.	Construction Period - 24 months (General Contractor to confirm)	
12.	Occupancy	Oct 2026

Please refer to the following page for a detailed Gantt Style project schedule.

Note, the schedule provided is for the Community Safety Building project only, and does not account for the Firehall No.1 Headquarters building.

PENTICTON CSB - PROPOSED SCHEDULE

	Task Name	Start Date	End Date	Duration
1	**PRIME CONSULTANT RFP AND CONTRACT AWARD (2 months)**	**01/10/24**	**01/10/24**	**1d**
2	**Project Kick-off**	**01/11/24**	**01/11/24**	**1d**
3	Project Kick-off Meeting	**01/11/24**	**01/11/24**	**1d**
4	**SCHEMATIC DESIGN**	01/12/24	04/05/24	59d
5	Stakeholder Engagement Meetings (Confirm Programming Needs / Building Uses / Etc)	01/12/24	01/24/24	9d
6	Review Grant Opportunities	01/25/24	02/07/24	10d
7	Confirm Rezoning Requirements	01/25/24	02/07/24	10d
8	Risk Registry (Meeting)	02/08/24	02/08/24	1d
9	Risk Register Development	02/09/24	02/15/24	5d
10	Regular Project Meeting	02/16/24	02/16/24	1d
11	Prepare Schematic Design Report (DRAFT)	02/16/24	03/04/24	11d
12	Regular Project Meeting	03/05/24	03/05/24	1d
13	Prepare Report or Memo for results of stakeholder engagement, zoning requirements, grant opportunities	03/05/24	03/12/24	6d
14	Regular Project Meeting	03/13/24	03/13/24	1d
15	Client Review	03/13/24	03/26/24	10d
16	Revisions to Draft Schematic Design Report	03/27/24	04/03/24	5d
17	FINAL SCHEMATIC DESIGN REPORT	04/04/24	04/04/24	1d
18	Council Presentation	04/05/24	04/05/24	1d
19				
20				
21	**DESIGN DEVELOPMENT**	**04/05/24**	**06/24/24**	**56d**
22	DD Meeting #1	04/05/24	04/05/24	1d
23	Design Development 50%	04/05/24	04/18/24	10d
24	DD Meeting #2	04/19/24	04/19/24	1d
25	Design Development 75%	04/19/24	05/02/24	10d
26	DD Meeting #3	05/03/24	05/03/24	1d
27	DRAFT DD Report (95%)	05/03/24	05/16/24	10d
28	Client Review	05/17/24	05/31/24	10d
29	REVISE DD Report (Client Comments)	06/03/24	06/04/24	2d
30	DRAFT DD Report (99%)	06/05/24	06/05/24	1d
31	Class 'C' Cost Estimate	06/06/24	06/21/24	12d
32	FINAL DESIGN DEVELOPMENT REPORT	06/24/24	06/24/24	1d
33				
34				
35	**CONSTRUCTION DOCUMENTATION**	**06/25/24**	**09/03/24**	**48d**
36	CD Coordination Meeting #1	06/25/24	06/25/24	1d
37	Working Drawings & Specs @ 60%	06/25/24	07/16/24	15d
38	Client Review	07/17/24	07/18/24	2d
39	Class 'B' Cost Estimate	07/19/24	08/01/24	10d
40	CD Coordination Meeting #2	07/19/24	07/19/24	1d
41	Working Drawings & Specs @ 90%	07/19/24	08/09/24	15d
42	Class 'A' Cost Estimate	08/12/24	08/23/24	10d
43	Pre-Qualification of Contractor			
44	Coordination Meeting #3 (if required)	08/26/24	08/26/24	1d
45	REVISE Class 'A' Results (if required)	08/26/24	08/30/24	5d
46	IFT READY	09/03/24	09/03/24	1d
47				
48	**BUILDING PERMIT**	08/12/24	10/25/24	52d
49	Issue for BP	08/12/24	08/12/24	1d
50	Issue Letters of Assurance (Schedule A, Schedule B)	08/12/24	08/12/24	1d
51	BP Issuance Period	08/12/24	10/01/24	35d
52				
53				
54	**TENDER**	**09/04/24**	**10/25/24**	**36d**
55	Issue for Tender	09/04/24	09/04/24	1d
56	Tender Period	09/04/24	10/08/24	24d
57	Tender Close	10/09/24	10/09/24	1d
58	Review Tender Bids	10/09/24	10/24/24	11d
59	Issue Tender Award Recommendation Letter	10/25/24	10/25/24	1d
60				
61				
62	**CONSTRUCTION**	**10/28/24**	**10/28/24**	**1d**
63	Proposed Construction Period (to be confirmed by Contractor) - Anticipated 18 months			
64				
65				
66	**PROJECT CLOSE-OUT**	**10/29/24**	**10/29/24**	**1d**
67	Deficiency Reviews			
68	Issue Letters of Assurance (C-A / C-B)			
69	Record Drawing Creation			
70	Systems Demonstrations			
71	Substantial Performance			
72	Lessons Learned Summary			
73				



Council Report

penticton.ca

Date: May 21, 2024 File No:
To: Anthony Haddad, City Manager
From: Angela Campbell, Director of Finance & Administration
Subject: **Signing Officers and Banker for 2024 and Subsequent Years**

Staff Recommendation

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

A Signers

- Anthony Haddad, City Manager
- Angela Campbell, Director of Finance and Administration
- Karri Stoppler, Manager of Finance
- Courtney Jones, Financial Planning & Budget Specialist

B Signers

- Julius Bloomfield, Mayor
- Amelia Boultbee, Councillor
- Isaac Gilbert, Councillor
- Ryan Graham, Councillor
- Helena Konanz, Councillor
- James Miller, Councillor
- Campbell Watt, Councillor

Signing officers for memberships 2491165 and 2357879 (City of Penticton) will be for the calendar year ending December 31, 2024 and subsequent years until changed.

AND THAT Council approve:

- Cliff Last, Director of Finance, South Okanagan Events Centre
- Susan Coombes, Senior Finance Manager, South Okanagan Events Centre
- Dean Clarke, General Manager, South Okanagan Events Centre
- Kevin Webb, Assistant General Manager, South Okanagan Events Centre
- Mary Richards, PTCC Director of Sales, Penticton Trade and Convention Centre
- Anthony Haddad, City Manager, City of Penticton
- Angela Campbell, Director of Finance and Administration, City of Penticton
- Karri Stoppler, Manager of Finance, City of Penticton

Signing officers for membership 2491223 (South Okanagan Events Centre) for the calendar year ended December 31, 2024 and subsequent years until changed.

Background

Valley First Credit Union, the City's financial institution, requires a Council resolution outlining those with signing authority. When changes occur in Mayor, Council, or managers with signing authorities', an updated resolution is passed to satisfy the financial institutions' requirements. Charges against any of the City's accounts must be signed by two signers.

Signing authorities on the City of Penticton membership 2491165 and 2357879 consist of two groups – A signers and B signers. Charges against the City's accounts must be signed by two A signers or by one A signer and one B signer.

Per the City's Payment Signing Authority Policy, all cheques are signed by two A signers, or in rare circumstances, when two A signers are not available, a B signer will be requested to sign.

Signing authorities on the SOEC (membership 2491223) account require signing of two individuals on the list.

The signing authority for this purpose is to legally validate the charges against the City's bank accounts as required by the financial institution and is distinct from authorities to expend as set out in the City's Purchasing Policy.

Analysis

The proposed signing authority is being updated as a result of staffing changes including the addition of Karri Stoppler, the new Manager of Finance, and removal of Elma Hamming, the former position holder.

Respectfully submitted,



Angela Campbell
Director of Finance & Administration

Approvals

City Manager
AH

Council Report

penticton.ca

Date: May 21, 2024 File No: 1850-20
To: Anthony Haddad, City Manager
From: Amber Coates, Financial Analyst & Jeff Plant, Sport and Event Supervisor

Subject: **2024 In-Year Grant Requests**

Staff Recommendation

THAT Council approve the following in-year grant requests for 2024 as listed below:

- $500 cash and $102 in-kind to the Community Recreational Initiatives Society;
- $1,000 cash to the Conseil Jeunesse Francophone de la C.-B.: BC Francophone Games;
- $5,000 cash and $1,100 in-kind to the Penticton Paddle Sports Association Canadian Outrigger Racing Association (CORA) Distance Championships;
- $1,550 in-kind to The Penticton Peach Festival Society Royalty/Ambassador Program;
- $1,230 in-kind to the Ukraine Nightingale Project;
- $2,000 cash to the Wine Country Writers' Festival Society; and
- $5,000 cash to the Throwdown Series

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

Each year, the City receives applications for municipal grant funding as part of the budget deliberation process and then subsequent in-year applications from organizations that didn't apply during the regular intake. At the Council meeting on June 20, 2023, updated grant policies were approved that included two specific time frames for in-year requests, April and July. The City has received seven in-year grant requests through the April intake of our grant administration program.

During the 2024 budget deliberation process, the City used funding principles to determine the level of grant funding proposed in order to meet the budget allocation for grants. These principles included:

- Returning nominal grants from the prior year with similar requests were funded at the prior year levels;
- Large grants and request increases were reviewed individually;
- New requests under $10,000 were funded at 50%; and
- Special events were evaluated individually.

Financial Implication

During the budget process an amount is allocated to 'other' grants to fund requests that are made during the year. The current remaining budget available to allocate is $30,000. Funding these requests using the above principles, which is contained in the staff recommendation, would utilize $17,483 of the available funds as outlined in the below table and result in $12,517 of funding available for the second intake in July 2024.

Summary of Requested & Proposed Funding

Organization	Requested (Cash & In-Kind)	Proposed (Cash & In-Kind)
Community Recreational Initiatives Society	$1,545	$603
Conseil Jeunesse Francophone de la C.-B.	8,000	1,000
Penticton Paddle Sports Association	11,100	6,100
The Penticton Peach Festival Society	10,000	1,550
Ukraine Nightingale Project	3,730	1,230
Wine Country Writers' Festival Society	5,550	2,000
Throwdown Series	5,000	5,000
Total:	**$44,925**	**$17,483**

Analysis

Not-For-Profit Special Event Grant Requests (Evaluated Individually)

Community Recreational Initiatives Society (request: $1,442 cash & $102 in-kind)

- The Adaptive Amazing Race (Sep 12) is a fun, corporate team-building and fundraising event for CRIS Adaptive Adventures, a non-profit offering outdoor activities for people with disabilities. Modeled after the Amazing Race TV show, teams compete in challenges at Rotary Park, utilizing adaptive equipment and promoting workplace adaptation for disabilities. Initiated in Kelowna in 2020 and extended to Penticton in 2022, the goal is to expand in Penticton, with all proceeds supporting South Okanagan's Adaptive Adventures. This year's Penticton event aims to raise $5,000.
- This is a new request. The proposed funding levels are $500 in cash and $102in-kind. Although the event is a fundraiser, it's primarily aimed at building the community's capacity to support people with disabilities. The proposed funding is in recognition of the ongoing community impact of the event.

Conseil Jeunesse Francophone de la C.-B. (request: $8,000 cash)

- The BC Francophone Games (May 17-20) is an annual community, cultural, and educational event. It brings together 100 French-speaking youth, aged 14 to 25, from across the province for four days of activities. The JFCB is the largest Francophone youth gathering in BC and this year, its 31st edition, will bring together over 125 youth, trainers, and volunteers in Penticton, BC. Throughout the weekend, participants can choose to engage in activities from one of seven streams representing various interests, such as sports, outdoor activities, visual arts, dramatic arts, music, and science.
- This is a new request. Given that this event occurs in the shoulder season and has strong cultural and destination components, the proposed funding is $1,000 cash.

Penticton Paddle Sports Association (request: $10,000 cash & $1,100 in-kind)

- The Canadian Outrigger Racing Association (CORA) Distance Championship (Sep 28-29) is the final race in the CORA Cup series, which comprises of both sprint and long-distance races across the country. This includes the "Duel in the Desert" in Penticton, held over Mother's Day weekend at Skaha Lake. Each year, the finale race is held at different locations. For 2024, Penticton will be the host, differing from "Duel in the Desert" by having the race on Okanagan Lake. On Saturday, multiple heats of 6-person crews will race a 21 km course, expecting over 40 crews. Sunday's race will feature one and two-person canoes racing 15 km. Following Saturday's event, there will be a banquet/awards ceremony at the Lakeside Hotel.
- This is a new request; however, for 2024 Penticton Paddle Sports Association has received a $9,788 operating grant and a $12,000 grant for the Dragonboat Festival event. The CORA event is a national championship held during the shoulder season, featuring a strong indigenous component. It has the potential to become a bi-annual event. The proposed funding for this event is $5,000 in cash and $1,100 in-kind.

The Penticton Peach Festival Society (request: $5,000 cash & $5,000 in-kind)

- The Penticton Peach Festival's Royalty/Ambassador Program, starting on August 9, sees the royalty acting as city ambassadors throughout the year. They visit roughly 20 communities annually, promoting Penticton's beauty through public interactions, community events, and representation at Penticton Vee's home games. They also contribute to organizations like First Things First Penticton, engage with seniors, participate in Toys for Tots to Teens, and attend events like BC Day, Canada Day, and the Farmers Market. The goal of the program is to inspire other young people as mentors and role models.
- This is a new request from The Penticton Peach Festival Society, although the Penticton Royalty Society has applied in previous years prior to the merger. The proposed funding remains at the previous year’s levels, with an inflationary increase, to $1,550 in-kind.

Ukraine Nightingale Project (request: $2,500 cash & $1,230 in-kind)

- The Dzvinka 50th Anniversary Tour (May 23 Penticton; May 25 Oliver) continues the successful collaboration between the Ukraine Nightingale Project and Tryzub. This partnership supports Ukrainian families by delivering exciting performances celebrating their 50th anniversary. The tour opens with performances in Penticton and Oliver in May 2024, followed by 16 other locations in Western Canada in 2024 and 2025. The Tour aims to offer opportunities for Canadians to celebrate Ukrainian culture during a period of significant peril for the country, maintain public awareness about the vast disruption and devastation caused by the conflict in Ukraine, generate funds and support for newcomer Ukrainians relocating in Western Canada, and raise awareness about mental health challenges and provide access to support resources to help address the effects of trauma.
- This is a returning request, with prior year funding of $1,000 cash and $1,230 in-kind. Although the event is a fundraiser, due to its cultural significance, the proposed funding level is $1,230 in-kind.

Wine Country Writers' Festival Society (request: $5,550 cash)

- The Wine Country Writers' Festival (Sep 27-29) unites writers, poets, and publishing industry experts to foster community, connectivity, and confidence among creatives. Two specific programs, "blue pencils" and "pitches," offer significant value for emerging writers. In "blue pencils," writers collaborate with published authors, poets, and editors to workshop their writing and receive in-person feedback. In "pitches," writers present their manuscripts to publishers and agents for potential book deals. Festival activities include but are not limited to: a welcome blessing from the Syilx/PIB family, a keynote speaker, skill-builder classes (public), open-mic readings (open), a Spoken Word celebration (public), workshops, panel discussions, pitches, blue pencils, a lunch-time reading (public), Q&A, and a keynote presentation.
- This is a new request. This event showcases significant indigenous engagement, but it isn't held in city venues. The proposed funding is $2,000 cash, maintaining a high contribution per participant.

Partnership Agreement Request (Evaluated Individually)

Throwdown Series (request: $5,000 cash)

- The Okanagan Valley Throwdown (Apr 20-21) is an amateur CrossFit competition. It attracts athletes aged 18-70 from British Columbia, Alberta, and Northern Washington state. This two-day competition includes five events across multiple categories: men, women, teams, and possibly adaptive athletes, depending on interest. CrossFit's global popularity is growing, leading to increased competition attendance. While most events take place inside the event centre, the aim is to feature more of Penticton. by collaborating with the event centre staff and potential use other areas of the complex.
- This is a returning request and proposed funding is at the prior year level, $5,000 cash.

Alternate Recommendations

THAT Council provide alternate direction to staff on the level of funding for the grant applications.

Respectfully submitted,

Amber Coates
Financial Analyst

Jeff Plant
Sport and Event Supervisor

Concurrence

Director of Finance and Administration	Director of Community Services	City Manager
AMC	KJ	SH

Council Report

penticton.ca

Date: May 21, 2024 File No: 0550-02
To: Anthony Haddad, City Manager
From: Angie Collison, Corporate Officer

Subject: **RDOS Bylaw No. 2065.03, 2024 (Noxious Weed Control Service Establishment Amendment)**

Staff Recommendation

THAT Council consent to the adoption of Regional District of Okanagan-Similkameen Bylaw No. 2065.03, 2024 (Noxious Weed Control Service Establishment Amendment) on behalf of the electors of the City of Penticton.

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

On May 9, 2024, the Board of the Regional District of Okanagan-Similkameen gave three readings to Bylaw No. 2065.03, 2024 (Noxious Weed Control Service Establishment Amendment). As outlined in the attachments provided by the RDOS, the purpose of the bylaw is to amend "Noxious Weed Control Service Establishment Bylaw No. 2075, 2001" to include the nuisance control service and the control of caterpillars and noxious and destructive insects function into a single service.

As the City of Penticton is in the proposed service area, the Board requests that Council give its approval of the bylaw by passing a resolution consenting to the adoption of Bylaw No. 2065.03, 2024.

Financial implication

The RDOS has indicated that there are no additional financial implications as a result of combining the services and functions into a single service. The services and functions are currently accounted for in the Regional District of Okanagan-Similkameen's Five-Year Financial Plan.

Attachments

Attachment A – Correspondence Re: Bylaw No. 2065.03, 2024

Attachment B – Regional District of Okanagan-Similkameen Bylaw No. 2065.03, 2024 at third reading

Attachment C – RDOS Administrative Report – Invasive Species Management Service

Respectfully submitted,

Angie Collison
Corporate Officer

Concurrence

Director of Finance and Administration	City Manager
AMC	AH

May 10, 2024

Bylaw No. 2065.03, 2024

Angie Collison
Corporate Officer
City of Penticton
171 Main Street
Penticton, BC V2A 5A9

Dear Ms. Collison:

Re: Bylaw No. 2065.03, 2024 Noxious Weed Control Service Establishment Amendment

Please find enclosed a copy of Bylaw No. 2065.03, 2024 (Noxious Weed Control Service Establishment Amendment), which has been given three readings by the Board of the Regional District. The purpose of the bylaw is to amend Noxious Weed Control Service Establishment Bylaw No. 2075, 2001 to include the nuisance control service and the control of caterpillars and noxious and destructive insects function into a single service.

The proposed service area includes your entire municipality. Accordingly, the Board requests that your Council give its approval of the bylaw, by adoption of a resolution under Section 346 of the *Local Government Act*, consenting on behalf of the electors of the City of Penticton to the adoption of Bylaw No. 2065.03, 2024 Noxious Weed Control Service Establishment Amendment.

Upon adoption of the resolution, please notify the undersigned in writing so that the Council's consent may be communicated to the Board.

Should you have any questions, please do not hesitate to contact me at (250) 490-4146.

Sincerely,

Christy Malden
Corporate Officer

Enc. Bylaw No. 2065.03, 2024 (certified at third reading)
RDOS staff report

REGIONAL DISTRICT OF OKANAGAN-SIMILKAMEEN
BYLAW NO. 2065.03, 2024

A bylaw to amend "Noxious Weed Control Service Establishment Bylaw No. 2065, 2001" to include the nuisance control service and the control of caterpillars and noxious and destructive insects function into a single service.

WHEREAS the Regional District of Okanagan-Similkameen has adopted "Noxious Weed Control Service Establishment Bylaw No. 2065, 2001" and "Nuisance Control Service Establishment Bylaw No. 2198, 2003 (and amendments thereto);

AND WHEREAS Supplementary Letters Patent (SLP) No. 1454, dated May 1, 1967, authorized the function of controlling infestation by caterpillars and other noxious or destructive insects;

AND WHEREAS SLP No. 610 dated February 14, 1975 authorized the function of codling moth and/or other noxious insects control program within Electoral Areas "B" and "G";

AND WHEREAS the Board of Directors wishes to convert the authority to control infestation by caterpillars and other noxious or destructive insects from SLP No. 1454 to a service established by bylaw;

AND WHEREAS the Board of Directors wishes to convert the authority to control codling moth and other noxious insects from SLP No. 610 to a service established by bylaw;

AND WHEREAS the Board wishes to combine the Noxious Weed Control and Nuisance Control services and control of codling moth, caterpillars, noxious or destructive insects function into a single service;

AND WHEREAS at least 2/3 of the participants have consented in writing to the adoption of this bylaw as required by the *Local Government Act*;

NOW THEREFORE, the Board of the Regional District of Okanagan-Similkameen, in open meeting assembled, enacts as follows:

1. CITATION

1.1. This bylaw may be cited as the "Noxious Weed Control Service Establishment Amendment Bylaw No. 2065.03, 2024."

2. AMENDMENT

2.1. Noxious Weed Control Service Establishment Bylaw No. 2065, 2002 is amended by:

2.1.1. Deleting the Long Title in its entirety and replacing with:
"A bylaw to establish an invasive species management service by combining the noxious weed control service, the nuisance control service, and the noxious and destructive insects functions established by SLP 1454 and 610 into a single service."

2.1.2. Deleting Section 1 in its entirety and replacing with
"This bylaw may be cited for all purposes as the Invasive Species Management Service Establishment Bylaw No. 2065, 2001."

2.1.3. Deleting Section 2 in its entirety and replacing with
"The invasive species management service is established by combining the noxious weed and nuisance control services, and the control of codling moths, caterpillars, noxious and destructive insects functions into a single service.

2.1.4. Deleting Section 3 in its entirety and replacing with:
"3.1 The purpose of the service established by this bylaw is to provide a regional invasive species education, management and control service ("the service").
3.2 The Board may enter into contracts with external parties to provide the Service within the service area."

2.1.5. Amend Section 5 by replacing "Electoral Areas 'A', 'B', 'C', 'D', 'E', 'F', 'G' and 'H'" with "Electoral Areas "A", "B", "C", "D", "E", "F", "G", "H" and "I"".

2.1.6. Deleting Section 6 in its entirety and replacing with the following:
"6. As provided in the *Local Government Act*, the annual costs of the Service shall be recovered by one or more of the following:
a. property value taxes imposed in accordance with Division 3 [requisition and Tax Collection] of the Local Government Act;
b. parcel tax imposed in accordance with Division 3 of the Local Government Act;
c. fees and charges imposed under section 397 [imposition of fees and charges] of the Local Government Act;
d. revenues raised by other means authorized under a provincial enactment;
e. revenues received by way of agreement, enterprise, gift, grant or otherwise."

2.1.7. Deleting sections 7 and 8 in their entirety and replacing it with the following:
"**REQUISITION LIMIT**

7. The maximum amount that may be requisitioned annually for the service established under this bylaw may not exceed the greater of One Hundred and Fifty Thousand, Sixty Nine Dollars ($150,069) or $0.00466/$1,000 of net taxable value of land and improvements within the service area.

3. REPEAL

3.1. Nuisance Control Service Establishment Bylaw No. 2198, 2003 and all amendments thereto are hereby repealed.

READ A FIRST, SECOND AND THIRD TIME this 9th day of May, 2024.

ELECTORAL AREA "A" DIRECTOR CONSENT OBTAINED this 9th day of May, 2024.

ELECTORAL AREA "B" DIRECTOR CONSENT OBTAINED this 9th day of May, 2024.

ELECTORAL AREA "C" DIRECTOR CONSENT OBTAINED this ___ day of ____, 20__.

ELECTORAL AREA "D" DIRECTOR CONSENT OBTAINED this 9th day of May, 2024.

ELECTORAL AREA "E" DIRECTOR CONSENT OBTAINED this 9th day of May, 2024.

ELECTORAL AREA "F" DIRECTOR CONSENT OBTAINED this ___ day of ____, 20__.

ELECTORAL AREA "G" DIRECTOR CONSENT OBTAINED this 9th day of May, 2024.

ELECTORAL AREA "H" DIRECTOR CONSENT OBTAINED this ___ day of ____, 20__.

ELECTORAL AREA "I" DIRECTOR CONSENT OBTAINED this 9th day of May, 2024.

CITY OF PENTICTON CONSENT OBTAINED this ___ day of ____, 20__.

DISTRICT OF SUMMERLAND CONSENT OBTAINED this ___ day of ____, 20__.

TOWN OF OLIVER CONSENT OBTAINED this ___ day of ____, 20__.

TOWN OF OSOYOOS CONSENT OBTAINED this ___ day of ____, 20__.

TOWN OF PRINCETON CONSENT OBTAINED this ___ day of ____, 20__.

VILLAGE OF KEREMEOS CONSENT OBTAINED this ___ day of ____, 20__.

APPROVED BY THE INSPECTOR OF MUNICIPALITIES this ___ day of ____, 20__.

ADOPTED this ___ day of _____, 20__.

_____ _____

Board Chair Corporate Officer

FILED WITH THE INSPECTOR OF MUNICIPALITIES this ____ day of _____, 202_.

I hereby certify this document to be
a true copy of Bylaw 2065.03, 2024
as read a third time May 9, 2024
Dated this 14th day of May, 2024

Manager of Legislative Services
Regional District of Okanagan-Similkameen

ADMINISTRATIVE REPORT

TO: Board of Directors

FROM: J. Zaffino, Chief Administrative Officer

DATE: May 9, 2024

RE: **Invasive Species Management Service**

Administrative Recommendation:

THAT Bylaw No. 2065.03, being a bylaw to amend the Noxious Weed Control Service to include nuisance control and the control of caterpillars and noxious and destructive insects, and to be renamed as Invasive Species be read a first, second and third time and be forwarded to the Ministry of Municipal Affairs for approval.

Purpose:
To combine the Noxious Weed Control and Nuisance Control services, and the control of caterpillars, and noxious and destructive insects functions into a single Invasive Species service.

Reference:
Bylaw No. 2065 Noxious Weed Control Service Establishment
Bylaw No. 2198 Nuisance Control Service Establishment
SLP 1454, 1967
SLP 610, 1975

Business Plan Objective:
Goal 2.2 To meet public needs through the continuous improvement of key services

Background:
Supplementary Letters Patent (SLP) No. 1454, dated May 1, 1967, authorized the function of controlling infestation of caterpillars and other noxious or destructive insects. SLP No. 610 dated February 14, 1975, authorized the function of codling moth and/or other noxious insects control. Bylaw No. 2065 was adopted July 5, 2001 to establish a service for the eradication and management of weeds. Nuisance Control Service Establishment Bylaw No. 2198, adopted June 19, 2003, is the authority under which the Regional District supports the starling control activity of the BC Grape Growers Association.

The Noxious Weed Control service, Nuisance Control service, and functions of control of caterpillars, noxious and destructive pests are all fully regional services.

Analysis:
Invasive species are plants or animals that are not native to the province, or are outside of their natural distribution. They negatively impact British Columbia's natural environment or adversely affect people's health. Invasive species, free from their natural enemies and other constraints that keep them in check in their native ranges, are recognized globally as the second greatest threat to biodiversity after direct habitat loss due to humans.

The Regional District, and any contractor working on the Regional District's behalf, must work within the limitations of various provincial acts and regulations, including *Controlled Alien Species Regulation, Weed Control Regulation, Invasive Plants Regulation*, and *Spheres of Concurrent Jurisdiction – Environment and Wildlife Regulation*. Should the Regional District wish to control or regulate a species not currently contained within an applicable regulation, the Regional District may request an Order in Council permitting control of the particular species.

Financial Implications:
There are no additional financial implications as a result of combining the services and functions into a single service. The services and functions are currently accounted for in the Five Year Financial Plan.

Alternatives:
THAT the Noxious Weed Control Service not be amended to include the nuisance control service and the control of caterpillars and noxious and destructive insects functions.

Communication Strategy:
The bylaw, if adopted, will be available on the Regional District's Regional Bylaws webpage.
In addition, information is available on the website regarding the Invasive Species program.

Respectfully submitted:

"G. Cramm"
G. Cramm, Deputy Corporate Officer

Endorsed by:

"Christy Malden"
C. Malden, Corporate Officer

Council Report

penticton.ca

Date: May 21, 2024 File No: 0550-02
To: Anthony Haddad, City Manager
From: Kristen Dixon, GM of Infrastructure

Subject: **Safe Routes to School Update**

Staff Recommendation

THAT Council receive into the record the report dated May 21, 2024, titled "Safe Routes to School Update".

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.

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

Background

The City kicked off its "Safe Routes to School" program in early 2023. The purpose of this program is to empower individuals and groups to work with the City, RCMP, the School District, and their school community (including the PAC's) to collaboratively plan initiatives that increase safety for students traveling to and from school, and to increase the number of students travelling to and from school in a physically active manner (walking, cycling, riding a scooter, etc).

The City's approved budget supports the creation of two plans each year, with the goal of having a plan in place for each school in the district over the next five years or so. The plans are intended to be living documents which are updated regularly to reflect infrastructure and programming changes as the plans are implemented and refined. This report provides the results of the first two plans for Carmi Elementary and Uplands Elementary and outlines the next steps for this program.

Financial implication

None. Actions flowing from the plans will be brought forward through future operational and capital budgets.

Climate Impact

Converting vehicle trips to active trips is a key goal in the Community Climate Action Plan, which notes that 54% of our community emissions are 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 kilometres travelled by 13%. The City plans to do this by:

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

The Safe Routes to School Program is designed to support students and their families to walk, bike or roll to and from school, which is in direct alignment with the Community Climate Action Plan goals.

Analysis

Each School plan will be unique to the school, particularly when it comes to the infrastructure changes that are necessary in each area to support it. However, some elements and key outcomes will be replicated for all plans, including:

- Development of a brochure which outlines the "safe routes" and highlights the infrastructure available to support those routes (ex. crosswalks, sidewalks, trails etc). The brochures will be made available to the schools to provide to families and administration and will be updated each year to reflect any changes.
- Introduction of "Drive to Five" areas. These are areas that provide additional opportunities for parents to park and walk/drop-off children within a five-minute walk/ride to the school to reduce congestion in and around the schools as well as the added physical benefits.
- Introduction of programs and tools that can be supported by the schools/parent advisory committees such as a "Walking School Bus" or "Bike Bus" whereby groups of kids walk and bike together along a set route with a parent (or multiple) lead.
- Development of an action plan that identifies responsibilities of various stakeholders including the City, the School District, School Administration and the Parent Advisory Committee
- Benchmarking mode share data to ensure baseline information is captured and to support ongoing evaluation of the program

<u>Carmi Elementary (Attachment A):</u>

The data collection on baseline mode share included both a "hands up" survey (that was done with each class over the course of Walk Bike Roll Week), as well as a voluntary community survey, which received 34 responses. The hands up survey identified that between 50-60% of students reported being driven by a car as their primary method of getting to or from Carmi Elementary. Roughly 25% reported walking, with 10% using wheels (bikes/scooters) and the remainder on a school or public bus. The survey also identified that roughly 60% of the families surveyed live less than 1km away from the school, which is a reasonable distance from the school for active modes of travel. The survey explored reasons for the various modes of travel and sought to understand the barriers to active transportation, which were then combined with information

collected through a community walkabout, PAC discussion and student visioning workshop, to inform the development of safe routes, as well as an action plan.

Since completion of the Carmi Elementary plan, the School District has adopted their long-range facilities plan, which will see the closure of Carmi Elementary and children re-directed to a new KVR Elementary. Given the proximity of the new KVR Elementary to Carmi, many of the recommendations in the Carmi plan will remain valid, and staff will be working with the School District to adapt the Carmi plan to a new KVR Elementary plan as part of next year's workplan.

In the meantime, the improvements to Manitoba Street which were already included in the 2024 budget, will continue to be important for both the future KVR Elementary and the broader neighborhood (Pen Hi, KVR middle, Kiwanis Park, Daycare etc). The detailed design for that work is underway and will continue. All other recommended actions, as noted on Page 25 of the Carmi plan, will be re-evaluated as part of the development of the KVR elementary plan.

Uplands Elementary (Attachment B):

Similar data collection was completed at Uplands Elementary, including the "hands up" survey and 60 responses to the voluntary community survey. The hands up survey identified that between 60-65% of students reported being driven by a car as their primary method of getting to or from Uplands Elementary. Roughly 20% reported walking, 8% by school bus, and 6% using wheels (bikes/scooters). Not surprising given the rural nature of the catchment, the survey also identified that only 35% of the families surveyed live within 1km from the school, while 40% reported living more than 2km away. The survey similarly explored reasons for the various modes of travel and sought to understand the barriers to active transportation, which were then combined with information collected through a community walkabout, PAC discussion and student visioning workshop, to inform the development of safe routes, as well as an action plan.

For Uplands Elementary, the City had also already committed roughly $300k to complete the sidewalk network on Middle Bench Road adjacent to the school frontage as part of the 2024 budget, and this work is anticipated to be completed this summer. Other infrastructure action items include addressing sidewalk gaps along Westminster Ave E (a key route), addressing u-turning in front of the school, adding more road markings and signage, and working with SD 67 to formalize access through the back of the school property. The full action plan can be found on Page 23 of the Uplands Plan, and staff will continue to work collaboratively with the school administration and the community to implement these actions.

Common Findings

In both school surveys, roughly half of the survey respondents through the first two Safe Routes to School Plans felt that it was not safe for their children to walk or roll to school. When asked what they need to encourage their children to use active transportation, the most frequent comment (not including living closer to school or the age of their child) was more/better infrastructure, slower vehicle speeds and less traffic. While specific infrastructure improvements are included with each of the individual plans and will be tailored to the unique neighbourhoods, the latter topic relating to slower vehicle speeds and less traffic on key routes will be discussed in the accompanying report titled "School, Playground, and Residential Speed Zones."

Next Schools

The City and the School District have agreed to prioritize both Columbia Elementary as well as Skaha Elementary for completion in 2024/2025. Skaha Elementary will include working with the existing Parkway Elementary families and exploring how we can support their transition to Skaha Elementary. It will also include working with students and administration at Princess Margaret Highschool and the current Skaha Middle School to determine the best way for the future Highschool and Elementary School to work together from a transportation perspective.

Alternate recommendations

None.

Attachments

Attachment A – Carmi Elementary Safe Route to School Plan

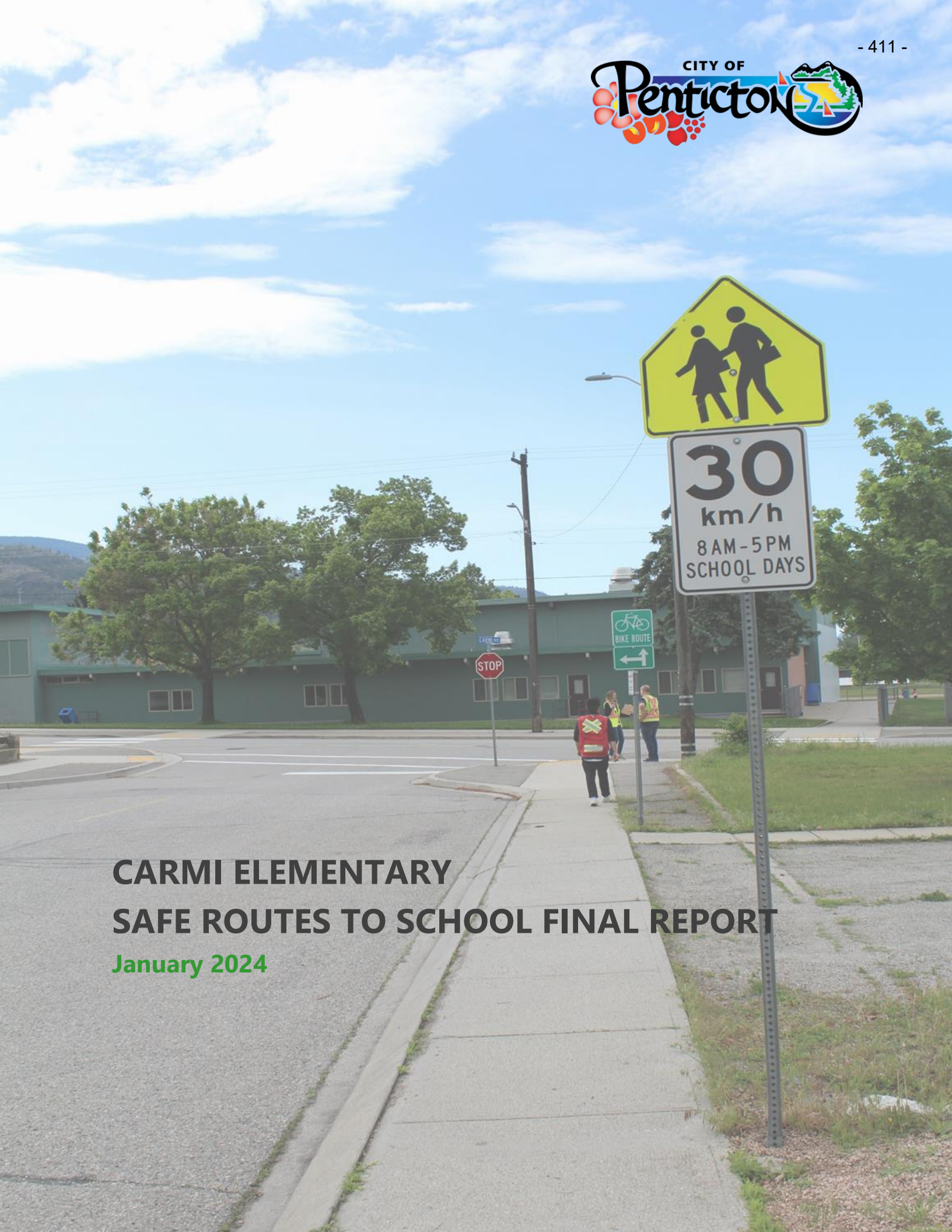
Attachment B – Uplands Elementary Safe Route to School Plan

Respectfully submitted,

Kristen Dixon, P.Eng, MBA
General Manager of Infrastructure

Concurrence

Director of Finance and Administration	City Manager
AMC	



CARMI ELEMENTARY
SAFE ROUTES TO SCHOOL FINAL REPORT

January 2024

PREPARED FOR:

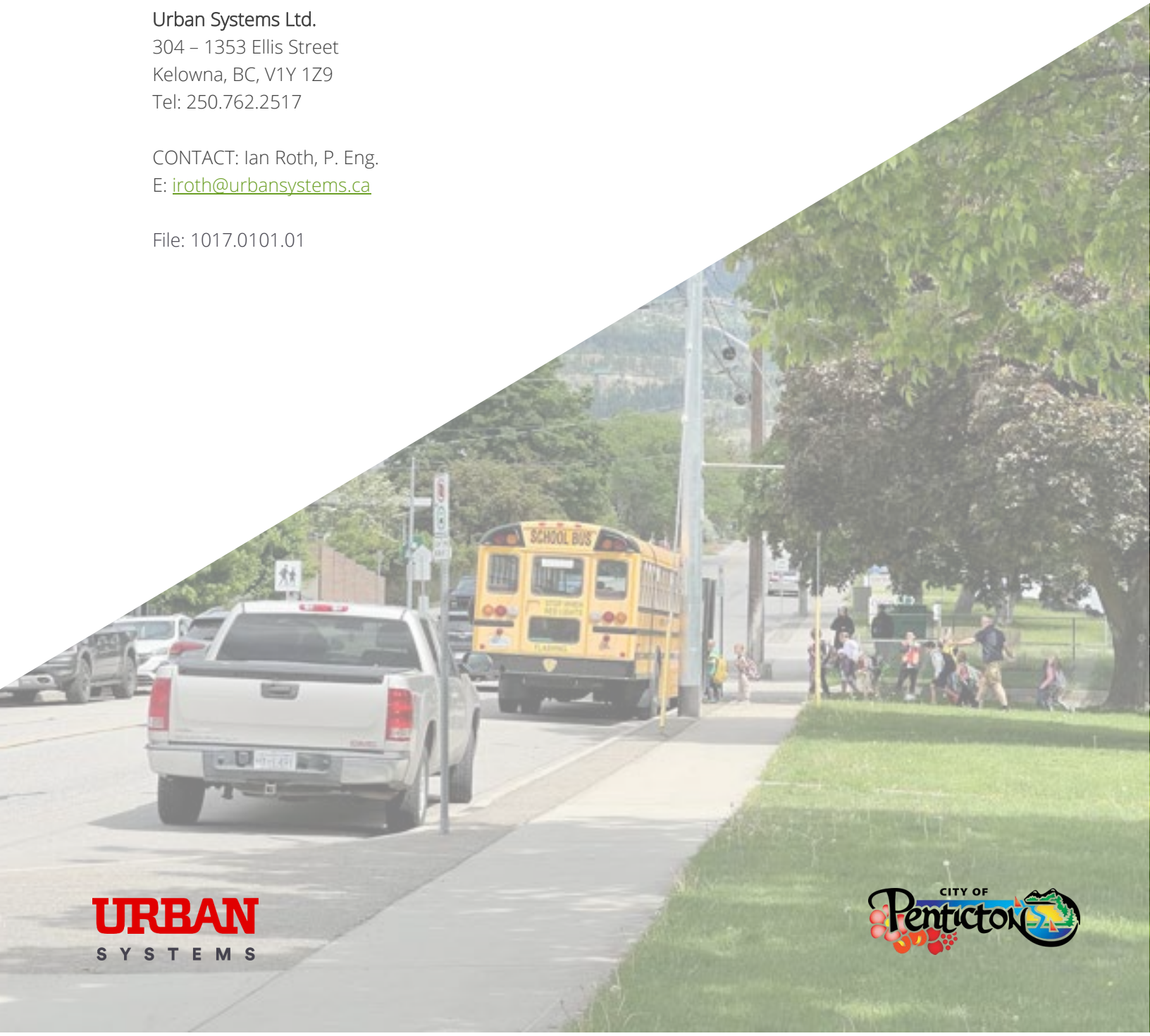
City of Penticton
171 Main Street
Penticton, BC V2A 5A9

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URBAN SYSTEMS

CITY OF Penticton

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Appendix A – Classroom and Community Survey Forms

1 Safe Routes to School Plan

1.1 Overview

In 2021, the City of Penticton adopted a Transportation Master Plan (TMP) that seeks to create and manage a safe transportation system that supports all ages, abilities and modes of transportation. A key goal identified in the TMP is to ensure residents and workers throughout Penticton have the opportunity to walk to parks, schools, shopping, jobs and other destinations in safety and comfort.

The City of Penticton has partnered with Carmi Elementary and Uplands Elementary on a pilot project to help identify safe routes to school using active transportation. Informed through best practices and community engagement, this plan establishes a best routes map and action plan that supports safe and comfortable environments for students to walk, wheel and roll to school, wherever possible. The Safe Routes to School Plan is a joint effort to implement infrastructure, programs and educational materials. An action plan is included in this Safe Routes to School Plan that identifies responsibilities for improvements and actions by various stakeholders including the City of Penticton, School District 67, school administration and the Parent Advisory Committee. The plan is intended to serve as a living document that should be reviewed annually by the City with input from the school and will be used to guide infrastructure upgrades identified through this process.

The purpose of the planning process has been to empower individuals and groups to work with their school community to plan initiatives that increase safety for students traveling to school, and to increase the number of students traveling to school in a physically active manner (walking, cycling, riding a scooter, etc.).



1.2 Benefits of Active Transportation

There are several reasons why promoting active transportation to and from school is important, including:

- Health: The Public Health Agency of Canada (PHAC) recommends children and youth aged 5-17 get at least one hour of physical activity a day. Walking, rolling, or cycling to school can help students become more active and create good habits for an active lifestyle.
- Friends, Family, and Community: Active travel promotes social connections with friends, family, and neighbours and creates safer communities.
- Academic Performance: Students that walk or roll to school arrive more alert and ready to learn, have better concentration in class, and are happier. Active transportation has also been shown to increase alertness and grades at school.
- Environment: Reducing the number of car trips to school decreases greenhouse gas emissions. Reducing emissions is a step in the right direction for climate action in our community.
- Reduced traffic impacts: Getting more people out of their vehicles helps to reduce motor vehicle congestion, parking problems, and safety concerns, which are especially evident at pick-up and drop-off times around schools. Large numbers of motor vehicles entering and exiting school sites can create safety and congestion issues that affect not only the school community, but the neighbourhood at large.
- Lifelong Skills: Walking, rolling, and cycling is fun for students and helps promote positive perspectives towards physical activity and teaches the importance of individual health.
- Independence: Active travel builds confidence and promotes independence. Travelling actively allows students to reach destinations on their own, encourages students to navigate and explore the City, and helps foster independence.



1.3 Process

Carmi Elementary was identified as a candidate to pilot a Safe Routes to School Plan by the City of Penticton and the process was officially launched in March 2023. The City of Penticton oversaw the process at Carmi Elementary with support from consultants, whose team included professional transportation planners and engineers. The project team worked closely with school administration, staff, and students to gather information and coordinate events.

The project process that was conducted is summarized in the following graphic and described in further detail below:



- Kick-Off Meeting (April 13, 2023): The project team met with Carmi Elementary administration to kick-off the project and identify initial transportation issues.
- Site Visit (May 23, 2023): The project team examined the school site during drop-off and pick up to better understand transportation challenges and opportunities. The surrounding catchment area was also examined for its current state of infrastructure.
- Community Walkabout (May 23, 2023): A community walkabout was conducted following PM pick-up. The walkabout explored the immediate school neighborhood, looked at well-used routes, and brainstormed opportunities to address travel issues. Attendees included the project team (consultants and the City of Penticton staff), school administration, caregivers and students. Key stakeholders were also invited to attend which included representatives from the School District and School Trustees as well as Bylaw.
- Parent Advisory Committee Meeting (May 23, 2023): The project team met with the Carmi Elementary Parent Advisory Committee (PAC) to introduce the Safe Routes to School process and gather input regarding transportation issues and opportunities.
- Community Survey (May 2023): An online family survey was conducted on the City's *Shape Your City* platform and promoted to the school community to better understand students and their family's travel to school (mode share), as well as travel behaviours and attitudes and overall traffic safety concerns that affect parents' decision to allow children to work or bicycle to school.

- Student Survey (May 2023): In addition to the community survey, students at Carmi Elementary participated in a classroom 'hands-up' survey where they were asked what mode of transportation they used to go to and from school that day.
- Student Visioning Workshop (Fall 2023): Students were also engaged by the school administration to participate in a visioning workshop. Students were asked to share what they love and dislike about how they get to school and to share ideas about what they would like to do differently.
- Draft School Travel Plan (Summer / Fall 2023): Based on the survey findings from the facilitated engagement activities, a draft School Travel Plan was developed by the project team.
- Parent Advisory Committee Meeting (January 9, 2024): The project team met with the Carmi Elementary Parent Advisory Committee (PAC) to present a summary of the engagement findings and the draft School Travel Plan actions and recommendations.

2 Carmi Elementary School Overview

Carmi Elementary School is located at 400 Carmi Avenue in the City of Penticton, BC. Carmi Elementary is a public school for students in kindergarten to Grade 5. During the 2023-2024 school year, 147 students were enrolled at Carmi Elementary School.

The StrongStart program is also hosted at Carmi Elementary School, which provides early education for parents with children between the ages 0 – 5 years old. Carmi Elementary will also have a before school care program starting in the 2023-2024 school year.

As identified by the catchment area in Map 1, students attending Carmi Elementary School predominantly travel from the east, west and north part of the City. Carmi Elementary School is located south of the city centre in a predominantly industrial and commercial area. Directly adjacent to the school is a number of health services buildings and in close proximity to the school are big box stores and car dealerships.

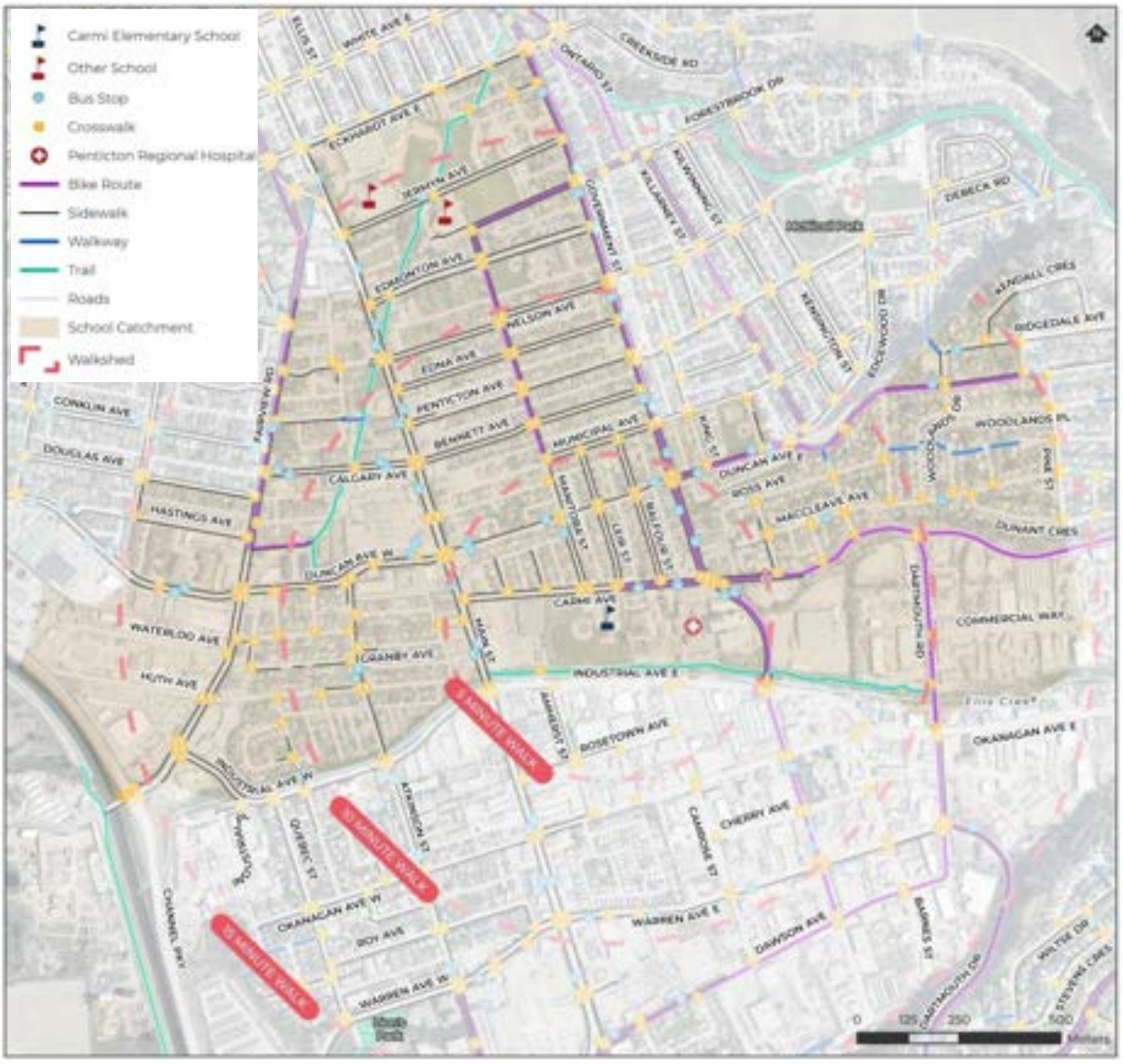




Top: School Parking Lot signage
Bottom: Residential Parking Signage

Carmi Elementary School's front entrance is on Carmi Avenue. Pedestrian crosswalks are provided at the east and west side of the school frontage and connects to sidewalks that connect to the school entrances. The school parking lot is accessible along Carmi Avenue, directly adjacent to the east crosswalk. The school parking lot is restricted to school administration as indicated through signage. Vehicles accessing Carmi Elementary School are observed parking along Carmi Avenue using the 15-minute parking stalls, in addition to on-street parking on side streets including Manitoba Avenue and Leir Avenue, despite the "residential only' signage, which has created community concerns of congestion and road safety. Carmi Elementary administration has made an agreement with the adjacent property, Wholesale Club, to use their parking lot for temporary parking as a solution to the pick-up drop-off congestion.

Infrastructure to accommodate pedestrians near Carmi Elementary School is provided through pedestrian crosswalks at most intersections and connected to a network of sidewalks on at least one-side throughout most of the catchment area. Carmi Avenue has recently been updated to improve facilities for pedestrians through curb extensions and crosswalks. Manitoba Avenue and Duncan Avenue are key corridor connection for students with signage indicating that they are designated local bike routes.



Map 1: Current Conditions Carmi Elementary School

Walking in the area requires travelling along several major roads to connect to residential neighbourhoods. Main Street is a 5-lane road with a 50-kilometre signed speed limit. Where Main Street intersects with Carmi Avenue, there is no dedicated pedestrian crosswalk or traffic signal. Students accessing the school west of Main Street are required to cross at Calgary Avenue, Industrial Avenue or Duncan Avenue, to access fully signalized intersections.

Government Street is a 3-lane road with painted bike lanes and frequent transit service. Signalized pedestrian crossings are provided at Forestbrook, Nelson, Penticton, Duncan Avenue and Carmi Avenue.



Cross-section of Carmi Avenue at Government Street

To the south of the school, Industrial Avenue runs parallel to the school but lacks sidewalks. A parallel gravel trail (Ellis Creek trail) runs behind Industrial Avenue and provides a direct connection to Carmi Elementary School that is off-street and protected from vehicles. Despite the amenity of an off-site walking path, this pedestrian trail has experienced social challenges over the recent years that have made it feel unsafe for students and families to travel along. Efforts have been made to improve the safety of the path by working with Bylaw Services, however challenges persist.





Left: Pedestrian Trail adjacent to Industrial Avenue
Right: Intersection of Main Street at Carmi Avenue

For students Grades K – 3 who reside more than 4km away, the School District 67's transportation system provides school buses. Carmi Elementary School is also well-served by public transportation, with bus routes servicing bus stops along Carmi Avenue, Manitoba Street, Government Street and Duncan Avenue.

The City of Penticton will continue to invest and prioritize in transportation infrastructure and programs that supports all ages, abilities and modes of transportation as directed through its Transportation Master Plan. Key priorities as part of its sidewalk and cycling network plans that will have an impact on Carmi Elementary School community include:

- Government Steet (Carmi Avenue – Industrial Avenue) – completing sidewalk gaps
- Duncan Avenue (Main Street to Manitoba Street) – proposed sidewalk upgrades to include sidewalks on both sides
- Industrial Avenue (Main Street to Atkinson Street) – proposed sidewalk upgrades to include sidewalks on both sides
- Duncan Avenue – proposed separated cycling facilities
- Government Street – upgrade painted bike lanes to protected bike lanes
- Manitoba – sidewalk upgrades to include sidewalks on both sides
- Manitoba – upgrade bike route to support local bike network standards
- Calgary Avenue and Bennett Avenue (Fairview Road to Manitoba Street) - Connect Holy Cross School to the bike network via a proposed standard facility on Calgary and Bennett Avenues

3 Engagement – Key Findings

3.1 Process

Key findings from the engagement process are detailed below. Engagement activities included:

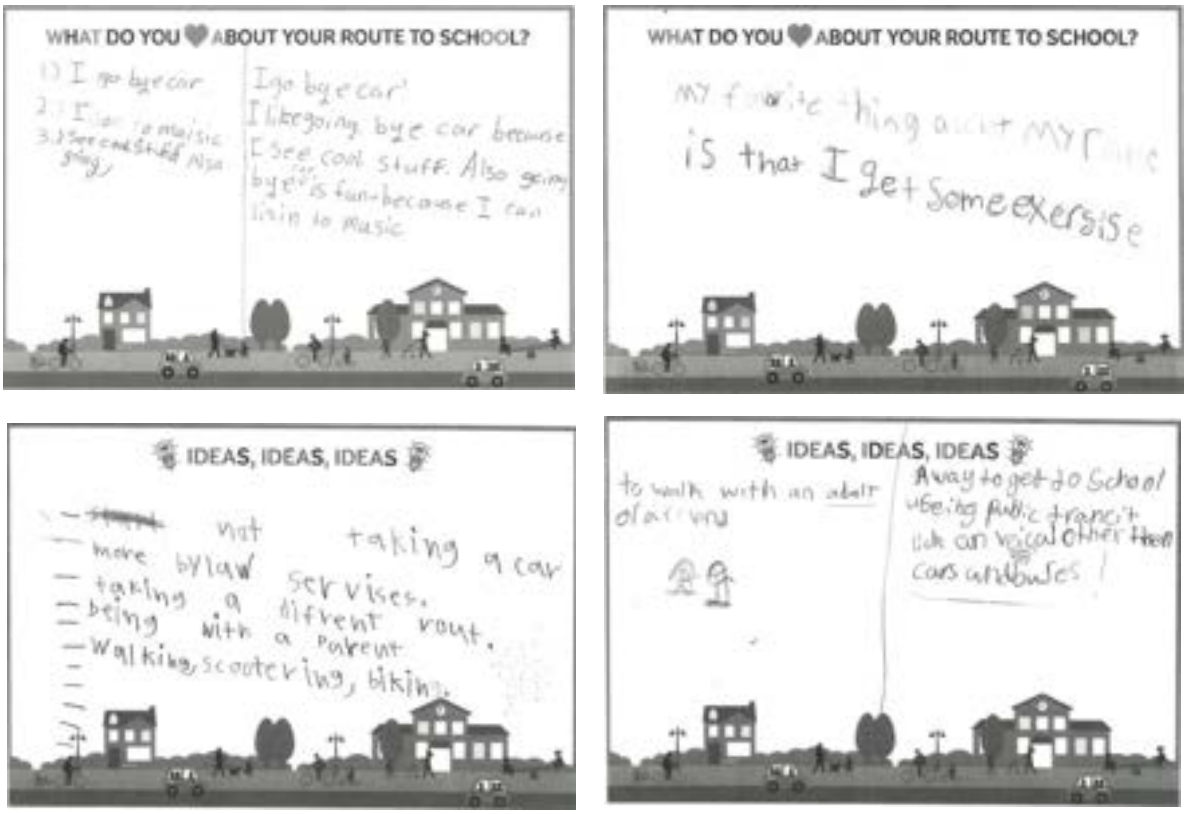
- Community Survey: The Community Survey was conducted on the City's *Shape Your City* engagement platform and promoted to the school community for completion. The Community Survey focused on gathering background data, measure attitudes about active transportation, identifying the key issues and opportunities for walking and cycling to school, and discovering opportunities for long-term behavior changes. The survey received 34 responses. Detailed responses from the survey are provided in the following section.

- PAC Presentation and Discussion: The project team met with the Carmi Elementary Parent Advisory Committee (PAC) to introduce the Safe Routes to School process and gather input regarding transportation issues and opportunities.

- Community Walkabout: A community walkabout was conducted following PM pick-up. The walkabout explored the immediate school neighborhood, looked at well-used routes, and brainstormed opportunities to address travel issues. Attendees included the project team (consultants and the City of Penticton staff), school administration, caregivers and students. Key

stakeholders were also invited to attend which included representatives from the School District and School Trustees and Bylaw Services.

- Student Visioning Workshop: School administration facilitated a workshop with students to gather information on what they like about their route to school and if they have ideas to include in the plan. Findings from the workshop helped to inform the vision statement and action plan.



Results from the Student Visioning Workshop

Findings from the engagement process are identified below and will help to inform recommendations for the emerging Best Routes to School Map and Action Plan. Detailed findings from the Community Survey are provided later in this report.

3.2 Key Themes

Travel Behaviours

- Driving and walking are the primary mode choices for families at Carmi Elementary School.
- Factors that contribute to mode choice include the child's age, distance from school and traffic safety concerns.
- Families would consider accessing the school by active modes if there was traffic calming and improved facilities such as sidewalks and pedestrian crossings.

Infrastructure

- Infrastructure improvements desired by the community include additional speed bumps, traffic lights, pedestrian-controlled flashing lights, speed cameras, and reduced speed signs on key corridors.
- Desire for more sidewalks and marked crosswalks along busy intersections.
- Many students travel on sidewalks along Carmi Avenue. Opportunities to increase visibility and improve safety at driveway crossings.
- Manitoba Street is a key corridor that connects multiple schools. Need improved sidewalks on both sides of the street and consider traffic calming opportunities.
- Granby Avenue and Granby Place were noted by parents as a nice quiet place to walk. If a midblock crossing was added, this would make a great future connection to Carmi Elementary. Currently, people living in this area need to either walk up to Duncan Street or down to Industrial Avenue in order to cross Main Street.

Road Safety

- The area surrounding Carmi Elementary has high density traffic, multiple side streets, and driveways that are hazardous to those choosing active transportation as their mode of getting to and from school.
- Main Street at Duncan Avenue is noted as a loud, busy intersection where vehicles do not always comply with pedestrian crossing signal. Reported collisions and near misses here. Consider upgrades for crossing and/or enforcement at Manitoba Street and Duncan Avenue.
- Perception that drivers are not observing current speed limits. Desire from community to extend school zone boundary and implement slower speeds in the area.
- Areas of greatest concern to the school community are Main Street, Manitoba Street, and Carmi Avenue.
- Duncan Avenue East is noted as having speeding vehicles and there are limited opportunities for pedestrians to cross.
- Concerns from community for safety of Carmi Avenue at Main Street intersection. Parents noted that crossing from the NW sidewalk to pedestrian island is dangerous and cars turning right from Main to Carmi often don't notice the pedestrians because there is so much going on at the intersection.

Pick Up/Drop Off Behaviours

- There is very limited street parking and parents are ticketed on the residential side streets (Manitoba Street, Leir Street) when picking up and dropping off their child / children
- School parking lot does not allow for short-term PUDO, but community uses it anyway. When utilized, it is noted that it requires better maintenance in winter months.
- Parents utilizing Wholesale Club for short-term parking, but connections to the school along the path and behind the school/store (Industrial Ave)are not welcoming/comfortable.

Active Transportation Opportunities

- Desire for a walking / rolling bus option for a group of students and parents to travel to and from school.
- Bike parking on school property is not secure enough. Bike racks are in a location with good visibility but theft still occurs.

Social Challenges

- Unhoused people residing along walking routes has made the environment feel unsafe and unwelcoming.
- Many comments about people feeling unsafe along pathway near Industrial Avenue due to unhoused population living in area.
- Students instead sometimes use the desire path along Industrial Ave as an alternative route but poses other safety concerns due to lack of sidewalks.

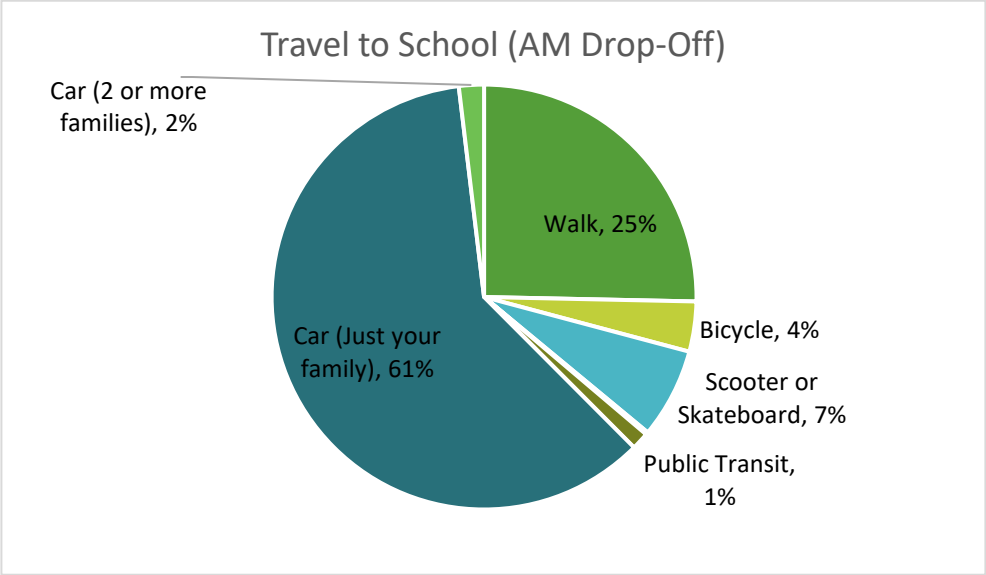
4 Survey Analysis

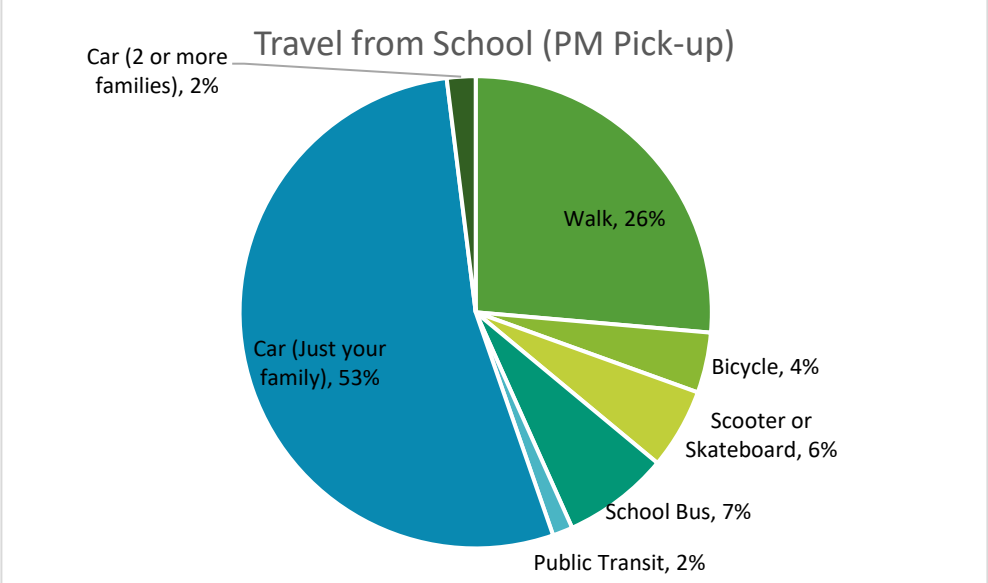
To better understand transportation patterns, challenges, and opportunities at Carmi Elementary, two surveys were conducted in May 2023. One directed at students (Hands Up Classroom Survey) and one directed at parents/caregivers (Community Survey). A copy of both survey forms are provided in Appendix A. The survey results are summarized in this section.

4.1 Classroom Survey Results

The Hands Up Classroom Survey collected mode share data by having teachers ask their students everyday for one week, how they got to school that day and how they will get home. This information provides baseline mode share data, and is an interactive way for students to be involved in the process.

The survey was conducted from May 23 to May 26th and the results are shown below:





The Classroom Survey results show that driving just as a family is the primary mode choice for students and families, with 61% driving the AM Drop Off and 53% in the PM pick up. Students demonstrated a

strong uptake in active transportation modes with 25-26% of students walking, 4% biking and 6-7% using a skateboard or scooter. 1-2% of students access the school by public transit and 7% indicated they take the school bus in the PM.

4.2 Community Survey Results

The Community Survey was conducted on the City's *Shape Your City* engagement platform and promoted to the school community for completion.

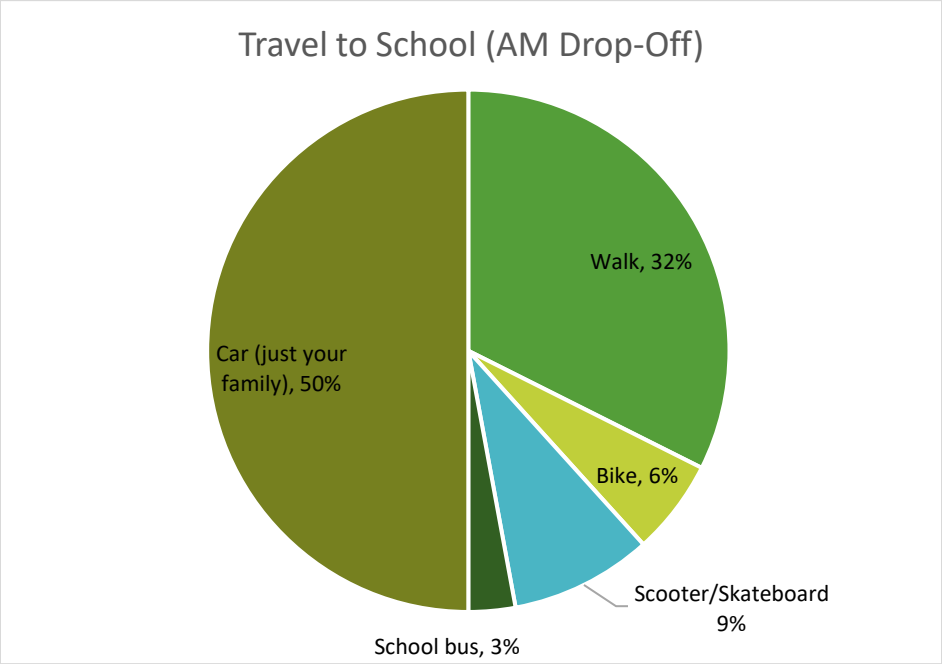
The Community Survey focused on gathering background data, measure attitudes about active transportation, identifying the key issues and opportunities for walking and cycling to school, and discovering opportunities for long-term behavior changes. This survey was promoted to parents and caregivers to complete.

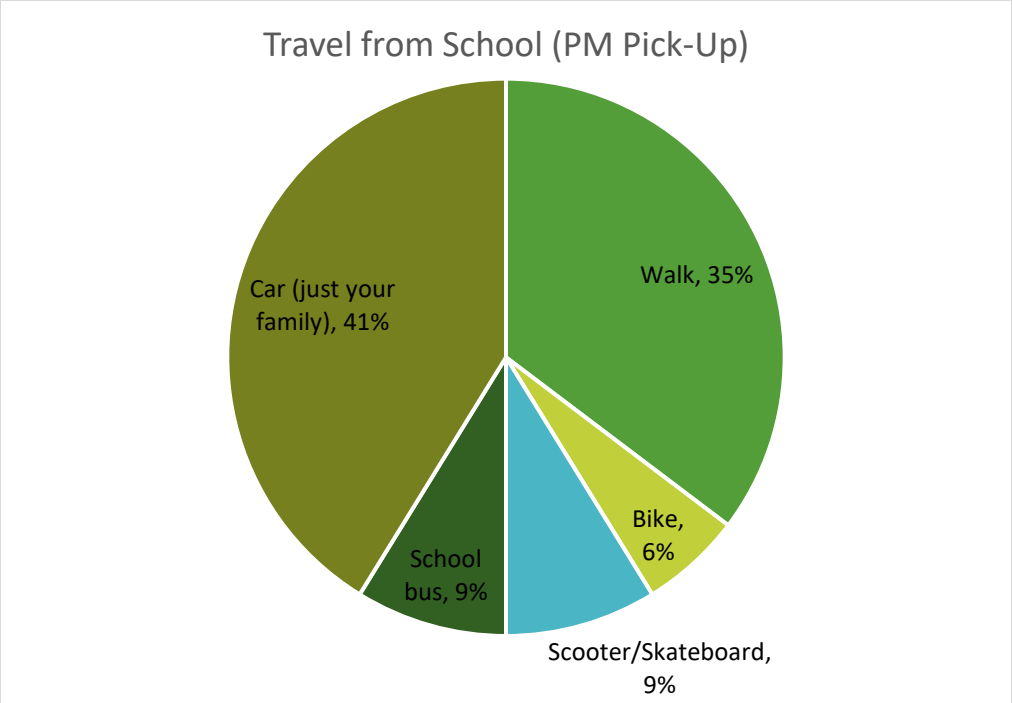
The baseline family survey received 34 responses. The survey responses are summarized below.

Mode Share (Average)

Mode share results from the Community Survey identify driving just as a family is the primary mode choice at 50% in the AM and 41% in the PM. This is slightly lower than the results of the Classroom Survey that identified driving as a family at 61% in the AM and 53% in the PM.

The community survey also demonstrates that 32% of students are walking to school in the AM and 35% in the PM. Taking the school bus, rolling (scooters/skateboards) and carpooling are other modes identified but with low results. No one responded by carpooling with 2 or more families or taking public transit.

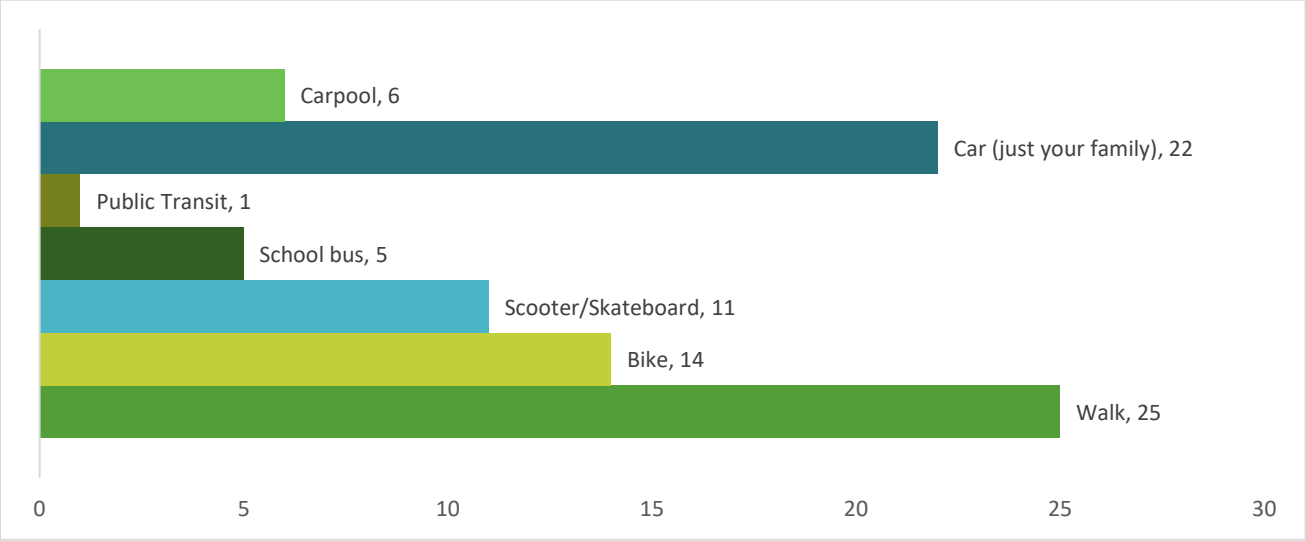




Mode Share (Options)

Respondents were asked to identify all the modes of transportation they have used to travel to or from school in the last year. Participants were able to select all options that applied. This question helps to complement the question above and understand the variety of transportation options the school community uses and the potential to encourage more sustainable modes of transportation.

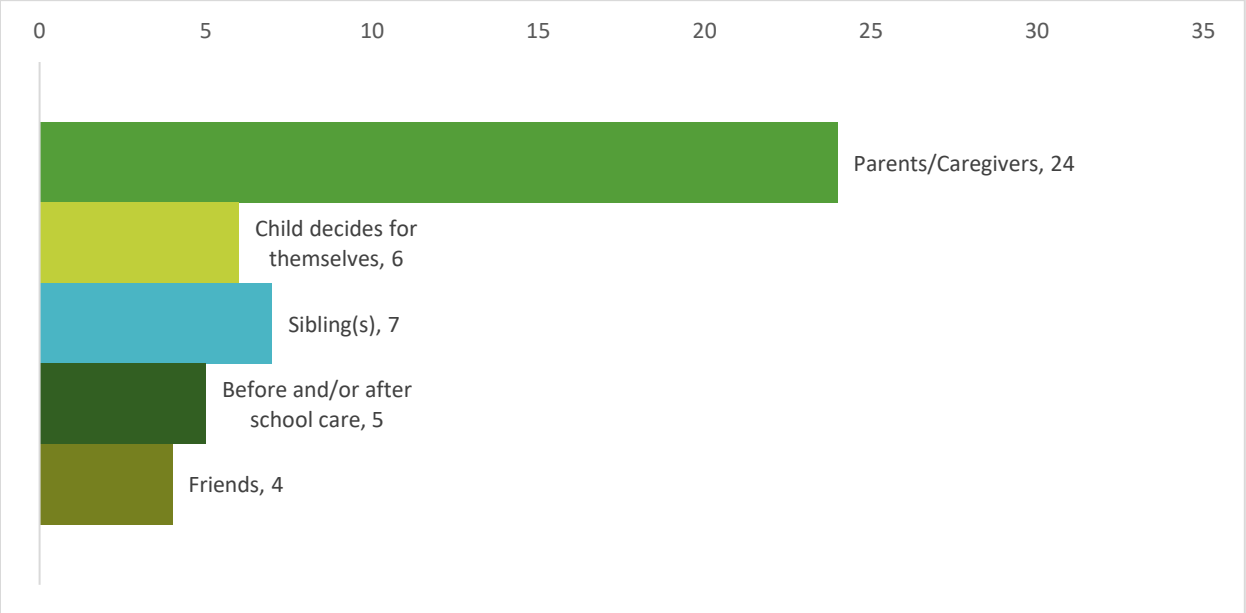
From the results in the chart below, walking (25 responses), driving just as a family (22 response), biking (14 responses), and rolling such as scooters and skateboards (11 responses) are the main forms of transportation used by the school community.



4.3 Travel Companions

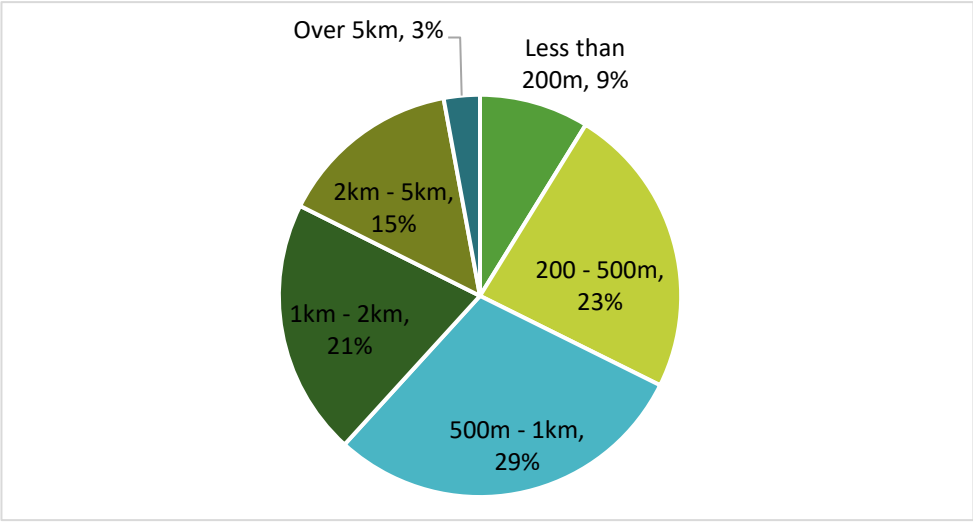
Respondents were asked to identify who is involved in their child/children's journey to school. This could include who is responsible for deciding their mode choice, who accompanies them on the journey and/or coordinates their journey etc.) Participants were able to select all options that applied.

Results in the chart below show that parents/caregivers (24 responses), siblings (7 responses), and the child decides for themselves (6 responses) are the main travel companions and organizers.



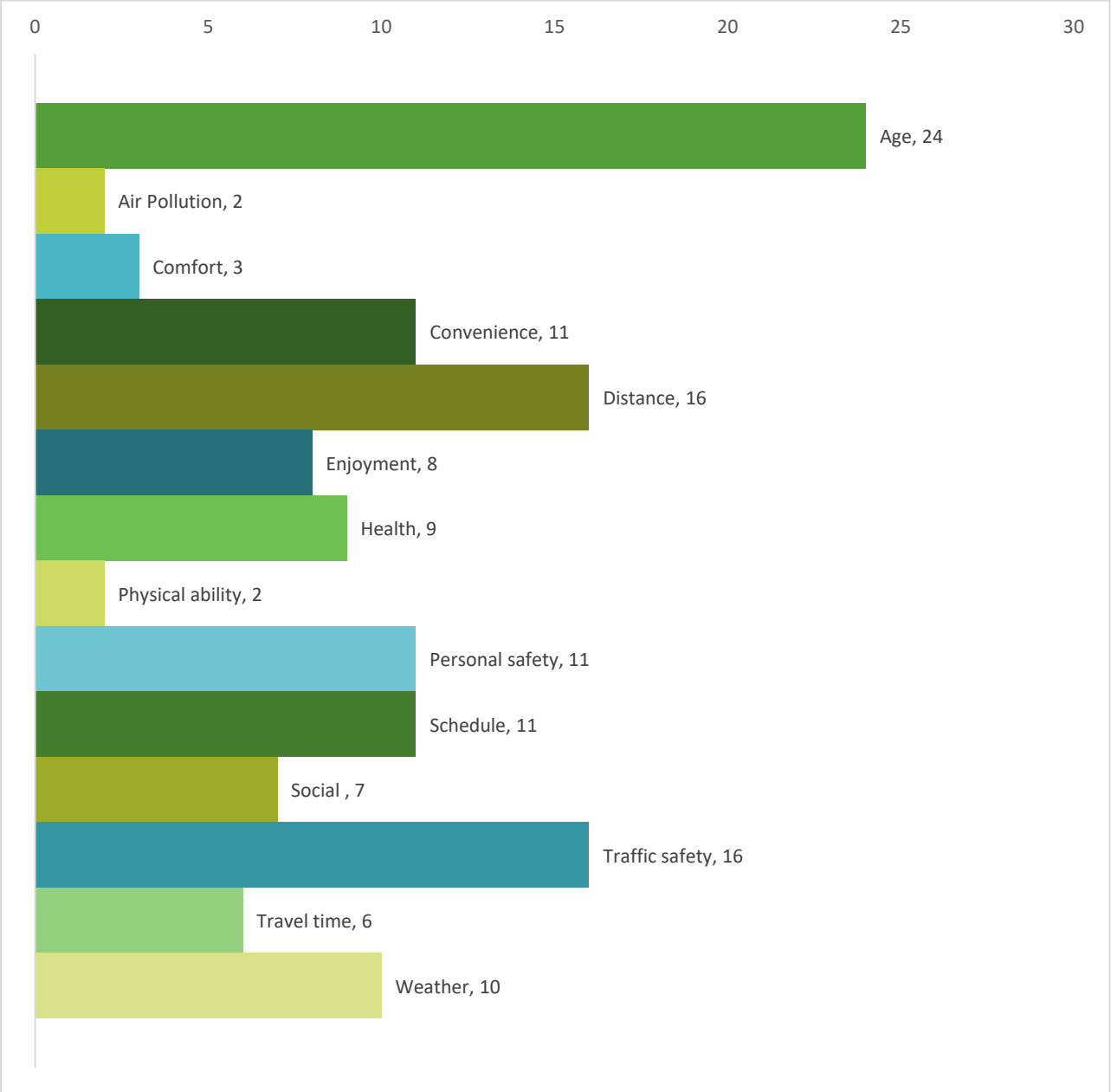
Distance from School

Respondents were asked to identify how far (in metres or kilometres) they live from Carmi Elementary. 29% of respondents live 500m – 1km away from Carmi Elementary. 24% of respondents are within 200-500m away and 21% of respondents 1 – 2 km away.



Factors for Mode Choice

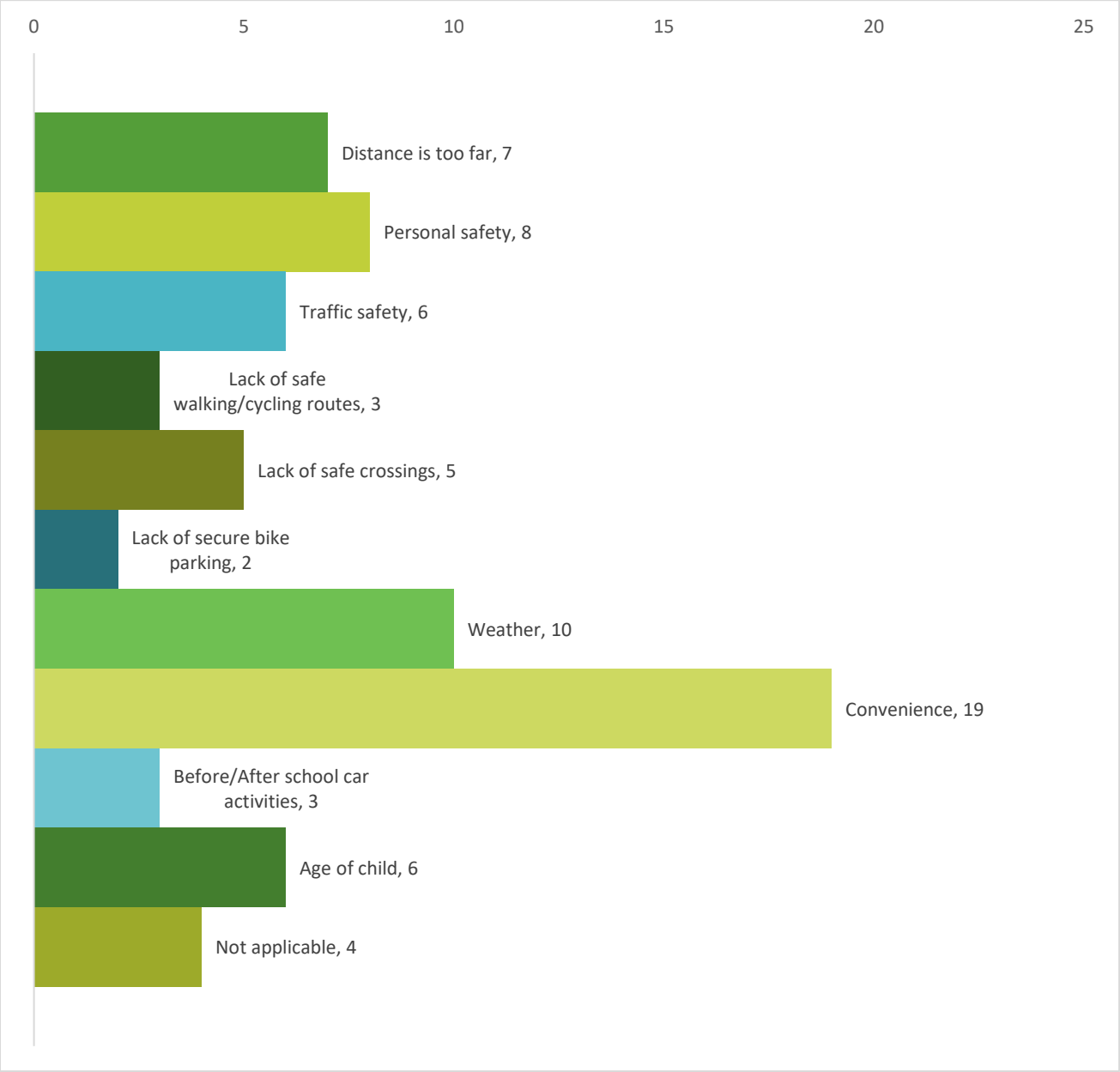
Participants were asked to select from the list of options, all the factors that contribute to their child/children's mode choice to and from school. Participants were able to select all options that applied. From the results in the chart below, age of the child (24 responses), distance between home and school (16 responses), and traffic safety (16 responses) were the main factors for choosing their mode choice. Convenience (11 responses), personal safety (11 responses) and schedules (11 responses) also received high response rates.



Driving Mode Choice (Rationale)

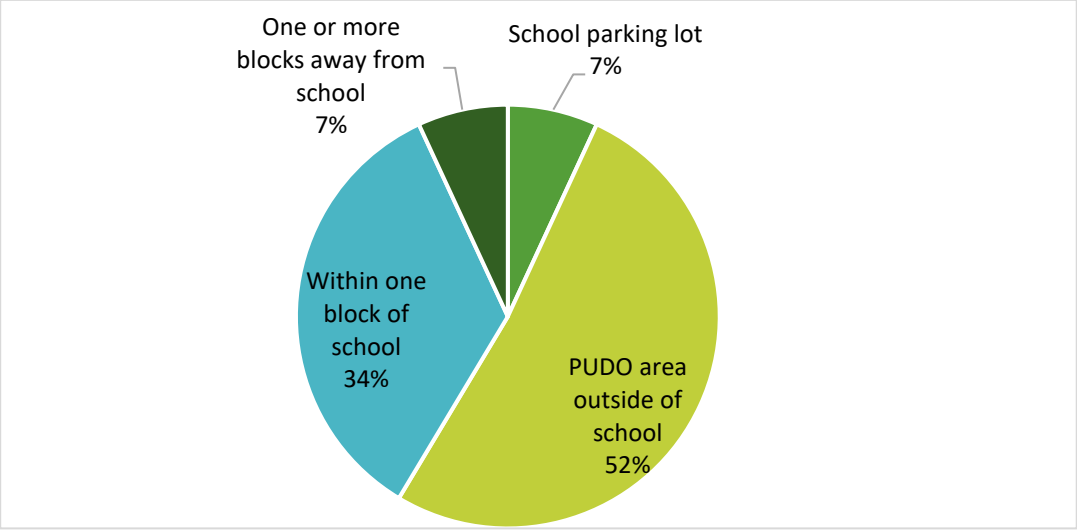
Participants were asked to identify the primary reasons (selecting up to 3 responses) for driving their child/children to school. Convenience/time pressures (19 responses) and poor weather (10 responses) were the top reasons for driving.

Personal safety (8 responses) and traffic safety (6 responses) were selected and are relevant to improvements that can be reviewed as part of the Safe Routes to School process.



Driving Behaviours (Pick Up / Drop off Locations)

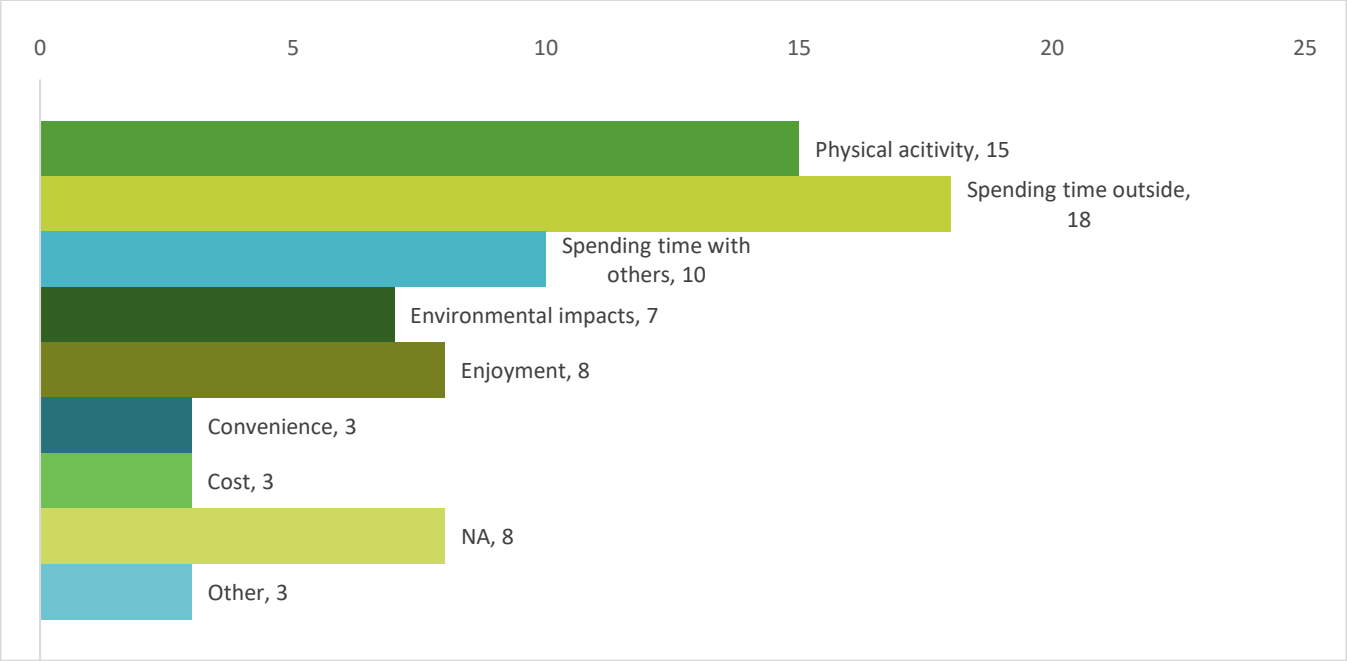
Respondents that drive their child/children to school were asked to identify the pick up and drop off (PUDO) locations they use. As identified in the chart below, 52% of respondents use a PUDO location outside of the school frontage and 34% park within one block of the school. 7% of respondents use the school parking lot and 7% park further than one block away from the school.



Active Transportation Behaviours (Rationale)

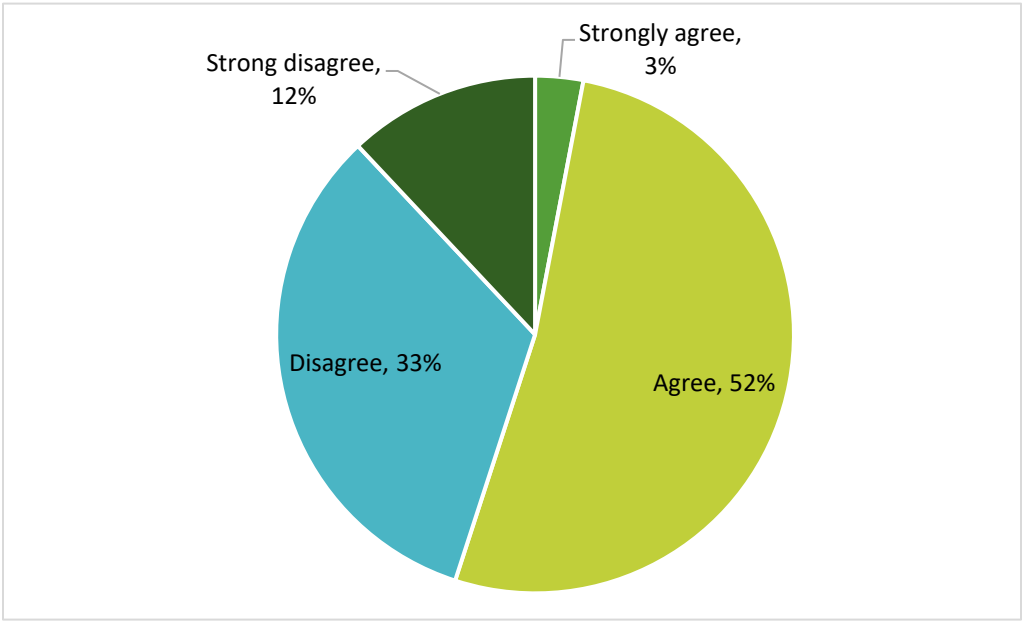
Respondents were asked to identify if/when their child/children use active transportation (walking, cycling, rolling) to get to school, what motivates them. Respondents were able to select up to 3 answers. As identified in the chart below, the main motivations are time to spend outside (18 responses), getting physical activity (15 responses), and time to spend with friend and family (10 responses). 8 respondents identified that they do not use active transportation to get to/from school.

Of the respondents that selected "other", participants expressed they have their child travel actively to increase their independence.



Perceived Safety (Active Transportation)

Respondents were asked their opinion on how safe it is for their child/children to walk, bike or roll to school. As identified in the chart below, the perceived safety is relatively divided but the responses favour toward a generally positive sense of safety. 55% of respondents agree to strongly agree that it is safe, 45% of respondents disagree to strongly disagree that it is safe to walk, bike or roll.

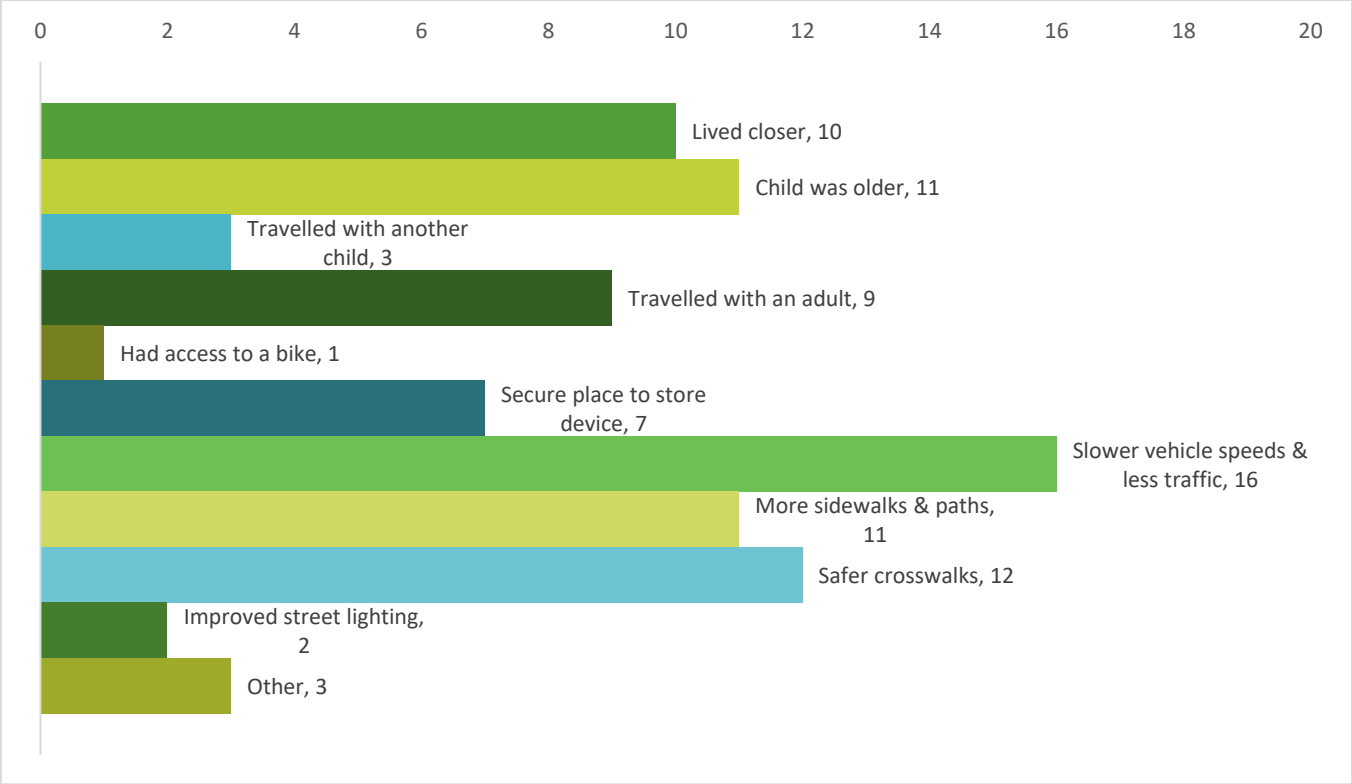


Active Transportation Opportunities

Respondents were asked to identify what they need to encourage their child/children to use active transportation to access school. Participants were able to select their top three options. As identified in the chart below, slower vehicle speeds and / or less traffic on the route to school (16 responses), safer street crossings (12 responses), safer active transportation routes (11 responses, and if the child was older (11 responses) received the highest response rates. The first three of the four responses are relevant to potential recommendations through this process. Living closer (10 responses) and being with an adult (9 responses) also received high responses.

Of the three responses indicating "other", respondents noted the social challenges in the area need to improve before they will allow their children to travel to Carmi Elementary by active modes.

It is important to note that no one responded to the option "I am not willing to encourage them to walk, bike or roll to school".

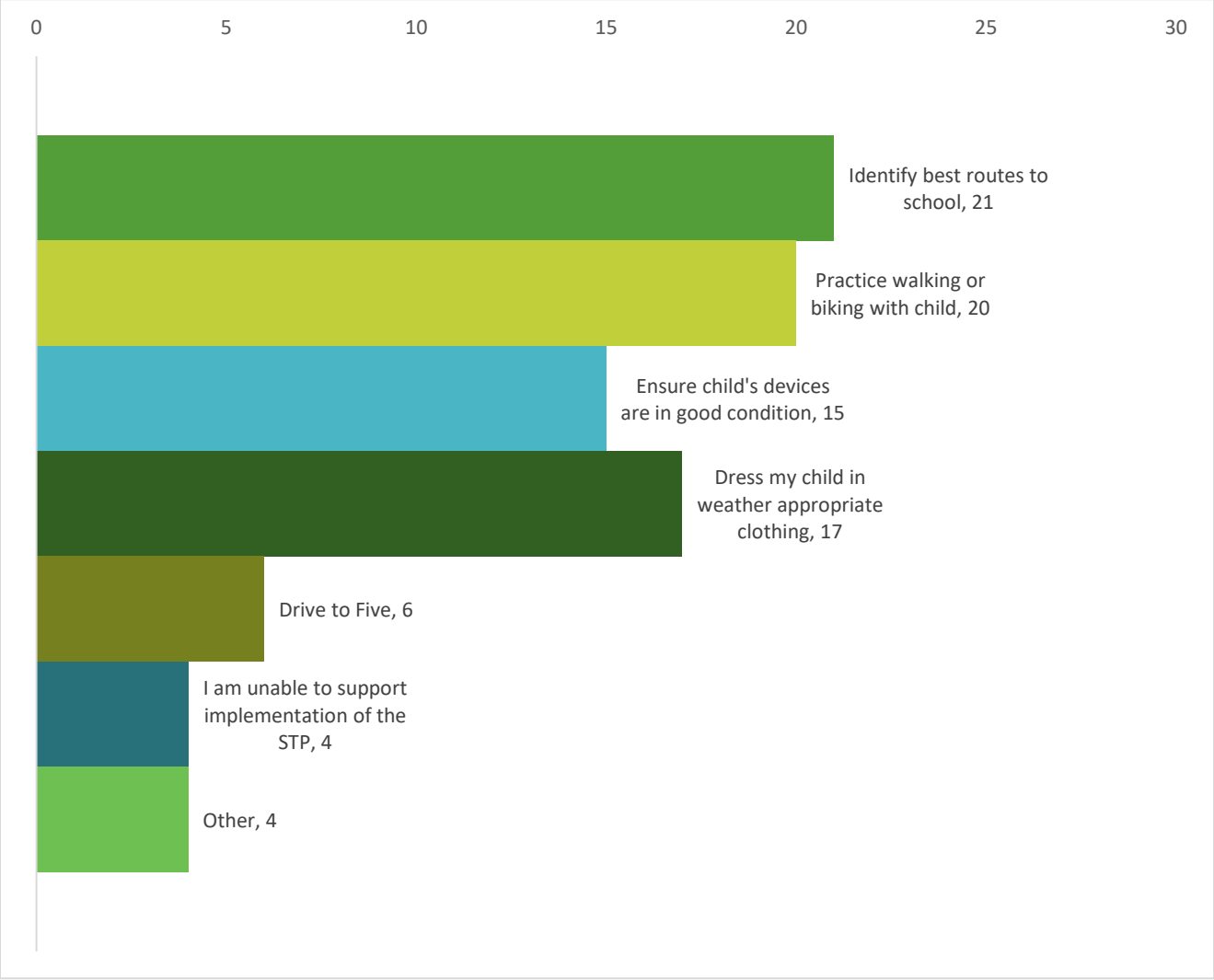


Supporting Active School Travel

Respondents were asked to identify what they are willing to do to help support their child/children in travelling to school by active transportation. Some of the options provided are relevant to the emerging work and recommendations to come from the Safe Routes to School process. Participants were able to select as all options that applied to them.

As identified in the chart below, identifying best routes to school (21 responses), practicing walking or biking with their child (20 responses) and ensuring their child is dressed for the weather conditions (17 responses) received the highest responses. 15 respondents identified that they could ensure their child's devices are in good working condition.

4 respondents identified that they do not have the capacity to support the implementation of the school travel plan.
Of the 4 respondents that identified "other", they explained that they do not need support encouraging their child to travel actively.



5 Vision and Targets

Informed by the school community, Carmi Elementary School has established a vision statement to create a unique identify for the school community's priorities, with a focus on making transportation safer and more sustainable in the future.

> *At Carmi Elementary School, students, caregivers and staff have safe and welcoming transportation options that make their school travel fun, social and sustainable.*

The vision statement is complemented by two key goals that support the overall vision of the Safe Routes to School Plan:

Goal 1: Improve safety along routes to school

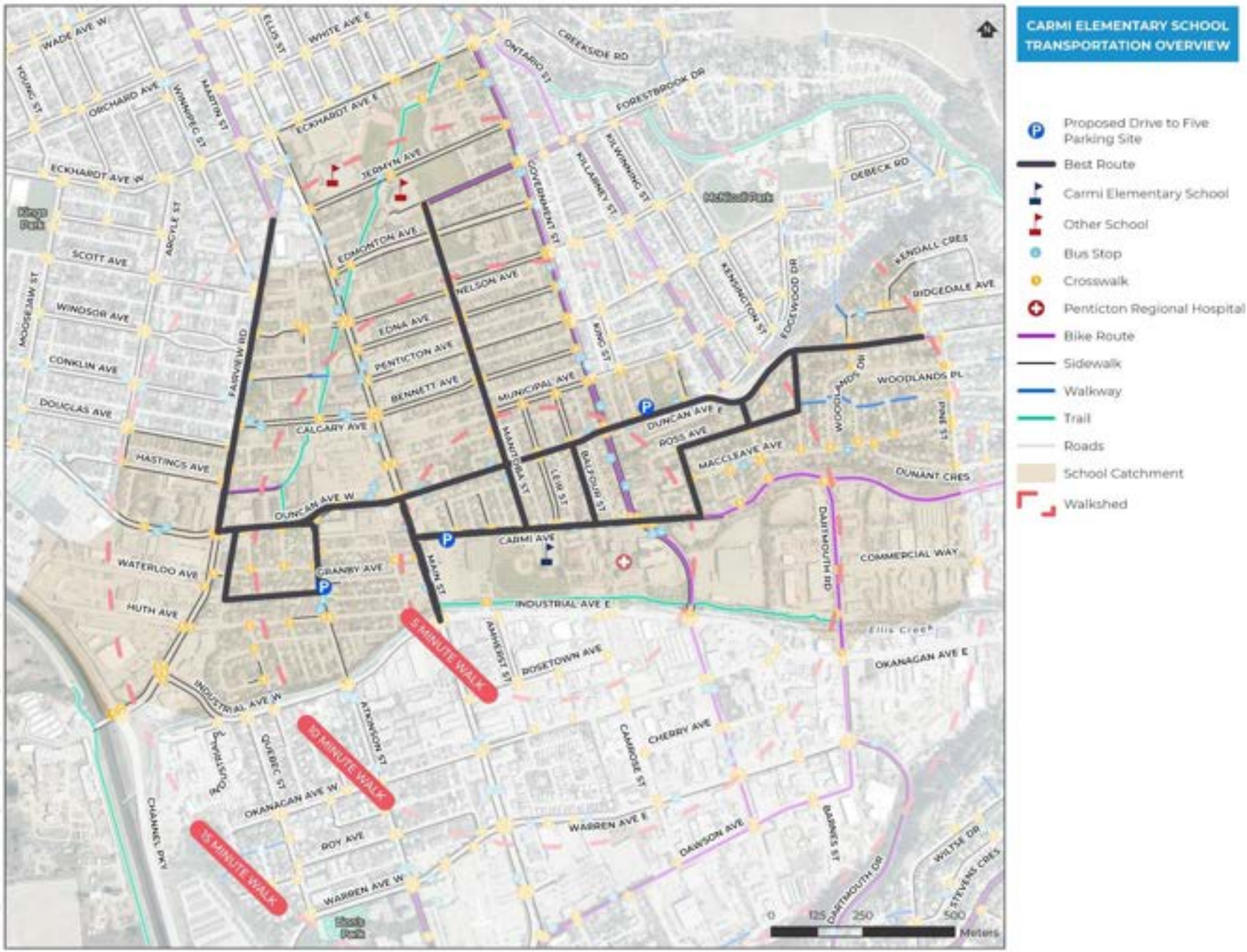
This goal considers safety of all modes (walking, cycling, rolling, driving, and transit). Actions to improve safety are outlined in the action plan and include infrastructure improvements (filling sidewalk gaps, improved pedestrian crossings), reducing speed limits in the school zone, and providing educational resources to parents, caregivers, students, and teachers.

Goal 2: Increase the daily number of active travel trips to school

Through annual surveys, Carmi Elementary will measure the modes by which students access school to determine if initiatives rolled out through this plan create an increase in active travel.

6 Best Routes to School Map

A Routes to School Map, as shown on the following page, illustrates the network of streets and trails in the neighbourhood surrounding a school, and highlights routes that students can safely walk and cycle. It also highlights other useful information such as walking times, the location of traffic lights and pedestrian crossings, bike lanes, transit stops and Drive to Five+ locations. The best routes to school map demonstrates proposed routes that have been informed through the community walkabout, survey results and the PAC meeting.


CARMI ELEMENTARY SCHOOL TRANSPORTATION OVERVIEW
Proposed Drive to Five Parking Site
Best Route
Carmi Elementary School
Other School
Bus Stop
Crosswalk
Penticton Regional Hospital
Bike Route
Sidewalk
Walkway
Trail
Roads
School Catchment
Walkshed
5 MINUTE WALK
10 MINUTE WALK
15 MINUTE WALK
0 125 250 500 Meters
WADE AVE W
ECKHARDT AVE E
ECKHARDT AVE W
ORCHARD AVE
SCOTT AVE
WINDSOR AVE
CONKLIN AVE
DOUGLAS AVE
HASTINGS AVE
CALGARY AVE
EDMONTON AVE
EDNA AVE
PENTICTON AVE
BENNETT AVE
NELSON AVE
ZERMYN AVE
DUNCAN AVE W
DUNCAN AVE E
MUNICIPAL AVE
ROSS AVE
MACCLEAVE AVE
DUNANT CRES
WOODLANDS PL
WOODLANDS DR
KENDALL CRES
RIDGEDALE AVE
DEBECK RD
FOREST BROOK DR
CREEKSIDE RD
ONTARIO ST
GOVERNMENT ST
KILLARNEY ST
KILLARNEY ST
KENSINGTON ST
EDGEWOOD DR
KING ST
MANITOBA ST
LEIR ST
BALFOUR ST
MAIN ST
CARMI AVE
GRANBY AVE
WATERLOO AVE
HUTH AVE
INDUSTRIAL AVE E
INDUSTRIAL AVE W
ROSETOWN AVE
AMHERST ST
ATKINSON ST
QUEBEC ST
OKANAGAN AVE W
OKANAGAN AVE E
CHERRY AVE
CAMROSE ST
WARREN AVE E
WARREN AVE W
ROY AVE
DAWSON AVE
DARTMOUTH RD
DARTMOUTH DR
COMMERCIAL WAY
BARNES ST
WILTSE DR
STEVENS CRES
CHANNEL PKY
FAIRVIEW RD
ABBOTT ST
WINNIPEG ST
MARTIN ST
ELLIS ST
WHITE AVE E
YOUNG ST
MOOSEJAW ST
ARGYLE ST
Ellis Creek

7 Action Plan

The purpose of the Action Plan is to identify steps for addressing identified transportation issues and achieving the school travel vision for Carmi Elementary. It outlines a list of tasks and activities as well as timelines and who is responsible for implementing the actions. The Action Plan is a living document that should be reviewed and updated by project partners on a regular basis to ensure it stays current and relevant.

The Action Plan has been broken down into four sections:

- Engineering
- Education and Encouragement
- Enforcement
- Evaluation

7.1 Engineering Action Items

The City of Penticton's Transportation Master Plan seeks to create and manage a safe transportation system that supports all ages, abilities and modes of transportation. A key goal identified in the TMP is to ensure residents and workers throughout Penticton have the opportunity to walk to parks, schools, shopping, jobs and other destinations in safety and comfort. This means reducing negative impacts of vehicle traffic and encouraging active travel (walking, cycling, rolling). It should be noted that this approach will contribute to the broader aims of the City of Penticton to enhance the health, livability, and sustainability of our community and therefor aims to reduce congestion and improve safety for those travelling by active means. The following actions are focused on infrastructure for students and caregivers travelling to and from school by walking, rolling, or cycling.

The City of Penticton is primarily responsible for implementing the following recommended engineering actions as they mostly fall within road rights of way. Those actions on the school grounds are to be championed by the School District.

Studies to explore the feasibility or warrant processes for each of the actions are considered in the "resources" and "costs" columns. Changes should come with understanding of traffic impacts to support safe and sustainable transportation options for students and caregivers. The actions below should be considered through a City-wide prioritization process, and align with priorities identified in the City's Transportation Master Plan. Actions identified below suggest solutions for long-term improvements that may require capital planning based on the City's budget and resources available.

The City may consider interim rapid implementation solutions to mitigate some existing challenges that still provide safety improvements. Treatments could include pavement marking delineation, physical separation with parking curbs or bollards to provide space for people walking, or placing planters or other objects on local streets for a traffic calming effect. This approach can also allow the community to get involved through public art programs that beautify the temporary infrastructure, such as intersection murals.

Location	Issue	Recommendation	Responsibility	Cost ($,$$, $$$)
Implement Drive to Five+ locations	PUDO near school is congested and causes road safety concerns.	• Formalize Drive to Five+ Locations to encourage PUDO away from school frontage and supported by Walking School Bus program. • Drive to Five+ Locations: 1. WholeSale Club Parking Lot (moved up closer to Carmi Ave) 2. McLaren Arena 3. Granby Park (long-term implementation)	City of Penticton and PAC	$
Intersections and pedestrian crossings in school proximity	Pedestrian safety at intersection crossings	• Review side streets along Best Routes to Carmi Elementary and implement traffic calming, which could include stop signs at all intersections, leading pedestrian interval at major intersections, turn restrictions and speed reductions	City of Penticton	$ - $$
Leir Ave	Caregivers illegally using residential-only street parking for PUDO	• Explore a pilot 15-minute parking for all non-residents to allow legal PUDO	City of Penticton	$
School bus parking zone	School bus zone is underutilized and does not require the full amount of space.	• Review a consolidation of the school bus zone with the existing City bus stop at the school frontage.	City of Penticton & BC Transit	$
School Parking Lot	Lack of safe pedestrian facilities to travel from Carmi Avenue to back of school	• Remove parallel parking in school parking lot and install barriers to create a walking lane.	School District	$
School Parking Lot	Safety of vehicles pulling in and out of parking lot	• Review access restrictions of right-in, right-out only for parking lot accessthrough signage and/or delineators.	School District	$
Carmi Elementary	Bike theft on-site	• Install new bike racks that have better security features in high visibility locations (City of Penticton is offering inverted-U bike racks for free with application)	School District and City of Penticton	$

Location	Issue	Recommendation	Responsibility	Cost ($,$$, $$$)
Carmi Elementary	Lack of diverse active transportation parking	• Explore options to provide indoor scooter and skateboard parking	School District and School Administration	$
Cross-walks at school frontage	Safety concern of students using the crosswalks in front of school	• Explore the feasiblity of installing RRFBs and/or raising crosswalks in front of Carmi Elementary	City of Penticton	$$
Carmi Avenue (past school frontage)	Employees in the area parking along Carmi all day	• Install 2-hour parking signage along all of Carmi Avenue	City of Penticton	$
Carmi Avenue and Manitoba Street	Challenge to enforce speeds in school zones.	• Implement permanent 30km/hr speed zone along Carmi Avenue (Main to Government) and Manitoba Street (Bennett Ave to Carmi Avenue) with consideration for the broader neighborhood as well, reinforced with appropriate traffic calming measures	City of Penticton	$-$$
Carmi Avenue at Manitoba Street	Safety concerns at intersection	• Explore feasibility to raise intersection in consultation with Penticton Regional Hospital Emergency Services to ensure new traffic calming is not problematic. • Work with School Administration to consider implementing through a tactial urbanism activation with students	City of Penticton, School Administration and PAC	$$
Manitoba Street	**Congestion and road safety concerns.**	• **Explore feasibility to reduce vehicle use and speeds along corridor and support active transportation facilities, including bikeways and improved sidewalk facilities.**	**City of Penticton**	**$$**
Carmi Avenue at Main Street	Pedestrian safety at intersection and using slip lanes	• Improve crossing upgrades at intersection and shorten the pedestrian crossing distance, by removing the island restricting left turns off Main Street (right-in, right-out).	City of Penticton	$$

Manitoba Street has been identified as a high-priority that the City will develop a conceptual improvement plan for.

Location	Issue	Recommendation	Responsibility	Cost ($,$$, $$$)
Main Street at Carmi Ave	Pedestrian safety concerns	• Improve pedestrian safety experience by exploring mechanisms to divert or slow vehicles through curb extensions or traffic diversions.	City of Penticton	$ - $$
Duncan Avenue (Main Street to Manitoba Street)	Sidewalk gaps and speeds along corridor	• Explore speed reduction along corridor. Through direction in the TMP, implement sidewalk upgrades on Duncan Avenue to fill gaps and separated bike facilities.	City of Penticton	$$
Duncan Avenue at Edgewood Drive	Awkward intersection with dangerous crossing conditions	• Explore a short-term solution to improve safety and add a pedestrian crosswalk at the intersection with rapid implementation treatements. • In the long-term, Duncan Avenue is scheduled for reconstruction and the City will work to incorporate safety into the permanent design.	City of Penticton	$$
Granby Avenue & Granby Place	Lack of easy connections to school from west side of Main Street.	• Explore opportunties to implement a crossing on Main Street between Duncan Avenue and Industrial Avenue to facilitate students traveling west of Main Street.	City of Penticton	$$$
Ross Avenue	Sidewalk gaps for students east of Carmi Elementary	• Explore feasibiltiy of supporting pedestrian facilities on Ross Avenue from Halifax Avenue to Montreal Street	City of Penticton	$$
Industrial Avenue (Main Street to Atkinson Street)	Concerns with safety along corridor	• Explore the feasibility to add lighting to the pathway.	City of Penticton	$$ - $$$

7.2 Education & Encouragement Action Items

The education and encouragement action items provided below are primarily intended to be put into practice by school administration, working in cooperation with essential external collaborators such as the City of Penticton, SD67, and ICBC. Moreover, the Parent Advisory Council (PAC) should play a key role in ensuring that the school community remains engaged and involved.

These action points can be customized to suit the evolving requirements of the school as a culture of active transportation takes root. The subsequent actions are designed to foster awareness, excitement and comprehension of the advantages associated with active transportation, as well as how students and households at Carmi Elementary can seamlessly integrate it into their daily routines.

Action	Resources	Priority	Responsibility
Organize Walking School Bus groups to facilitate group travel from Drive to Five Locations to Carmi Elementary.	City of Vancouver Walking School Bus Safe Routes to School National Partnership: How to Start a Walking School Bus at Your School	High	PAC & School Administration
Offer "bike lock up" education to teach students how to properly lock bike, what lock type to use, etc. Explore partnership with Project 529 or Bylaw.	The Bicycle Valet Bike Security Resources Project 529	Medium	PAC & School Administration
Collaborate with ICBC to incorporate educational materials and programs related to active transportation into coursework and school events.	ICBC Road Safety for Educators	Medium	PAC & School Administration
Work with teachers to add active and sustainable transportation-related content into regular coursework and lectures, as well as utilize active and sustainable transportation whenever possible when travelling for school field trips.	City of Toronto - Active and Safe Routes to School: Teachers Kit Metrolinx – Active and Sustainable School Transportation - Lesson Plans for Ontario Curriculum	Medium	School District & School Administration
Work with a third-party provider that specializes in skills training for youth. Provide instruction for the use and benefits of various active modes and road safety lessons as they relate to active transportation.	Safe Routes to School National Partnership: Roll Bicycle Education into your Physical Education Program Safe Routes to School National Partnership: Bike Rodeos	High	City of Penticton, School District & School Administration

Incorporate BC Transit's Ready to Roll transit education program into lessons and special events (such as Earth Day or other environmental events	BC Transit – Bus Ready	High	School Administration
Make regular announcements and mount posters at school encouraging students to walk, bike, and take transit to school and related events to keep active and sustainable transportation top of mind and highlight its benefits.	Green Communities Canada – School Safety Zone I Spy Card School Travel Planning: Sample School Newsletter	High	School Administration and PAC
Participate in active transportation events and programs including Go By Bike Week.	Go By Bike Week	High	City of Penticton, School Administration and PAC

7.3 Enforcement Action Items

The enforcement action items below are primarily meant to be implemented by the RCMP and ICBC. Carmi administration should coordinate with the RCMP to plan visits and indicate problem locations that should be investigated. It is also important that Carmi emphasize the education component of enforcement by communication with students and parents about enforcement issues.

Action	Priority	Responsibility
Work with RCMP to conduct safety blitz to enforce speeds and other road safety concerns in the school area. A safety blitz should be programmed at least twice a year, including at the start of the school year	High	RCMP
Conduct quarterly community safety audits along Best Routes.	High	RCMP & Bylaw
Monitor and collect speed data, motor vehicle volumes, and safety compliance to evaluate engineering improvements annually.	High	City of Penticton & RCMP

7.4 Evaluation Action Items

The evaluation action items below are primarily intended to be implemented by Carmi Elementary in collaboration with the City of Penticton. It is now up to Carmi Elementary and the City to champion this process, evaluate progress, and update the Action Plan accordingly.

Action	Responsibility
Establish regular communication check-ins between the school and City staff to discuss implementation efforts and opportunities.	City of Penticton, School District, School Administration
Conduct annual Hands-Up surveys and share results with partners to understand travel behaviour.	School Administration
Participate in annual Bike Walk Roll Week for data collection and benchmarking.	City of Penticton, School Administration
Identify metrics such as speeds, hands up survey results, number of events hosted, resources used by educators, etc. to capture a change, if any, in school travel behaviour initiatives.	School District, School Administration and PAC
Conduct survey with school community after one-year of implementation to understand issues and successes.	City of Penticton
Review and update action plan annually to reflect accomplishments, gaps and new opportunities.	City of Penticton

APPENDIX A:

Classroom and Community Survey Forms

School Travel Survey

INTRODUCTION

We want to hear from you!

Your child's (or children's) school is participating in the City of Penticton's School Travel Planning process. This program works with the City, school district, school administration, caregivers, and students to create a safe and comfortable environment for students to walk, wheel, and roll to school wherever possible.

The purpose of this survey is to better understand your family's school travel choices and identify any existing transportation challenges and opportunities for improvement. The survey results will inform the development of an action plan and help to ensure that this plan considers the needs of all members of the school community.

This survey will take approximately 10 minutes to complete. Please complete only one survey per family.

Personal Information Notice:
To protect your privacy, all information collected in this survey will remain strictly confidential. You are not required to provide your name or contact information.

ABOUT YOU AND YOUR FAMILY

1. Which school does your child (or children) attend?

☐ Carmi Elementary School
☐ Uplands Elementary School

2. How many children in your family attend this school?

☐ One
☐ Two
☐ Three or more

3. What grade is your child in?
If you have multiple children at the school, you may select multiple grades.

☐ Pre-school
☐ Kindergarten
☐ Grade 1
☐ Grade 2
☐ Grade 3
☐ Grade 4
☐ Grade 5

TRAVEL CHOICES

4. How does your child (or children) typically get to and from school?
If the trip involves more than one mode (e.g. drive part way and walk part way), choose the mode that is used for the majority of the trip. Choose one from each column.

To School

☐ Walk
☐ Bicycle
☐ Scooter or skateboard
☐ School bus
☐ Public transit
☐ Car (just your family)
☐ Carpool (2 or more families)

From School

☐ Walk
☐ Bicycle
☐ Scooter or skateboard
☐ School bus
☐ Public transit
☐ Car (just your family)
☐ Carpool (2 or more families)

5. **During the last year, did your child (or children) at this school travel to/from school <u>at least one time</u> by any of the modes below?** Please select all that apply.

- ☐ Walk
- ☐ Bicycle
- ☐ Scooter or skateboard
- ☐ School bus
- ☐ Public transit
- ☐ Car (just your family)
- ☐ Carpool (2 or more families)

6. **Approximately, how far away do you live from the school?**

- ☐ Less than 200 metres
- ☐ 200 – 500 metres
- ☐ 500m – 1km
- ☐ 1 – 2km
- ☐ 2 – 5km
- ☐ Over 5km

7. **Who is usually involved in your child(s) journey to school (i.e., deciding on mode, accompanying them on the journey, coordinating their journey, etc.)? Please select all that apply.**

- ☐ Child decides for themself
- ☐ Sibling(s)
- ☐ Parents or caregivers
- ☐ Before and/or after school care
- ☐ Extended family
- ☐ Friends
- ☐ Community volunteers
- ☐ Other

8. **What are the factors that contribute to your child(s) travel mode to/from school?** Check all that apply.

- ☐ Age (e.g., child is too young/old enough to travel alone)
- ☐ Air pollution (e.g., idling vehicles)
- ☐ Comfort (e.g., seating at bus stop, quiet streets, etc.)
- ☐ Convenience
- ☐ Distance (to school)
- ☐ Enjoyment
- ☐ Health (e.g., exercise)
- ☐ Physical ability (e.g., disability of child and/or caregiver)
- ☐ Personal safety (e.g., bullying, crime, etc.)
- ☐ Schedule (e.g., extra-curriculars, care, employment, etc.)
- ☐ Social (e.g., connecting with your child/neighbours, your child connecting with friends, etc.)
- ☐ Traffic safety (e.g., speeding, distracted driving, etc.)
- ☐ Travel time
- ☐ Weather
- ☐ Other

If other, please specify: [open text]

DRIVING TO SCHOOL

9. **If/when you drive your child (or children) to/from school, what are your primary reasons?** Please select up to three (3) responses.

- ☐ Distance is too far for walking or cycling
- ☐ Personal safety concerns (e.g. bullying, strangers, crime)
- ☐ Traffic safety concerns (e.g. too much traffic or speeding vehicles)
- ☐ Lack of safe or accessible walking/cycling routes
- ☐ Lack of safe street crossings
- ☐ Lack of equipment (bike, bike lock, scooter, or skateboard)
- ☐ Lack of interest in walking/cycling
- ☐ Lack of secure bike parking and amenities
- ☐ Poor weather
- ☐ Convenience/time pressures (e.g. parent on the way to work or other activities)

- ☐ Student has before or after school activities (e.g. sports, daycare, band)
- ☐ Age of child (too young to walk/bike)
- ☐ N/A - we do not drive to/from school
- ☐ Other (please specify): _____

10. If/when you drive your child (or children) to/from school, where do you typically drop them off and pick them up?

- ☐ In a pick-up/drop-off area outside the school
- ☐ Within one block of the school
- ☐ One or more blocks away from the school

WALKING, BIKING, AND ROLLING TO SCHOOL

11. If/when your child (or children) walk, bike, or roll to school, what motivates them?
Please select up to three (3) responses.

- ☐ Getting physical activity and exercise
- ☐ Opportunity to spend time outside
- ☐ Opportunity to spend time with others (family and/or friends)
- ☐ Good for the environment
- ☐ More fun than driving or transit
- ☐ More convenient than driving or transit (avoid traffic, don't have to park, etc.)
- ☐ Cheaper than driving or transit
- ☐ Don't have access to a car
- ☐ N/A - we do not walk/bike/roll to/from school
- ☐ Other (please specify): _____

12. I would encourage my child (or children) to walk, bike or roll (using a scooter, skateboard, or wheelchair) to school if...
Please select up to three (3) responses.

- ☐ They lived closer to school
- ☐ They were older
- ☐ They were with another child
- ☐ They were with an adult

- ☐ They had a working bike, scooter or skateboard
- ☐ They had a secure place to store or lock their bike, scooter or skateboard
- ☐ There were slower vehicle speeds and/or less traffic on the route to school
- ☐ There were safer places to walk, bike, scoot, and skateboard (more sidewalks or paths)
- ☐ There were safer places to cross the street
- ☐ There was better street lighting
- ☐ I am not willing to encourage them to walk, bike or roll to school
- ☐ Other (please specify): _____

13. In your opinion, is your neighbourhood safe for children to walk, bike, or roll (using a scooter, skateboard, or wheelchair) to school?

- ☐ Strongly agree
- ☐ Agree
- ☐ Disagree
- ☐ Strongly Disagree

14. I am willing to help support my child (or children) to walk, bike, or roll to/from school by...
Please select all that apply.

- ☐ Identifying the most appropriate route to school
- ☐ Practicing walking or biking with my child to school on a weekend
- ☐ Ensuring my child's bike, scooter, or skateboard is in good working condition
- ☐ Making sure my child has proper clothing to walk or ride in the rain or cold
- ☐ Parking at least five minutes away from school and walking the rest of the way
- ☐ Volunteering to organize events such as Walking Wednesdays
- ☐ Registering for a bike skills course
- ☐ I do not have capacity or am unable to support development and implementation of the School Travel Plan
- ☐ Other (please specify): _____

15. Please provide any additional information or concerns that you would like to share or that may not have been mentioned in the previous questions.

THANK YOU!

Carmi Elementary

Classroom Hands-Up Student Survey

Purpose: The City of Penticton is conducting a School Travel Plan at Carmi Elementary. The purpose of a School Travel Planning process is to empower individuals and groups to work with their school community to plan initiatives that increase safety for students traveling to school, and to increase the number of students traveling to school in a physically active manner (e.g. walking, cycling, riding a scooter, etc.). This survey will help gather baseline data to determine how students are currently travelling to school.

School Name:

Grade: _____ **Room/Class #:** _____ **# of Students:** _____

Teacher: _____ **Dates:** Day 1 _____ to Day 4 _____

Ask Students: "How did you travel to school this morning?" Ask them to raise their hand if they:

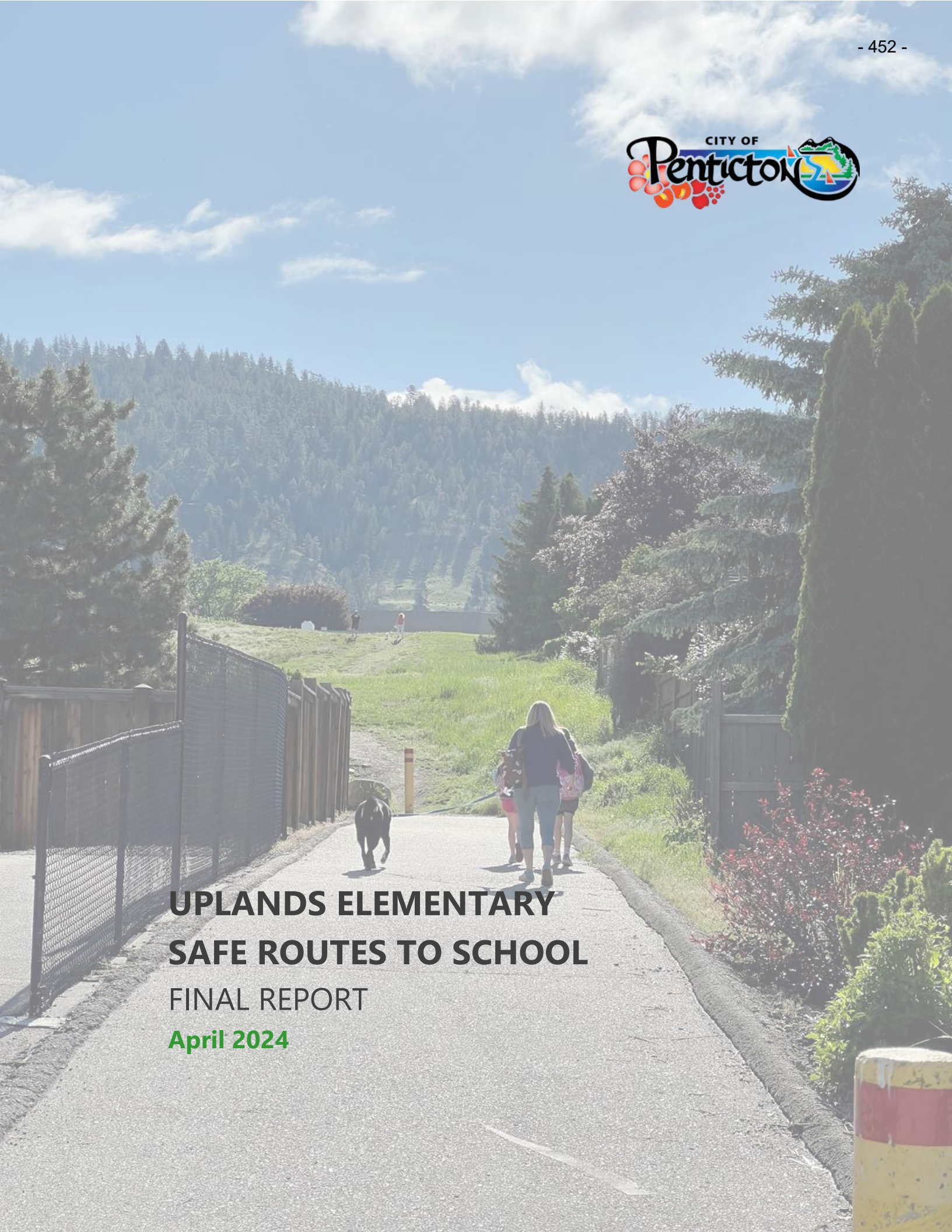
Day	Weather	Mode of Transportation								
	Today's weather (e.g. rainy)	Walked	Biked	Rolled (Skateboard, scooter, wheelchair, etc.)	School Bus	Public Transit	Car with just my family	Car with my friends	Other? (can include more than one mode)	Total
1										
2										
3										
4										
Total										

Note: This survey is based on Green Communities Canada's family survey developed by the University of Toronto (Dr. Guy Faulkner); www.saferoutestoschool.ca. The survey has been modified to fit the current context for City of Penticton.

Ask Students: "How will you travel <u>from</u> school today?" Ask them to raise their hand if they:

Day	Weather	Mode of Transportation								
	Today's weather	Walked	Biked	Rolled (Skateboard, scooter, wheelchair, etc.)	School Bus	Public Transit	Car with just my family	Car with my friends	Other? (can include more than one mode)	Total
1										
2										
3										
4										
Total										

Note: This survey is based on Green Communities Canada's family survey developed by the University of Toronto (Dr. Guy Faulkner); www.saferoutestoschool.ca. The survey has been modified to fit the current context for City of Penticton.



UPLANDS ELEMENTARY SAFE ROUTES TO SCHOOL

FINAL REPORT

April 2024

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Appendix A: Classroom and Community Survey Forms

1 Safe Routes to School Plan

1.1 Overview

In 2021, the City of Penticton adopted a Transportation Master Plan (TMP) that seeks to create and manage a safe transportation system that supports all ages, abilities and modes of transportation. A key goal identified in the TMP is to ensure residents and workers throughout Penticton have the opportunity to walk to parks, schools, shopping, jobs and other destinations in safety and comfort.

The City of Penticton partnered with Carmi Elementary and Uplands Elementary on a pilot project to help identify safe routes to school using active transportation. Informed through best practices and community engagement, this plan establishes a safe and best routes map and action plan that supports safe and comfortable environments for students to walk, wheel and roll to school, wherever possible. The Safe Routes to School Plan is a joint effort to implement infrastructure, programs and educational materials. An action plan is included in this Safe Routes to School Plan that identifies responsibilities for action by various stakeholders including the City of Penticton, School District 67, school administration and the Parent Advisory Committee. The plan is intended to serve as a living document that will be reviewed annually by the City with input from the school and will be used to develop an action and management plan for infrastructure upgrades identified through this process.

The purpose of this planning process has been to empower individuals and groups to work with their school community to plan initiatives that increase safety for students traveling to school, and to increase the number of students traveling to school in a physically active manner (walking, cycling, riding a scooter, etc.).



1.2 Benefits of Active Transportation

There are several reasons why promoting active transportation to and from school is important, including:

- Health: The Public Health Agency of Canada (PHAC) recommends children and youth aged 5-17 get at least one hour of physical activity a day. Walking, rolling, or cycling to school can help students become more active and create good habits for an active lifestyle.
- Friends, Family, and Community: Active travel promotes social connections with friends, family, and neighbours and creates safer communities.
- Academic Performance: Students that walk or roll to school arrive more alert and ready to learn, have better concentration in class, and are happier. Active transportation has also been shown to increase alertness and grades at school.
- Environment: Reducing the number of car trips to school decreases greenhouse gas emissions. Reducing emissions is a step in the right direction for climate action in our community.
- Reduced traffic impacts: Getting more people out of their vehicles helps to reduce motor vehicle congestion, parking problems, and safety concerns, which are especially evident at pick-up and drop-off times around schools. Large numbers of motor vehicles entering and exiting school sites can create safety and congestion issues that affect not only the school community, but the neighbourhood at large.
- Lifelong Skills: Walking, rolling, and cycling is fun for students and helps promote positive perspectives towards physical activity and teaches the importance of individual health.
- Independence: Active travel builds confidence and promotes independence. Travelling actively allows students to reach destinations on their own, encourages students to navigate and explore the City, and helps foster independence.



1.3 Process

Uplands Elementary was identified as a candidate to pilot a Safe Routes to School Plan by the City of Penticton and the process was officially launched in March 2023. The City of Penticton oversaw the process at Uplands Elementary with support from consultants, whose team included professional transportation planners and engineers. The project team worked closely with school administration, staff, and students to gather information and coordinate events.

The project process that was conducted is summarized in the following graphic and described in further detail below:



- Kick-Off Meeting (April 17, 2023): The project team met with Uplands Elementary administration to kick-off the project and identify initial transportation issues.
- Site Visit (May 24, 2023): The project team examined the school site during drop-off and pick up to better understand transportation challenges and opportunities. The surrounding catchment area was also examined for its current state of infrastructure.
- Community Walkabout (May 24, 2023): A community walkabout was conducted following PM pick-up. The walkabout explored the immediate school neighborhood, looked at well-used routes, and brainstormed opportunities to address travel issues. Attendees included the project team (consultants and the City of Penticton staff), school administration, caregivers and students. Key stakeholders were also invited to attend which included representatives from the School District and School Trustees.
- Parent Advisory Committee Meeting (May 24, 2023): The project team met with the Uplands Elementary Parent Advisory Committee (PAC) to introduce the Safe Routes to School process and gather input regarding transportation issues and opportunities.
- Community Survey (May 2023): An online family survey was conducted on the City's *Shape Your City* platform and promoted to the school community to better understand students and their family's travel to school (mode share), as well as travel behaviours and attitudes and overall traffic safety concerns that affect parents' decision to allow children to work or bicycle to school.

- Student Survey (May 2023): In addition to the community survey, students at Uplands Elementary participated in a classroom 'hands-up' survey where they were asked what mode of transportation they used to go to and from school that day.
- Draft Safe Routes to School Plan (Summer / Fall 2023): Based on the findings during Phase 1 of engagement, a draft School Safe Routes to School Plan was developed by the project team.
- Student Visioning Workshop (January 2024): Students were also engaged by the school administration to participate in a visioning workshop. Students were asked to share what they love and dislike about how they get to school and to share ideas about what they would like to do differently. Their input was incorporated into the draft School Travel Plan Vision and Goals.
- Parent Advisory Committee Meeting (January 22, 2024): The project team met with the Uplands Elementary Parent Advisory Committee (PAC) to present a summary of the engagement findings and the draft Plan actions and recommendations.

2 Uplands Elementary School Overview

Uplands Elementary School is located at 145 Middle Bench Ave in the City of Penticton, BC. Uplands Elementary is a public school for kindergarten to Grade 5 students. During the 2023-2024 school year, 253 students were enrolled at Uplands Elementary, with capacity for 300-350 students.

Uplands Elementary School can be accessed along Middle Bench Road. A parking lot is provided south of the school entrance that is configured to have vehicles enter to the south and exit to the north. Further north to the parking lot is a gravel lot along the school frontage that is reserved for school bus parking during school hours and one accessible loading stall. Bicycle parking is also provided on-site along the school frontage. During pick-up and drop-off, vehicles are observed using the shoulders of Middle Bench Road for short-term parking.

The school can also be accessed at the rear along Uplands Place, where students can connect to a walking path. Vehicles are known to use this entrance for pick-up and drop-off of students.

On-site bike parking



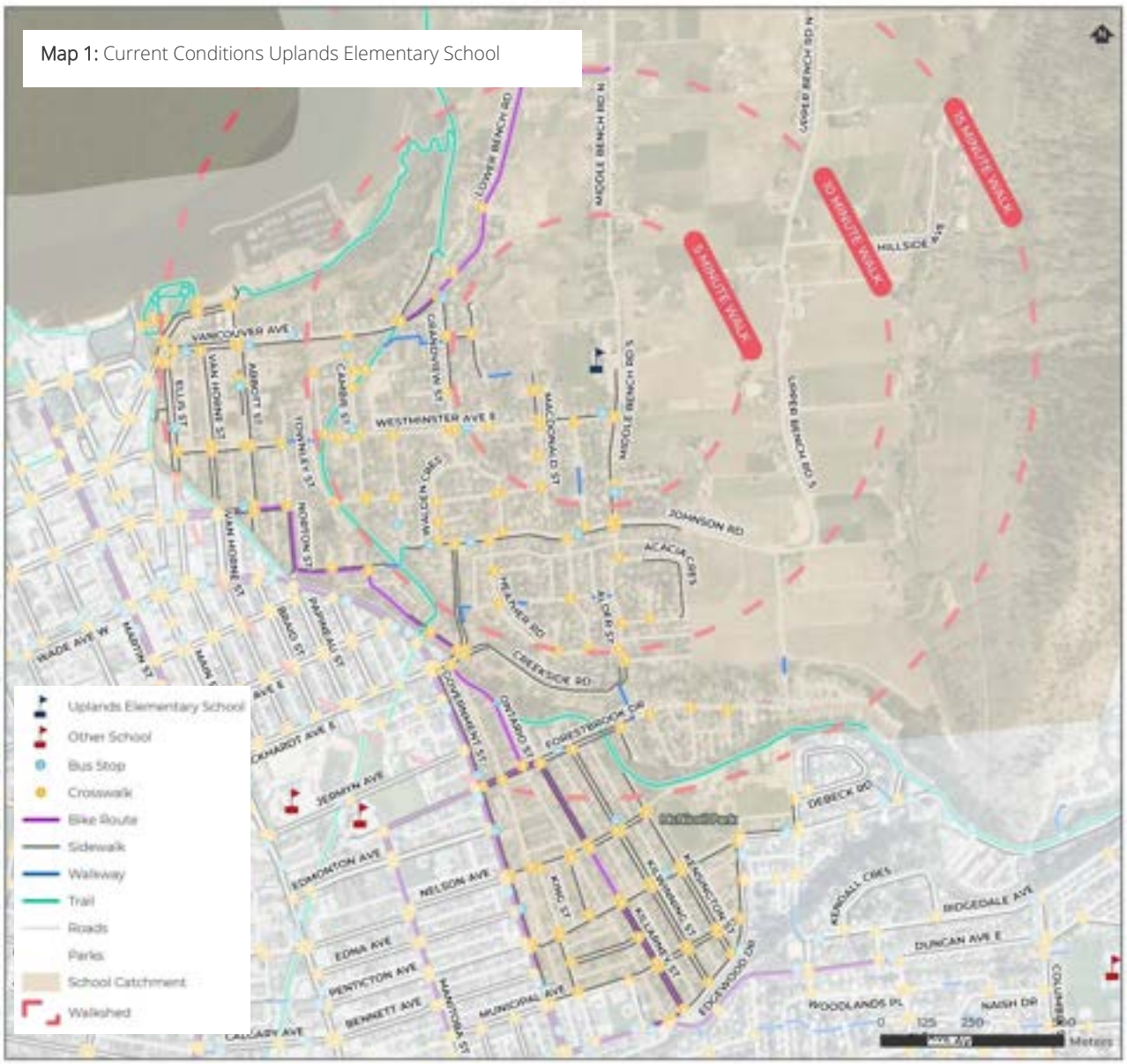
Middle Bench Road during PM pick-up



Uplands Elementary School is situated north of the City's centre and is located approximately 2 kilometres from Okanagan Lake. Uplands Elementary is located on the perimeter of an urban/rural interface, with the catchment area of students also attending from urban and rural contexts, which presents challenges to active

transportation uptake given the distances and topography some families travel to access the school. Additionally, the historical residential subdivisions in the area surrounding the school were built during a time when sidewalks were not constructed on local roads, which continues to limit pedestrian connectivity. Map 1 shows the existing characteristics of the transportation network surrounding Uplands Elementary School.

Facilities to the south and east of the school include pedestrian crosswalks at most intersections, in addition to sidewalk infrastructure along corridors including Middle Bench Road, Johnson Road and Grandview Street, although there are still many sidewalk gaps in proximity to the school, including Westminster Avenue, MacDonald Street, Alder Street and the north side of Johnson Road east of Middle Bench Road. The City of Penticton has recently made improvements to Middle Bench Road, installing sidewalks on the school frontage. Further improvements along Middle Bench Road are currently in the design phase and will include



Map 1: Current Conditions Uplands Elementary School

sidewalks on the west side, a raised pedestrian crossing and parallel parking opportunities for pick-up, drop-off. The work is scheduled for summer 2024.

The Kettle Valley Rail Trail is accessible from the back entrance of Uplands Elementary School along Grandview Street. The Kettle Valley Rail Trail provides a dedicated off-street pathway for cyclists and pedestrians to travel along Okanagan Lake to the north and to Penticton Plaza in the city centre, with connections to other walking and cycling infrastructure.

Towards the north and east side of the school, the land use is predominantly rural with a lack of infrastructure to safely accommodate pedestrians and cyclists. Roadway conditions provide two lanes of vehicle traffic with a painted shoulder. Efforts to encourage slower vehicle speeds along Middle Bench Road have been made, including incorporating speed humps at the school and speed reader boards.



Pedestrian crosswalk at school entrance



Pedestrian pathway at rear entrance



Kettle Valley Rail Trail facilities

School District 67's transportation system provides buses to students in Grades K-3 who reside more than 4km from school. Uplands Elementary School also has access to public transit through Route #3, with a bus stop located at Middle Bench Road and Westminster Avenue. Service is hourly and provides access to the city's centre and to neighbourhoods south of the downtown.

The City of Penticton will continue to invest and prioritize in transportation infrastructure and programs that support all ages, abilities and modes of transportation as directed through its Transportation Master Plan, relevant projects include:

- Traffic calming studies on Middle Bench Road (Tupper Avenue to Munson Avenue), Upper Bench Road (Johnson Road to McMillan Avenue) and Lower Bench Road (Bankview Road to Tupper Avenue)
- Intersection upgrades at Eckhardt Avenue at Government Street (high priority) and Middle Bench Road at Johnson Road (medium priority)

3 Engagement & Key Findings

3.1 Process

Key findings from the engagement process are detailed below. Engagement activities included:

- Community Survey: The Community Survey was conducted on the City's *Shape Your City* engagement platform and promoted to the school community for completion. The Community Survey focused on gathering background data, measure attitudes about active transportation, identifying the key issues and opportunities for walking and cycling to school, and discovering opportunities for long-term behavior changes. The survey received 60 responses. Detailed responses from the survey are provided in the following section.
- PAC Presentation and Discussion: The project team met with the Uplands Elementary Parent Advisory Committee (PAC) to introduce the Safe Routes to School process and gather input regarding transportation issues and opportunities.
- Community Walkabout: A community walkabout was conducted following PM pick-up. The walkabout explored the immediate school neighborhood, looked at well-used routes, and brainstormed opportunities to address travel issues. Attendees included the project team (consultants and the City of Penticton staff), school administration, caregivers and students. Key stakeholders were also invited to attend which included representatives from the School District and School Trustees.
- Student Visioning Workshop: School administration facilitated a workshop with students to gather information on what they like about their route to school and if they have ideas to include in the plan. Findings from the workshop helped to inform the vision statement and action plan.

Findings from the engagement process are identified below and will help to inform recommendations for the emerging Best Routes to School Map and Action Plan. Detailed findings from the Community Survey are provided later in this report.

3.2 Key Themes

<u>Travel Behaviours</u>

- Driving is the primary mode choice for students and families at Uplands Elementary School, followed by walking.
- Age, distance from the school and schedules are the primary factors for mode choice.
- Having safer facilities including sidewalks, pathways and crossings would encourage families to choose more active modes of transportation to access the school.

<u>Infrastructure</u>

- Topography and distance are key challenges for active transportation uptake.
- There is a desire for intersection improvements at:
    - Grandview Street at Lower Bench Road
    - Uplands Avenue at Grandview Street
- There is a desire for pathway improvements at Kettle Valley Rail Trail connection off Grandview Street to slow cyclists down and to add lighting and ensure maintenance over winter.

- Identification of wayfinding opportunity for Kettle Valley Rail Trail walkway connector at Grandview Street.
- There is a desire from community to provide sidewalks and/or safe walking connections from the northern catchment area to access the school.
- The cul-de-sac at the end of MacDonald Street is tight to turn around with other vehicles completing pick-up drop-off.
- Generally, improved lighting along major corridors and connections was mentioned by the community.
- Some students use the steep staircase from Forestbrook Drive to Creekside Road/Alder Street and a sidewalk is needed on Alder Street to fill gap to Middle Bench Road.
- Note that students walk along Truro Street to access the school.

Road Safety

- Concerns exist for speeding vehicles and congestion along Middle Bench Road.
- There is a desire for traffic calming (flashing lights, speed humps, etc.) to improve road safety, prevent unsafe U-turns and speeding.
- Middle Bench Road becomes narrower in the winter due to snow ploughing.
- The community expressed desire to extend the school zone boundary and/or reduce speed limits near the school.
- The community identified concerns of vehicles not complying at the pedestrian activated signal on Johnson Road at Alder Street.

Pick Up/Drop Off Behaviours

- Concerns exist for few parking opportunities for pick-up and drop-off (PUDO). Most PUDO vehicles travel from the south and desire to leave to the south, resulting in U-turns north of the school.
- Detour along Tupper Ave/Lower Bench Road is too long and inconvenient for parents.
- Concerns were expressed about road safety risks of the current parking lot's layout and use. When using the parking lot, parents will pull into the lot and let a child out in the middle of the drive aisle.
- There are poor sight lines when turning right out of the parking lot when street parking is utilized.
- There is demand for at least 2 accessible parking stalls on-site.
- School community had positive feedback using Uplands Avenue/Uplands Place to access the school via back path but commented on the need for stairs or a paved pathway.

School Travel Programs

- There is a community desire for Walking School Bus program from the school community and to have road safety volunteers organized, similar to a crossing guard.

Bus Routes

- The community is not well served by public transit and is a less dependable mode choice for most.
- There is a desire for bus service in the winter months.

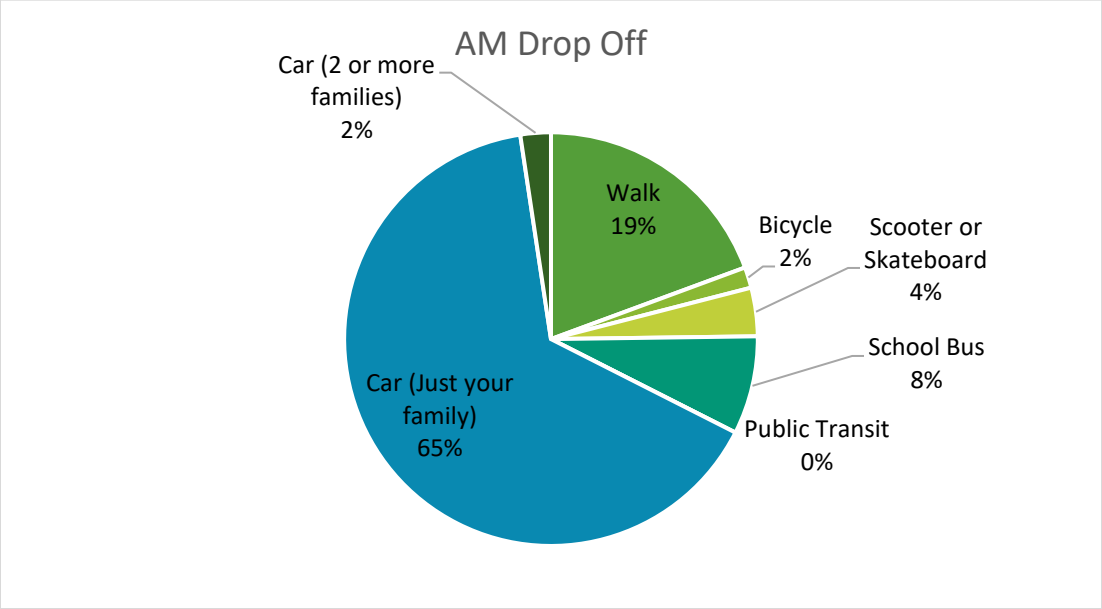
4 Survey Analysis

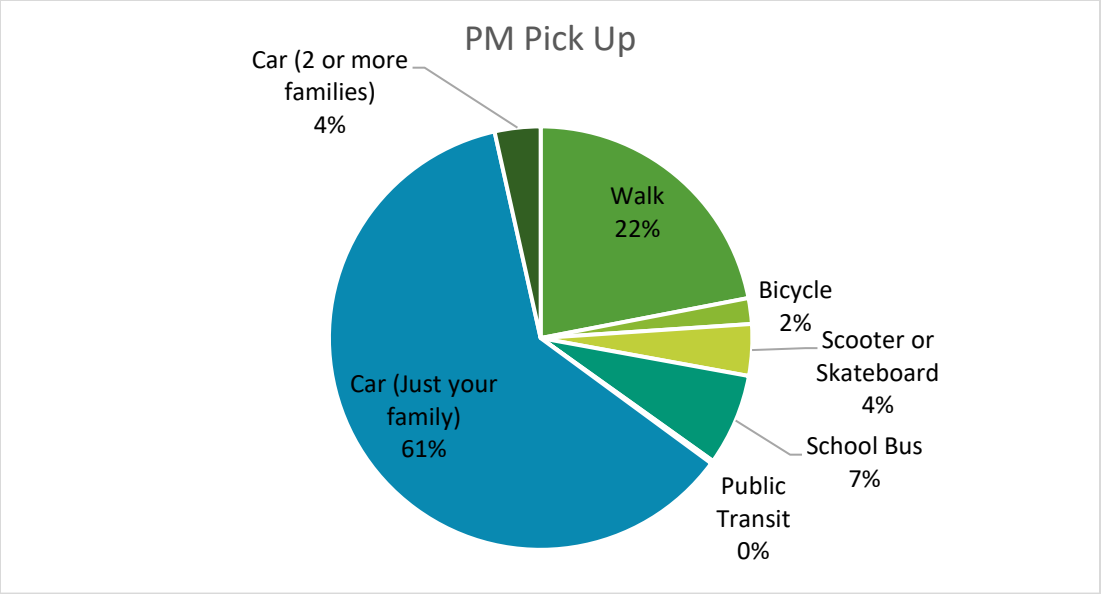
To better understand transportation patterns, challenges, and opportunities at Uplands Elementary, two surveys were conducted in May 2023. One directed at students (Hands Up Classroom Survey) and one directed at parents/caregivers (Community Survey). The survey results are summarized in this section.

4.1 Classroom Survey Results

The Hands Up Classroom Survey collected mode share data by having teachers as their students everyday for one week, how they got to school that day and how they will get home. This information provides baseline mode share data, and is an interactive way for students to be involved in the process.

The survey was conducted from May 23 to May 26th and the results are shown below:





The Classroom Survey results show that driving just as a family is the primary mode choice for accessing Uplands Elementary, with 65% of families driving in the AM and 61% driving in the PM. Walking is also a popular choice with 19% of students walking to school in the morning and 22% walking from school in the evening. The school bus is reported as being used by 7-8% of students.

4.2 Community Survey Results

The Community Survey was conducted on the City's *Shape Your City* engagement platform and promoted to the school community for completion.

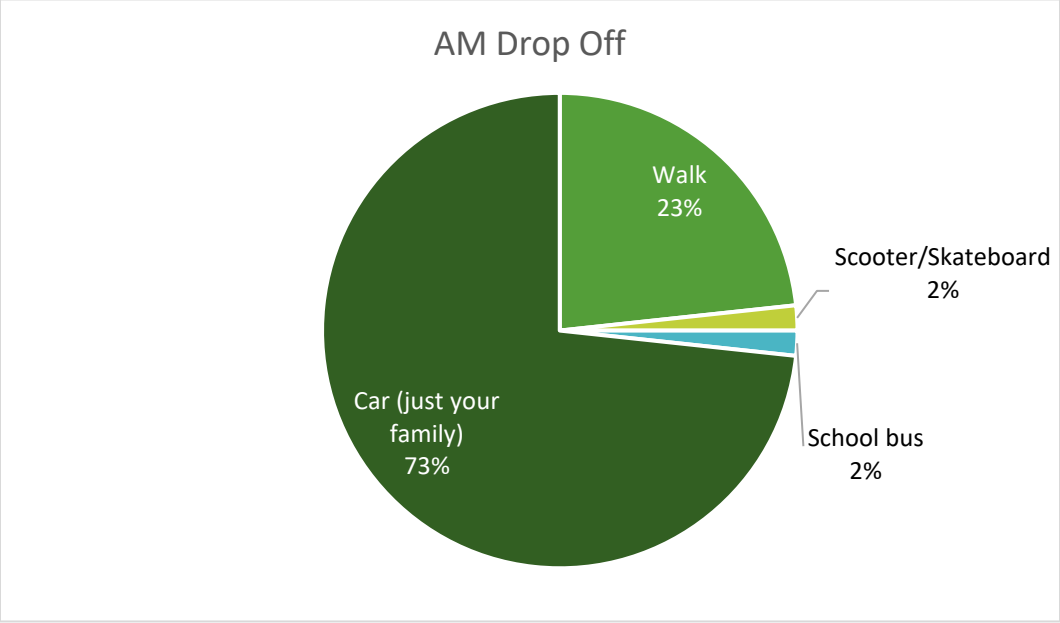
The Community Survey focused on gathering background data, measure attitudes about active transportation, identifying the key issues and opportunities for walking and cycling to school, and discovering opportunities for long-term behavior changes.

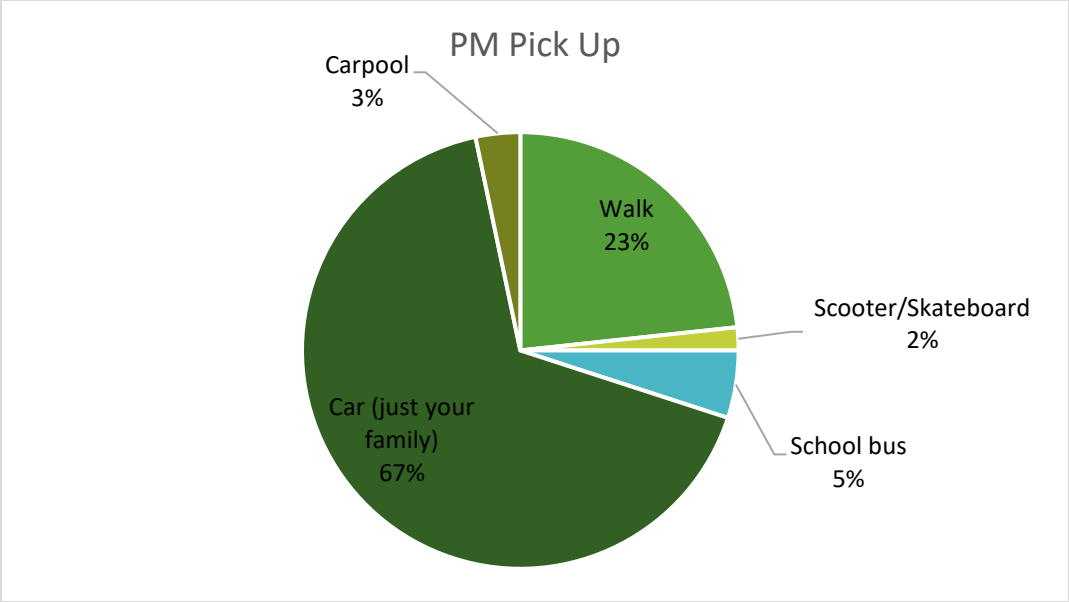
The baseline family survey received 60 responses. The survey responses are summarized below.

4.2.1 Mode Share (Average)

Mode share results from the Community Survey identify driving just as a family is the primary mode choice at 73% in the AM and 67% in the PM. This is slightly higher than the results of the Classroom Survey that identified driving as a family at 65% in the AM and 61% in the PM.

The community survey also demonstrates that 23% of students are walking to school in the AM and PM. Taking the school bus, rolling (scooters/skateboards) and carpooling are other modes identified but with low results. No one responded by cycling or taking public transit to access the school.

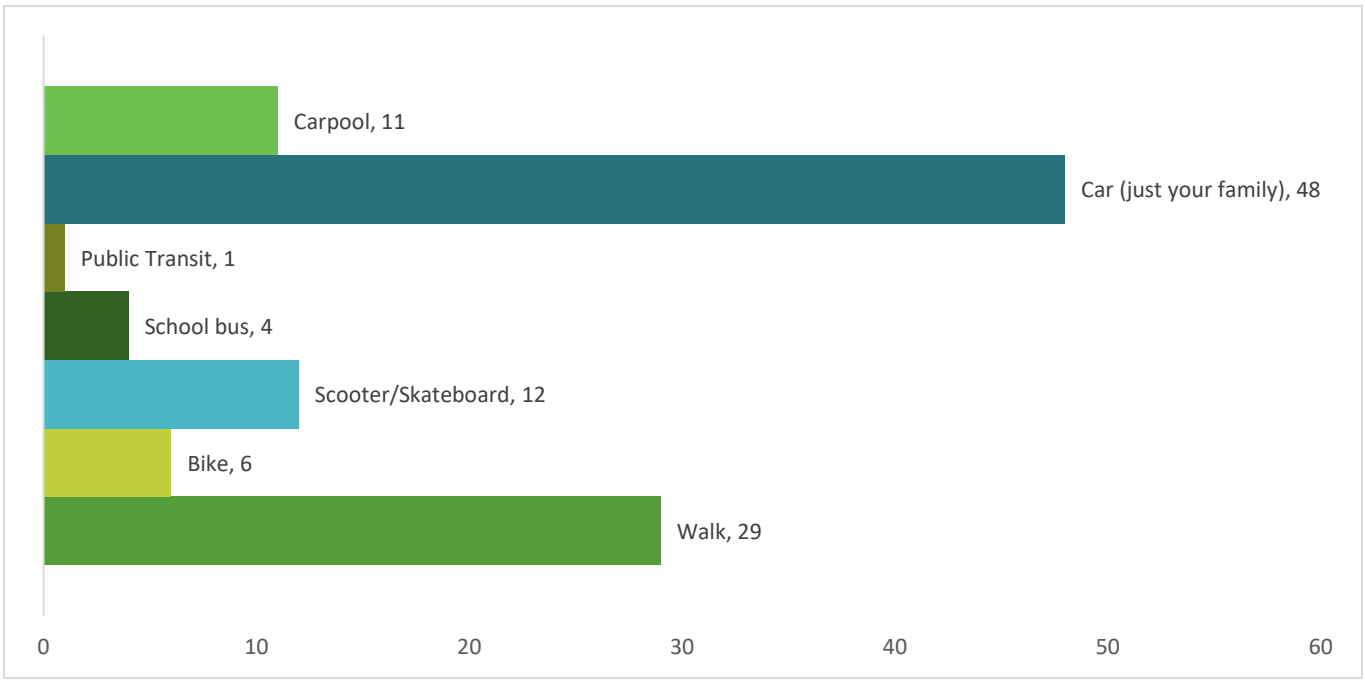




4.3 Mode Share (Options)

Respondents were asked to identify all the modes of transportation they have used to travel or from school in the last year. Participants were able to select all options that applied. This question helps to complement the question above and understand the variety of transportation options the school community uses and the potential to encourage more sustainable modes of transportation.

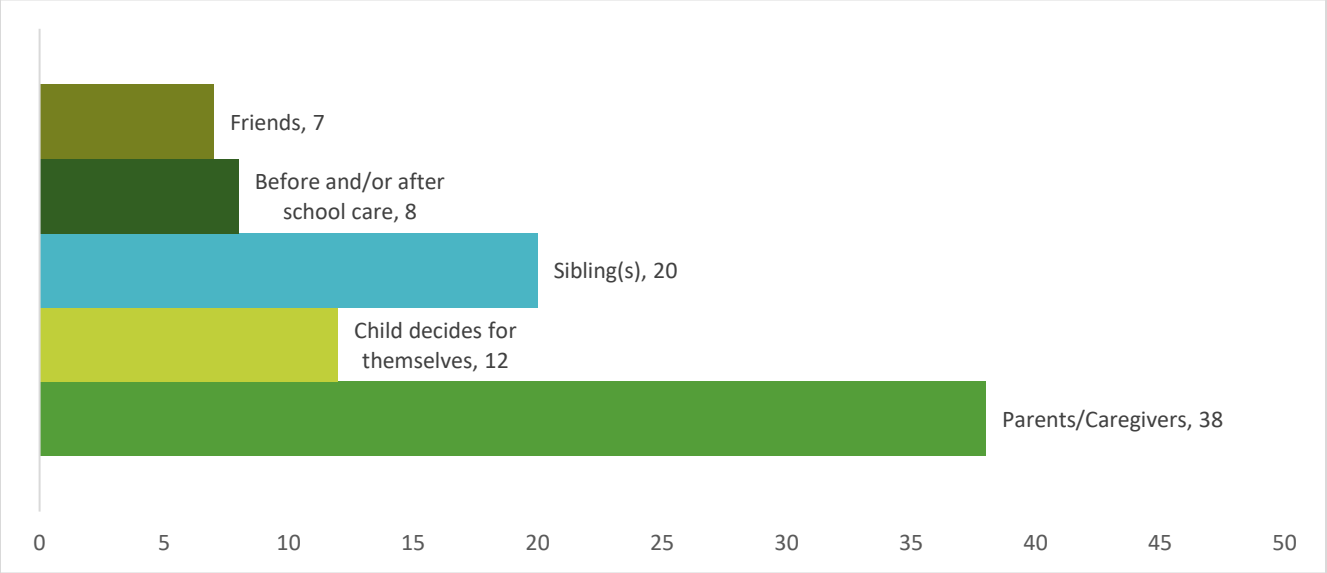
From the results in the chart below, driving just as a family (48 responses), walking (29 responses), rolling such as scooters and skateboards (12 responses) and carpooling (11 responses) are the main forms of transportation used by the school community.



4.4 Travel Companions

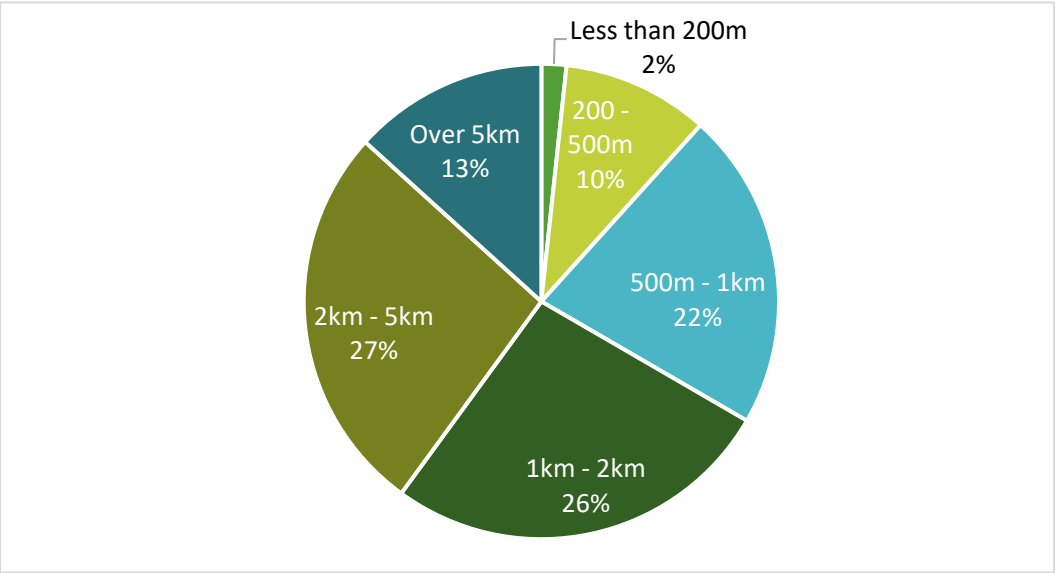
Respondents were asked to identify who is involved in their child/children's journey to school. This could include who is responsible for deciding their mode choice, who accompanies them on the journey and/or coordinates their journey etc.) Participants were able to select all options that applied.

Results in the chart below show that parents/caregivers (38 responses) siblings (20 responses) and the child decides for themselves (12 responses) are the main travel companions and organizers.



Distance from School

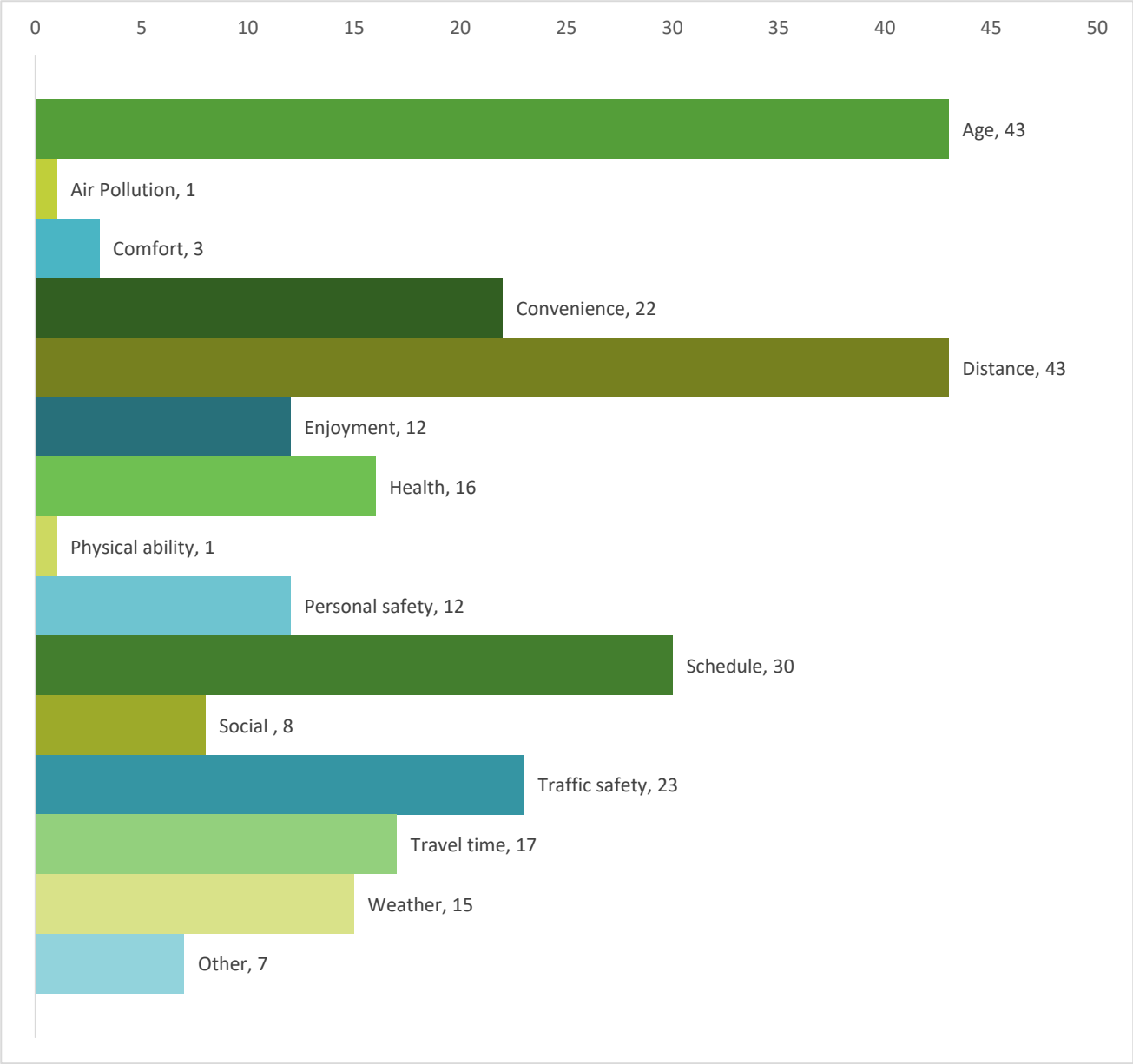
Respondents were asked to identify how far (in metres or kilometres) they live from Uplands Elementary. 40% of respondents live over 2km away from Uplands Elementary. 26% of respondents are within 1 – 2km away and 34% of respondents are less than a kilometre away.



Factors for Mode Choice

Participants were asked to select from the list of options, all the factors that contribute to their child/children's mode choice to and from school. Participants were able to select all options that applied.

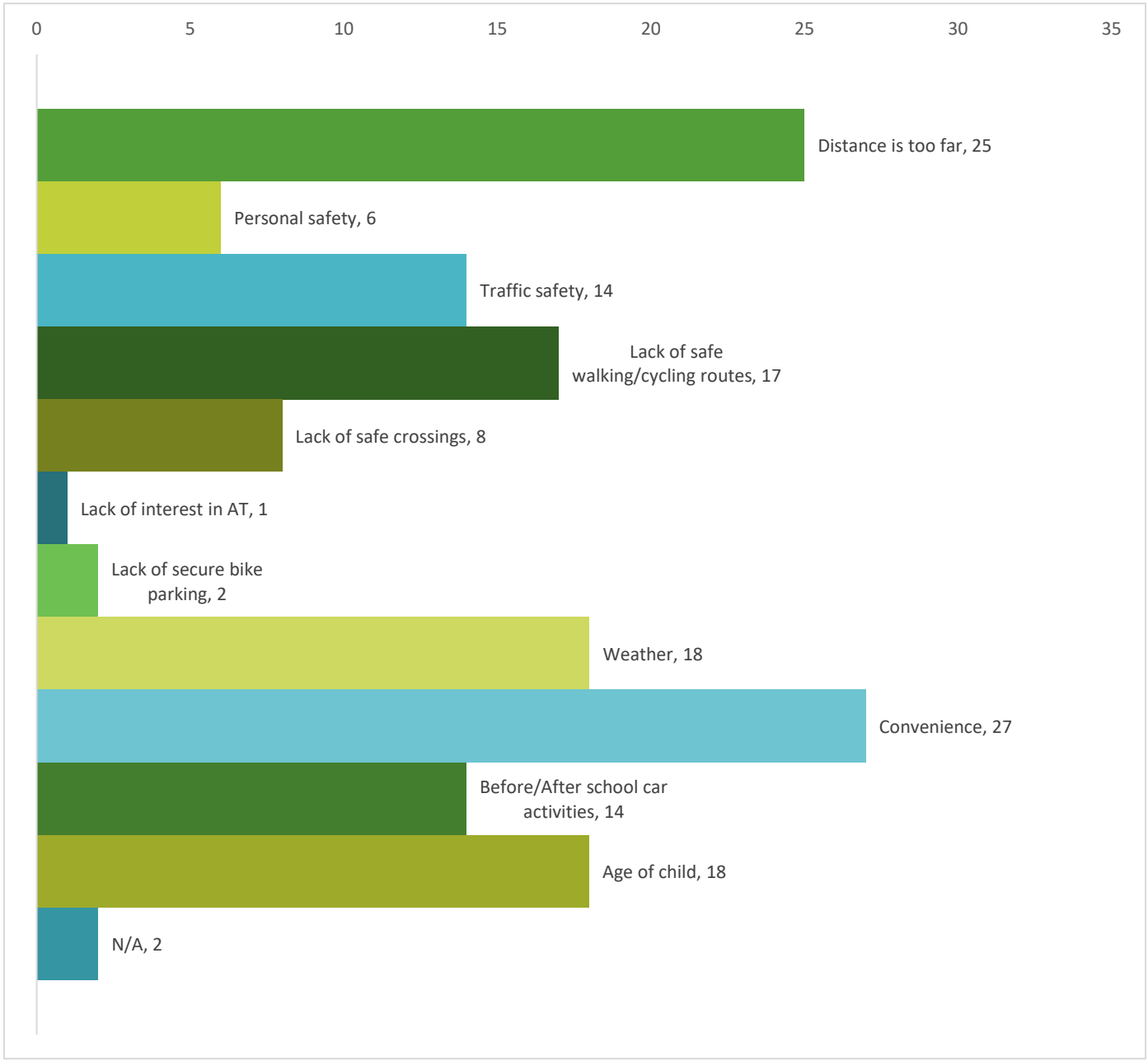
From the results in the chart below, age of the child (43 responses) and convenience (43 responses) were the main factors for choosing their mode choice. When looking at the results of the respondents when asked in the survey what grade their child was in, 22 of the 60 respondents had identified their child was in pre-school or kindergarten. Therefore, age being a main factor for mode choice is understandable. Schedules (30 responses), traffic safety (23 responses), travel time (17 responses) and health and exercise (16 responses) also received high response rates.



Driving Mode Choice (Rationale)

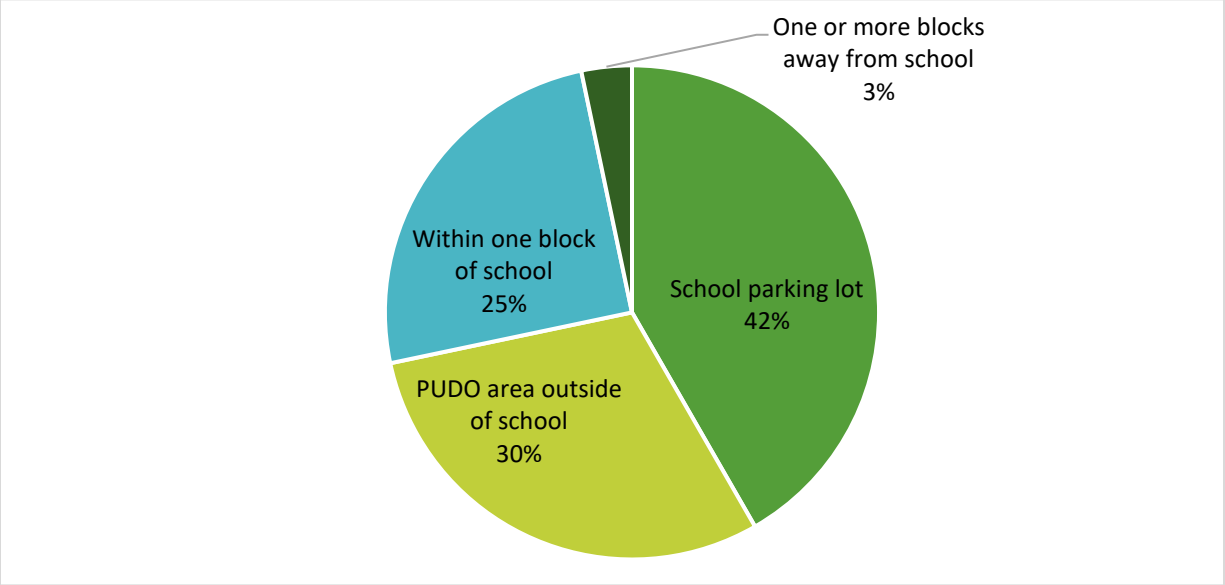
Participants were asked to identify the primary reasons (selecting up to 3 responses) for driving their child/children to school. Convenience/time pressures (27 responses) and distance (25 responses) were the top reasons for driving.

Lack of safe walking and cycling routes (17 responses), traffic safety (14 responses) and lack of equipment (14 responses) were identified as reasons and are relevant to improvements that can be reviewed as part of the Safe Routes to School process.



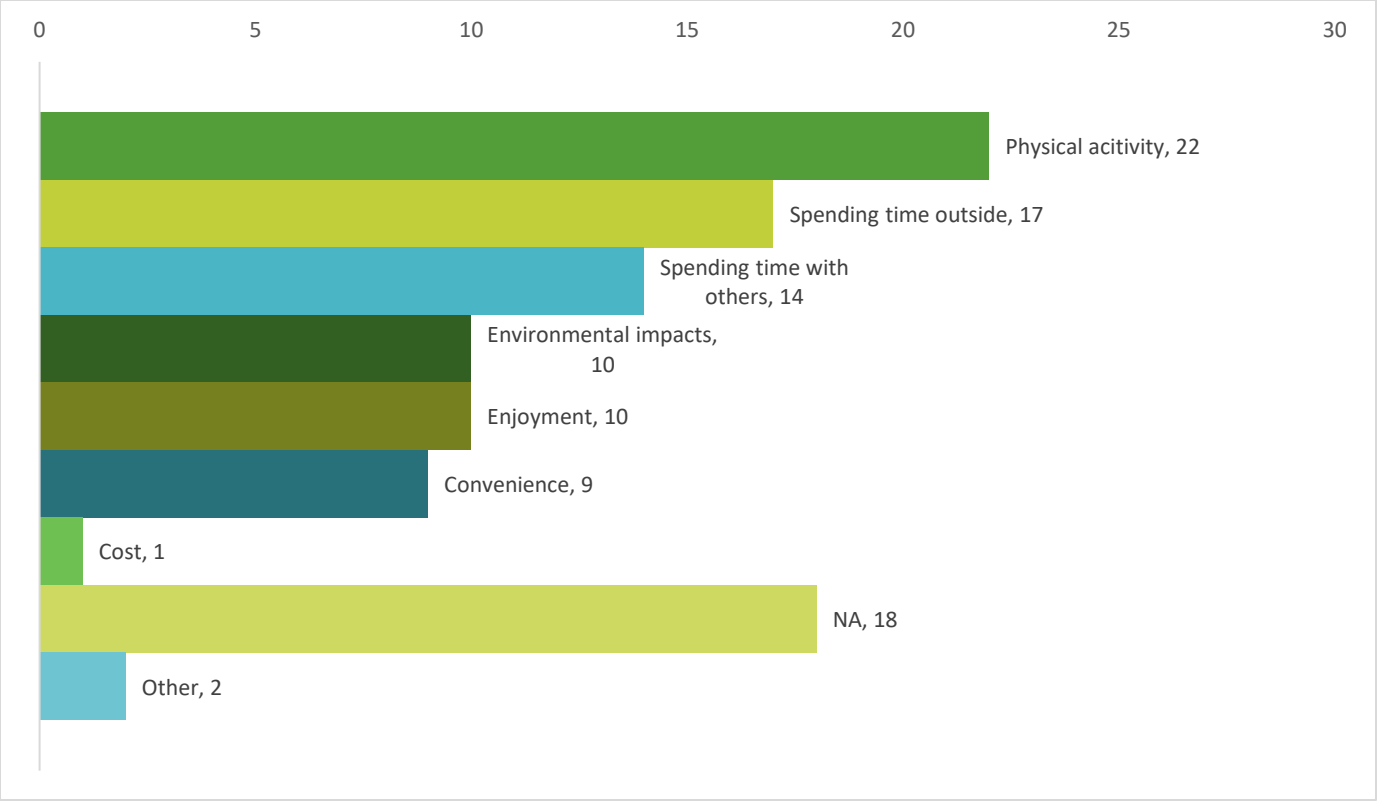
Driving Behaviours (Pick Up / Drop off Locations)

Respondents that drive their child/children to school were asked to identify the pick up and drop off (PUDO) locations they use. As identified in the chart below, 42% of respondents use the school parking lot, 30% of respondents use a PUDO location outside of the school frontage and 25% park within one block of the school. 3% of respondents park further than one block away from the school.



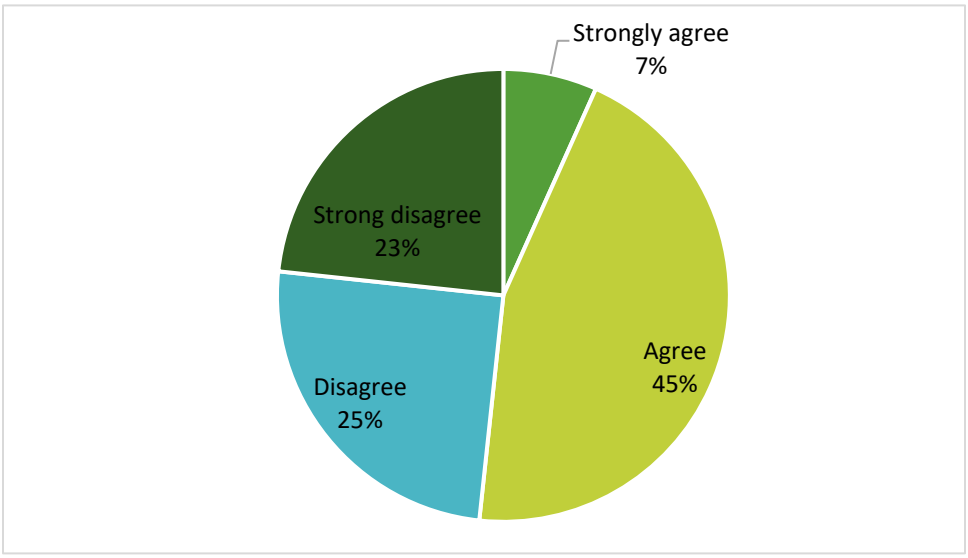
Active Transportation Behaviours (Rationale)

Respondents were asked to identify if/when their child/children uses active transportation (walking, cycling, rolling) to get to school, what motivates them. Respondents were able to select up to 3 answers. As identified in the chart below, the main motivations are getting physical activity (22 responses), opportunity to spend time outside (17 responses) and time to spend with friend and family (14 responses). 18 respondents identified that they do not use active transportation to get to/from school.



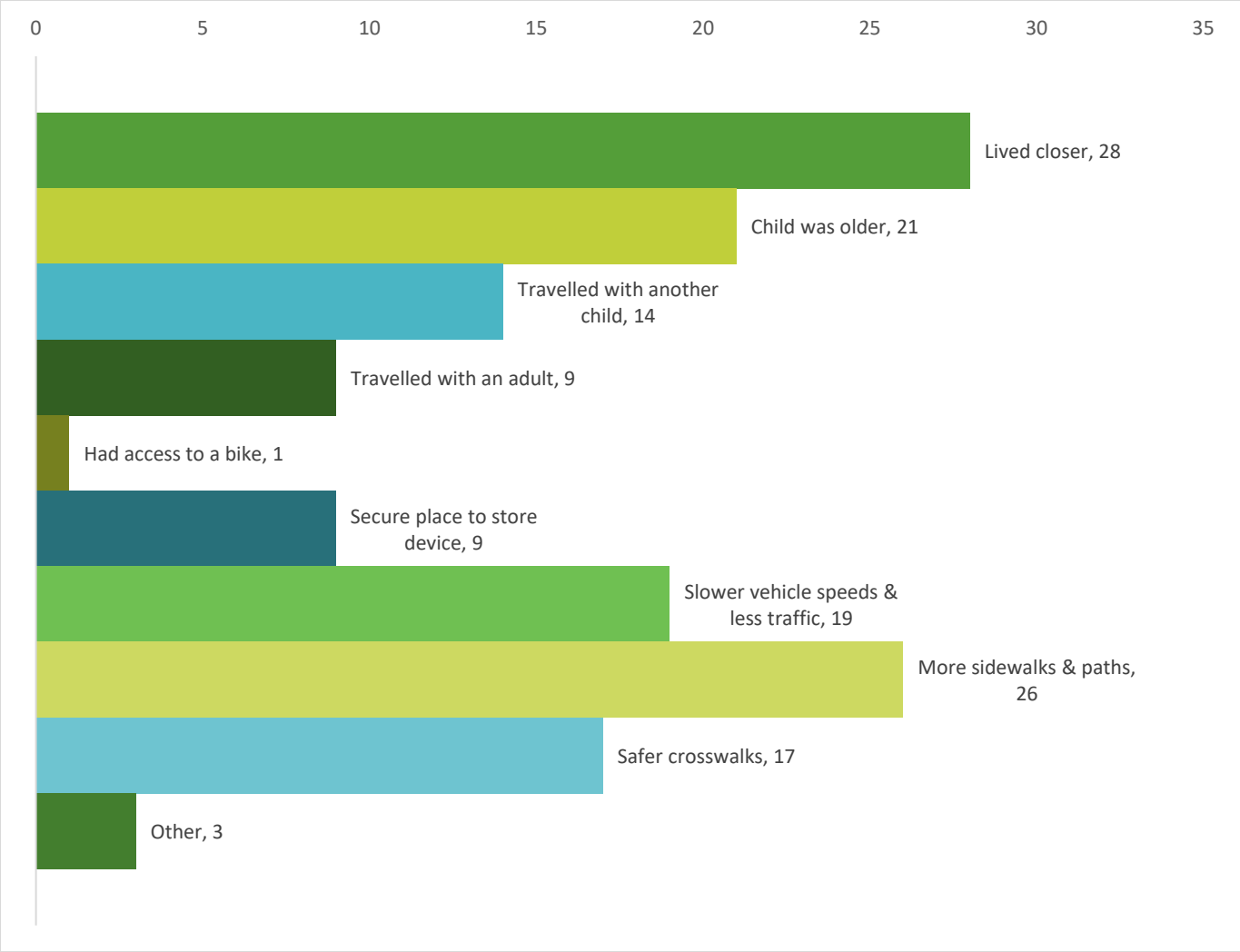
Perceived Safety (Active Transportation)

Respondents were asked their opinion on how safe it is for their child/children to walk, bike or roll to school. As identified in the chart below, the perceived safety is divided. 52% of respondents agree to strongly agree that it is safe, 48% of respondents disagree to strongly disagree that it is safe to walk, bike or roll.



Active Transportation Opportunities

Respondents were asked to identify what they need to encourage their child/children to use active transportation to access school. Participants were able to select their top three options. As identified in the chart below, living closer (28 responses), more sidewalks and pathways (26 responses) and if the child was older (21 responses) received the highest response rate. Slower vehicle speeds (19 responses), safer crosswalks (17 responses) and people to walk/roll with (14 responses) also received high responses and are relevant to potential recommendations through this process. It is important to note that no one responded to the option " I am not willing to encourage them to walk, bike or roll to school".

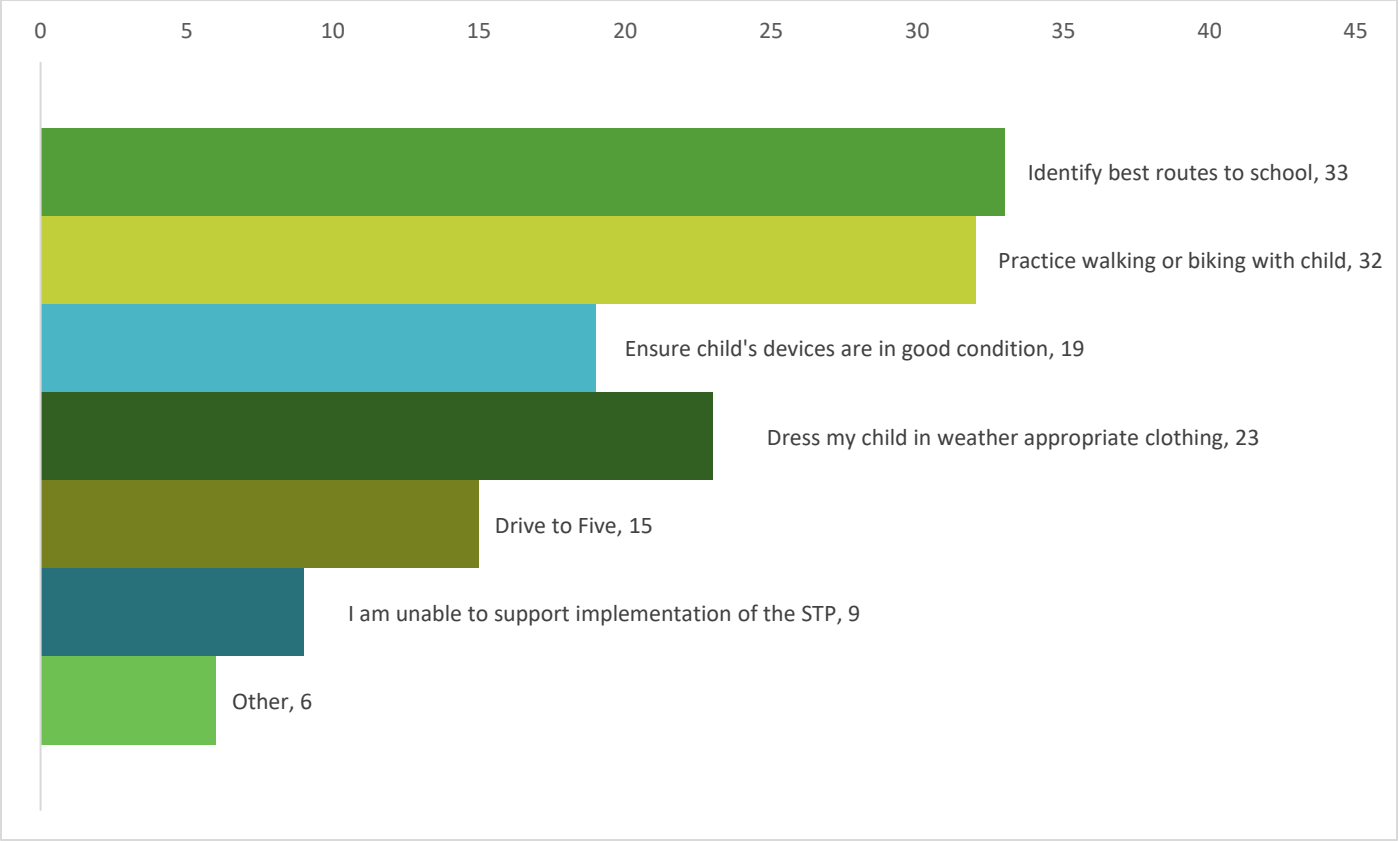


Supporting Active School Travel

Respondents were asked to identify what they are willing to do to help support their child/children in travelling to school by active transportation. Some of the options provided are relevant to the emerging work and recommendations to come from the School Travel Planning process. Participants were able to select as all options that applied to them.

As identified in the chart below, identifying best routes to school (33 responses), practicing walking or biking with their child (32 responses) and ensuring their child is dressed for the weather conditions (23 responses) received the highest responses. 15 respondents identified that they could drive five minutes away and walk their child the rest of the way.
9 respondents identified that they do not have the capacity to support the implementation of the school travel plan.

Of the 6 respondents that identified "other", they explained that they live too far away to travel actively.



5 Vision & Targets

Informed by the school community and the student visioning workshop, Uplands Elementary School has established a vision statement that reflects the school community's priorities, with a focus on making transportation safer and more sustainable in the future.

Uplands Elementary School strives for a safe and accessible environment for everyone to get to and from school with fun and sustainable transportation options. We aspire for a more connected sidewalk network, improved bicycle routes, and improved safety and security that encourage a vibrant and active school community.

The vision statement is complemented by two key goals that support the overall vision of the Safe Routes to School Plan:

Goal 1: Encourage more walking and cycling trips with improved routes to school

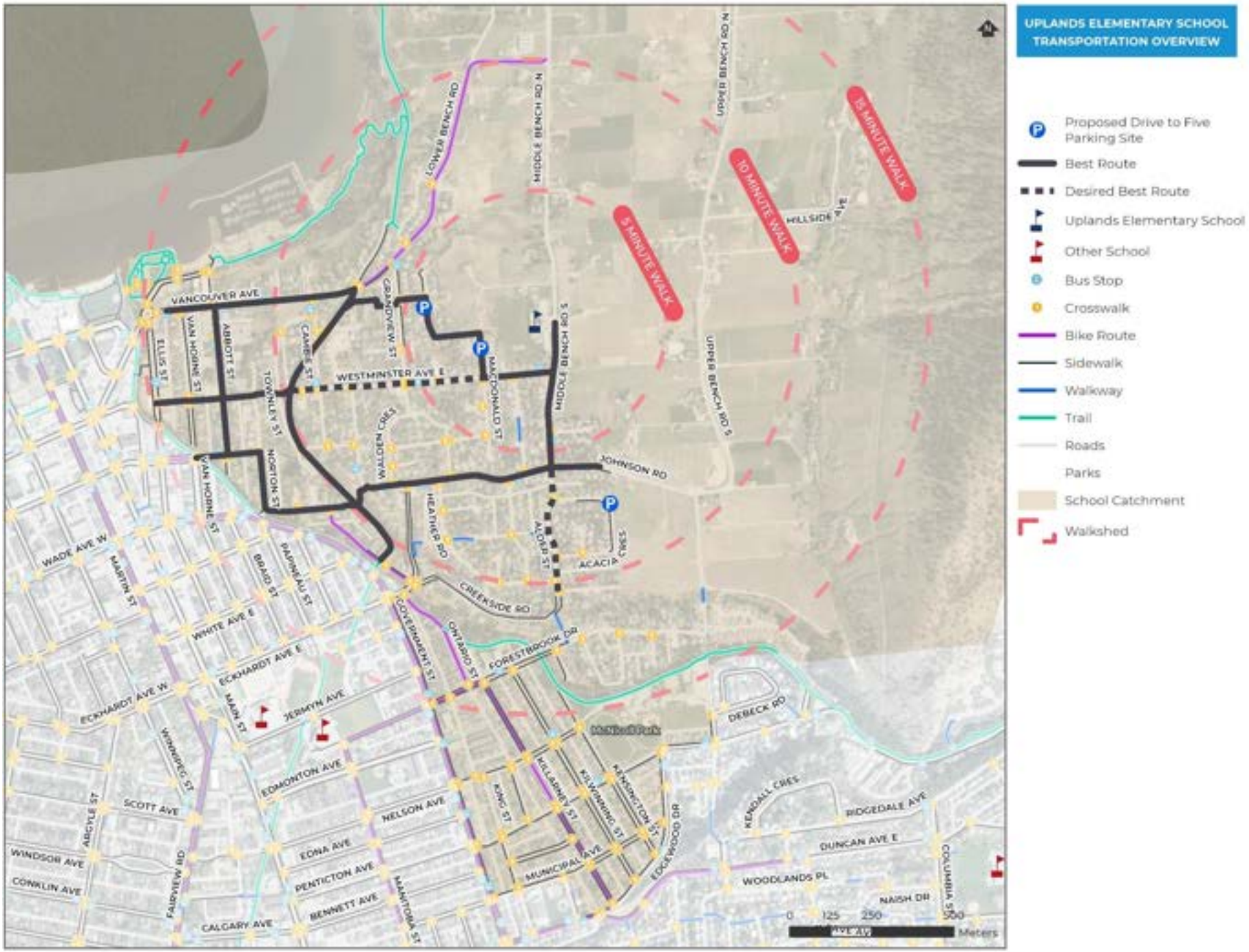
This goal considers encouraging active transportation by communicating and enhancing best routes to school, organizing Drive to Five+ locations and local volunteers, and monitoring travel behaviours through annual student and community surveys.

Goal 2: Increase safety by slowing traffic and providing separate spaces for travel modes

This goal considers safety for all modes (walking, cycling, rolling, driving, and transit). Actions to improve safety are outlined in the action plan and include infrastructure improvements (filling sidewalk gaps, adding traffic calming devices), reducing speed limits in the school zone, and providing educational resources to parents, caregivers, students, and teachers.

6 Best Routes to School Map

The Best Routes to School Map shows the network of streets and trails in the neighbourhood surrounding a school, and highlights routes that students can safely walk and cycle. It can also highlight other useful information such as walking times, the location of traffic lights and pedestrian crossings, bike lanes, transit stops and Drive to Five+ locations. The emerging best routes to school map demonstrates proposed routes that have been informed through the community walkabout, survey results and the PAC meeting.


UPLANDS ELEMENTARY SCHOOL TRANSPORTATION OVERVIEW
Proposed Drive to Five Parking Site
Best Route
Desired Best Route
Uplands Elementary School
Other School
Bus Stop
Crosswalk
Bike Route
Sidewalk
Walkway
Trail
Roads
Parks
School Catchment
Walkshed
5 MINUTE WALK
10 MINUTE WALK
15 MINUTE WALK
VANCOUVER AVE
WESTMINSTER AVE E
JOHNSON RD
LOWER BENCH RD
MIDDLE BENCH RD N
MIDDLE BENCH RD S
UPPER BENCH RD N
UPPER BENCH RD S
HILLSIDE AVE
GRANDVIEW ST
ELLIS ST
VAN HORNE ST
ABBOTT ST
CAMBIE ST
TOWNLEY ST
NORTON ST
MACDONALD ST
WALDEN CRES
HEATHER RD
ALDER ST
ACACIA CRES
CREEKSIDE RD
FORESTBROOK DR
ONTARIO ST
GOVERNMENT ST
WADE AVE W
MARTIN ST
BRAID ST
PAPINEAU ST
WHITE AVE E
ECKHARDT AVE E
ECKHARDT AVE W
MAIN ST
JERMYN AVE
WINNIPEG ST
EDMONTON AVE
ARGYLE ST
SCOTT AVE
WINDSOR AVE
CONKLIN AVE
FAIRVIEW RD
NELSON AVE
EONA AVE
PENTICTON AVE
BENNETT AVE
CALGARY AVE
MANITOBA ST
KING ST
KILLARNEY ST
KILWORTH ST
KINGSTON ST
EDGEWOOD DR
MUNICIPAL AVE
DEBECK RD
KENDALL CRES
RIDGEDALE AVE
DUNCAN AVE E
WOODLANDS PL
NAISH DR
COLUMBIA ST
0 125 250 500
Meters

7 Action Plan

The purpose of the Action Plan is to identify steps for addressing identified transportation issues and achieving the school travel vision for Uplands Elementary. It outlines a list of tasks and activities as well as timelines and who is responsible for implementing the actions. The Action Plan is a living document that should be reviewed and updated by project partners on a regular basis to ensure it stays current and relevant.

The Action Plan has been broken down into four sections:

- Engineering
- Education and Encouragement
- Enforcement
- Evaluation

7.1 Engineering Action Items

The City of Penticton's Transportation Master Plan seeks to create and manage a safe transportation system that supports all ages, abilities and modes of transportation. A key goal identified in the TMP is to ensure residents and workers throughout Penticton have the opportunity to walk to parks, schools, shopping, jobs and other destinations in safety and comfort. This means reducing negative impacts of vehicle traffic and encouraging active travel (walking, cycling, rolling). It should be noted that this approach will contribute to the broader aims of the City of Penticton to enhance the health, livability, and sustainability of our community and therefor aims to reduce congestion and improve safety for those travelling by active means. The following actions are focused on infrastructure for students and caregivers travelling to and from school by walking, rolling, or cycling.

The City of Penticton is primarily responsible for implementing the following recommended engineering actions as they mostly fall within road rights of way. Those actions on the school grounds are to be championed by the School District.

Studies to explore the feasibility or warrant processes for each of the actions are considered in the "resources" and "costs" columns. Changes should come with understanding of traffic impacts to support safe and sustainable transportation options for students and caregivers. The actions below should be considered through a City-wide prioritization process, and align with priorities identified in the City's Transportation Master Plan. Actions identified below suggest solutions for long-term improvements that may require capital planning based on the City's budget and resources available.

The City may consider interim rapid implementation solutions to mitigate some existing challenges that still provide safety improvements. Treatments could include pavement marking delineation, physical separation with parking curbs or bollards to provide space for people walking, or placing planters or other objects on local streets for a traffic calming effect. This approach can also allow the community to get involved through public art programs that beautify the temporary infrastructure, such as intersection murals.

Location	Issue	Recommendation	Responsibility	Cost ($, $$, $$$)
Drive to Five+ Locations: • Uplands Place • MacDonald Street • Acacia Crescent	Congestion near school frontage during pick-up and drop-off	Implement Drive to Five+ locations to support improved pick-up, drop-off at school and encourage walking.	City of Penticton	$
Intersections and pedestrian crossings in school proximity	Pedestrian safety at intersection crossings	Review side streets along Best Routes to Uplands Elementary and implement traffic calming, which could include stop signs at all intersections, curb extensions, leading pedestrian interval at major intersections, turn restrictions and speed reductions.	City of Penticton	$ - $$
School Parking Lot	Changes to school parking lot due to new childcare facility and existing concerns related to student safety travelling parking lot.	Conduct a review of the school parking lot once planning childcare facility is advanced to identify paint, signage and infrastructure improvements. Explore opportunities to restrict school parking lot usage for caregivers with students Grades 3 and below.	School District	$
Middle Bench Road / School Parking Lot frontage	Poor sightlines for vehicles pulling out of parking lot when vehicles are parked along Middle Bench Road	Restrict parking immediately adjacent to exit of parking lot through paint and signage.	City of Penticton	$
Middle Bench Road	Vehicles u-turning on Middle Bench Road and creating safety concerns.	Install centre median flex posts on Middle Bench Road to prevent U-turning	City of Penticton	$
Middle Bench Road, Johnson Road, nearby residential neighbourhoods (including Redlands)	School zone speed limits end too soon and nearby local neighbourhood streets cannot practically support 50 km/h traffic operating speeds.	Review opportunity to reduce speed limit permanently to 30km/hr along major corridors in proximtiy to school (Middle Bench Road and Johnson Road) and on local residential streets west of Uplands Elementary and within Redlands neighbourhood.	City of Penticton	$

Location	Issue	Recommendation	Responsibility	Cost ($, $$, $$$)
Johnson Street	Concerns for pedestrian safety along corridor due to vehicle speeds and lack of separation from modes.	Explore the feasibility to install a sidewalk on the north side that is buffered to protect pedestrians from vehicle traffic.	City of Penticton	$$$
Uplands Place	Pathway from the back of the school connecting to Uplands Place and MacDonald Street requires improvements and regular maintenance	Formalize pathway to improve safety – including a review of feasibility to install stairs/ramp, lighting and railings.	School District	$$$
Westminster Avenue E (Grandview St to Middle Bench)	Concerns of vehicle speeds and visibility due to steep hill approaching intersection.	Conduct review of corridor to explore traffic calming measures. Explore installing at traffic circle/button at Westminster Avenue from Grandview Street to Middle Bench Road to slow traffic.	City of Penticton	$$
Westminster Avenue E	Sidewalk gaps along corridor.	Explore feasibiltiy of filling in sidewalk gaps on Westminster Avenue from Townley Street to MacDonald Street.	City of Penticton	$$
Alder Street	Lack of sidewalk connecting the staircase at Creekside Road to Middle Bench Road.	Explore installing a sidewalk on Alder Street from Redlands Road to Johnson Road.	City of Penticton	$$
Uplands Avenue at Grandview Street	Lack of wayfinding and crosswalk at intersection	Support facilitation to Kettle Valley trail by installing a pedestrian crosswalk and wayfinding signage.	City of Penticton	$ - $$
Lower Bench Road at Grandview Street	Concern of safety of crossing	Install a pedestrian crosswalk on Lower Bench Road to improve pedestrian safety.	City of Penticton	$

Westminster Avenue has been identified as a high-priority that the City will develop a conceptual improvement plan for.

7.2 Education & Encouragement Action Items

The education and encouragement action items provided below are primarily intended to be put into practice by school administration, working in cooperation with essential external collaborators such as the City of Penticton, SD67, and ICBC. Moreover, the Parent Advisory Council (PAC) should play a key role in ensuring that the school community remains engaged and involved.

These action points can be customized to suit the evolving requirements of the school as a culture of active transportation takes root. The subsequent actions are designed to foster awareness, excitement and comprehension of the advantages associated with active transportation, as well as how students and households at Uplands Elementary can seamlessly integrate it into their daily routines.

Action	Resources	Priority	Responsibility
Explore opportunities to increase uptake in students travelling by school bus through a broader catchment and/or increased communication to caregivers.	N/A	High	School District and School Administration
Organize Walking School Bus groups to facilitate group travel for students walking and cycling along the Kettle Valley Rail Trail.	City of Vancouver Walking School Bus Safe Routes to School National Partnership: How to Start a Walking School Bus at Your School	Medium	School Administration and PAC
Collaborate with ICBC to incorporate educational materials and programs related to active transportation into coursework and school events.	ICBC Road Safety for Educators	Medium	PAC & School Administration
Work with teachers to add active and sustainable transportation-related content into regular coursework and lectures, as well as utilize active and sustainable transportation whenever possible when travelling for school field trips.	City of Toronto - Active and Safe Routes to School: Teachers Kit Metrolinx – Active and Sustainable School Transportation - Lesson Plans for Ontario Curriculum	Medium	School District & School Administration
Work with a third-party provider that specializes in skills training for youth. Provide instruction for the use and benefits of various active modes and road safety lessons as they relate to active transportation.	Safe Routes to School National Partnership: Roll Bicycle Education into your Physical Education Program Safe Routes to School National Partnership: Bike Rodeos	High	City of Penticton, School District & School Administration

Action	Resources	Priority	Responsibility
Incorporate BC Transit's Ready to Roll transit education program into lessons and special events (such as Earth Day or other environmental events)	BC Transit – Bus Ready	High	School Administration
Make regular announcements and mount posters at school encouraging students to walk, bike, and take transit to school and related events to keep active and sustainable transportation top of mind and highlight its benefits.	Green Communities Canada – School Safety Zone I Spy Card School Travel Planning: Sample School Newsletter	High	School Administration and PAC
Participate in active transportation events and programs including Go By Bike Week.	Go By Bike Week	High	City of Penticton, School Administration and PAC

7.3 Enforcement Action Items

The enforcement action items below are primarily meant to be implemented by the RCMP and ICBC. Uplands Elementary administration should coordinate with the RCMP to plan visits and indicate problem locations that should be investigated. It is also important that Uplands emphasize the education component of enforcement by communication with students and parents about enforcement issues.

Action	Status	Responsibility
Work with RCMP to conduct safety blitz to enforce speeds and other road safety concerns in the school area. A safety blitz should be programmed at least twice a year, including at the start of the school year	High	RCMP
Conduct quarterly community safety audits along Best Routes.	High	RCMP & Bylaw
Monitor and collect speed data, motor vehicle volumes, and safety compliance to evaluate engineering improvements annually.	High	City of Penticton & RCMP

7.4 Evaluation Action Items

The evaluation action items below are primarily intended to be implemented by Uplands Elementary in collaboration with the City of Penticton. It is now up to Uplands and the City to champion this process, evaluate progress, and update the Action Plan accordingly.

Action	Responsibility
Establish regular communication check-ins between the school and City staff to discuss implementation efforts and opportunities.	City of Penticton, School District, School Administration
Conduct annual Hands-Up surveys and share results with partners to understand travel behaviour.	School Administration
Participate in annual Bike Walk Roll Week for data collection and benchmarking.	City of Penticton, School Administration
Identify metrics such as speeds, hands up survey results, number of events hosted, resources used by educators, etc. to capture a change, if any, in school travel behaviour initiatives.	School District, School Administration and PAC
Conduct survey with school community after one-year of implementation to understand issues and successes.	City of Penticton
Review and update action plan annually to reflect accomplishments, gaps and new opportunities.	City of Penticton

APPENDIX A:

Classroom and Community Survey Forms

School Travel Survey

INTRODUCTION

We want to hear from you!

Your child's (or children's) school is participating in the City of Penticton's School Travel Planning process. This program works with the City, school district, school administration, caregivers, and students to create a safe and comfortable environment for students to walk, wheel, and roll to school wherever possible.

The purpose of this survey is to better understand your family's school travel choices and identify any existing transportation challenges and opportunities for improvement. The survey results will inform the development of an action plan and help to ensure that this plan considers the needs of all members of the school community.

This survey will take approximately 10 minutes to complete. Please complete only one survey per family.

Personal Information Notice:
To protect your privacy, all information collected in this survey will remain strictly confidential. You are not required to provide your name or contact information.

ABOUT YOU AND YOUR FAMILY

1. **Which school does your child (or children) attend?**

☐ Carmi Elementary School
☐ Uplands Elementary School

2. **How many children in your family attend this school?**

☐ One
☐ Two
☐ Three or more

3. **What grade is your child in?**
If you have multiple children at the school, you may select multiple grades.

☐ Pre-school
☐ Kindergarten
☐ Grade 1
☐ Grade 2
☐ Grade 3
☐ Grade 4
☐ Grade 5

TRAVEL CHOICES

4. **How does your child (or children) typically get to and from school?**
If the trip involves more than one mode (e.g. drive part way and walk part way), choose the mode that is used for the majority of the trip. Choose one from each column.

To School

☐ Walk
☐ Bicycle
☐ Scooter or skateboard
☐ School bus
☐ Public transit
☐ Car (just your family)
☐ Carpool (2 or more families)

From School

☐ Walk
☐ Bicycle
☐ Scooter or skateboard
☐ School bus
☐ Public transit
☐ Car (just your family)
☐ Carpool (2 or more families)

5. **During the last year, did your child (or children) at this school travel to/from school <u>at least one time</u> by any of the modes below?** Please select all that apply.

- ☐ Walk
- ☐ Bicycle
- ☐ Scooter or skateboard
- ☐ School bus
- ☐ Public transit
- ☐ Car (just your family)
- ☐ Carpool (2 or more families)

6. **Approximately, how far away do you live from the school?**

- ☐ Less than 200 metres
- ☐ 200 – 500 metres
- ☐ 500m – 1km
- ☐ 1 – 2km
- ☐ 2 – 5km
- ☐ Over 5km

7. **Who is usually involved in your child(s) journey to school (i.e., deciding on mode, accompanying them on the journey, coordinating their journey, etc.)? Please select all that apply.**

- ☐ Child decides for themself
- ☐ Sibling(s)
- ☐ Parents or caregivers
- ☐ Before and/or after school care
- ☐ Extended family
- ☐ Friends
- ☐ Community volunteers
- ☐ Other

8. **What are the factors that contribute to your child(s) travel mode to/from school?** Check all that apply.

- ☐ Age (e.g., child is too young/old enough to travel alone)
- ☐ Air pollution (e.g., idling vehicles)
- ☐ Comfort (e.g., seating at bus stop, quiet streets, etc.)
- ☐ Convenience
- ☐ Distance (to school)
- ☐ Enjoyment
- ☐ Health (e.g., exercise)
- ☐ Physical ability (e.g., disability of child and/or caregiver)
- ☐ Personal safety (e.g., bullying, crime, etc.)
- ☐ Schedule (e.g., extra-curriculars, care, employment, etc.)
- ☐ Social (e.g., connecting with your child/neighbours, your child connecting with friends, etc.)
- ☐ Traffic safety (e.g., speeding, distracted driving, etc.)
- ☐ Travel time
- ☐ Weather
- ☐ Other

If other, please specify: [open text]

DRIVING TO SCHOOL

9. **If/when you drive your child (or children) to/from school, what are your primary reasons?** Please select up to three (3) responses.

- ☐ Distance is too far for walking or cycling
- ☐ Personal safety concerns (e.g. bullying, strangers, crime)
- ☐ Traffic safety concerns (e.g. too much traffic or speeding vehicles)
- ☐ Lack of safe or accessible walking/cycling routes
- ☐ Lack of safe street crossings
- ☐ Lack of equipment (bike, bike lock, scooter, or skateboard)
- ☐ Lack of interest in walking/cycling
- ☐ Lack of secure bike parking and amenities
- ☐ Poor weather
- ☐ Convenience/time pressures (e.g. parent on the way to work or other activities)

- ☐ Student has before or after school activities (e.g. sports, daycare, band)
- ☐ Age of child (too young to walk/bike)
- ☐ N/A - we do not drive to/from school
- ☐ Other (please specify): _____

10. If/when you drive your child (or children) to/from school, where do you typically drop them off and pick them up?

- ☐ In a pick-up/drop-off area outside the school
- ☐ Within one block of the school
- ☐ One or more blocks away from the school

WALKING, BIKING, AND ROLLING TO SCHOOL

11. If/when your child (or children) walk, bike, or roll to school, what motivates them?
Please select up to three (3) responses.

- ☐ Getting physical activity and exercise
- ☐ Opportunity to spend time outside
- ☐ Opportunity to spend time with others (family and/or friends)
- ☐ Good for the environment
- ☐ More fun than driving or transit
- ☐ More convenient than driving or transit (avoid traffic, don't have to park, etc.)
- ☐ Cheaper than driving or transit
- ☐ Don't have access to a car
- ☐ N/A - we do not walk/bike/roll to/from school
- ☐ Other (please specify): _____

12. I would encourage my child (or children) to walk, bike or roll (using a scooter, skateboard, or wheelchair) to school if...
Please select up to three (3) responses.

- ☐ They lived closer to school
- ☐ They were older
- ☐ They were with another child
- ☐ They were with an adult

- ☐ They had a working bike, scooter or skateboard
- ☐ They had a secure place to store or lock their bike, scooter or skateboard
- ☐ There were slower vehicle speeds and/or less traffic on the route to school
- ☐ There were safer places to walk, bike, scoot, and skateboard (more sidewalks or paths)
- ☐ There were safer places to cross the street
- ☐ There was better street lighting
- ☐ I am not willing to encourage them to walk, bike or roll to school
- ☐ Other (please specify): _____

13. In your opinion, is your neighbourhood safe for children to walk, bike, or roll (using a scooter, skateboard, or wheelchair) to school?

- ☐ Strongly agree
- ☐ Agree
- ☐ Disagree
- ☐ Strongly Disagree

14. I am willing to help support my child (or children) to walk, bike, or roll to/from school by...
Please select all that apply.

- ☐ Identifying the most appropriate route to school
- ☐ Practicing walking or biking with my child to school on a weekend
- ☐ Ensuring my child's bike, scooter, or skateboard is in good working condition
- ☐ Making sure my child has proper clothing to walk or ride in the rain or cold
- ☐ Parking at least five minutes away from school and walking the rest of the way
- ☐ Volunteering to organize events such as Walking Wednesdays
- ☐ Registering for a bike skills course
- ☐ I do not have capacity or am unable to support development and implementation of the School Travel Plan
- ☐ Other (please specify): _____

15. Please provide any additional information or concerns that you would like to share or that may not have been mentioned in the previous questions.

THANK YOU!

Uplands Elementary

Classroom Hands-Up Student Survey

Purpose: The City of Penticton is conducting a School Travel Plan at Uplands Elementary. The purpose of a School Travel Planning process is to empower individuals and groups to work with their school community to plan initiatives that increase safety for students traveling to school, and to increase the number of students traveling to school in a physically active manner (e.g. walking, cycling, riding a scooter, etc.). This survey will help gather baseline data to determine how students are currently travelling to school.

School Name:

Grade: _____ **Room/Class #:** _____ **# of Students:** _____

Teacher: _____ **Dates:** Day 1 _____ to Day 4 _____

Ask Students: "How did you travel to school this morning?" Ask them to raise their hand if they:

Day	Weather	Mode of Transportation								
	Today's weather (e.g. rainy)	Walked	Biked	Rolled (Skateboard, scooter, wheelchair, etc.)	School Bus	Public Transit	Car with just my family	Car with my friends	Other? (can include more than one mode)	Total
1										
2										
3										
4										
Total										

Note: This survey is based on Green Communities Canada's family survey developed by the University of Toronto (Dr. Guy Faulkner); www.saferoutestoschool.ca. The survey has been modified to fit the current context for City of Penticton.

Ask Students: "How will you travel from school today?" Ask them to raise their hand if they:

Day	Weather	Mode of Transportation								
	Today's weather	Walked	Biked	Rolled (Skateboard, scooter, wheelchair, etc.)	School Bus	Public Transit	Car with just my family	Car with my friends	Other? (can include more than one mode)	Total
1										
2										
3										
4										
Total										

Note: This survey is based on Green Communities Canada's family survey developed by the University of Toronto (Dr. Guy Faulkner); www.saferoutestoschool.ca. The survey has been modified to fit the current context for City of Penticton.

Council Report

penticton.ca

Date: May 21, 2024
To: Anthony Haddad, City Manager
From: Kristen Dixon, GM of Infrastructure

Subject: **Park, Playground, and Residential Speed Zones**

Staff Recommendation

THAT Council receive into the record the report dated May 21, 2024, titled "Park, Playground, and Residential Speed Zones";

AND THAT Council direct staff to send a letter to the Province outlining the City of Penticton's approach to reducing speed, and express support for municipal autonomy in setting default speed limits.

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.

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

Background

The City has recently completed its first two Safe Routes to School Plans, one at Uplands Elementary and one at Carmi Elementary. The City has also revamped its Neighborhood Traffic Management Policy, which was created to ensure that Penticton's streets are livable, contribute to community capacity, and offer safe and inclusive travel choices. And most recently, the City launched its "Friendly Streets" initiative, aimed at combining transportation safety projects with community activations. All of the initiatives support Council's priorities for a safe, livable, vibrant and connected community.

As was noted in the separate report titled "Safe Routes to School Update," roughly half of the survey respondents through the first two Safe Routes to School Plans felt that it was not safe for their children to walk or roll to school. When asked what they need to encourage their children to use active transportation,

the most frequent comment (not including living closer to school or the age of their child) was more/better infrastructure, slower vehicle speeds and less traffic.

This type of feedback echoes the feedback that the City regularly receives through various Neighborhood Transportation Safety requests. They overlap in that many of our residential streets form the key routes to our schools, particularly when those using active modes are utilizing residential streets to bypass high volume roads like Government or Main Street. Unfortunately, the majority of these residential routes, despite also being key routes for students, are not protected by the 30km/hr reduced speed associated with School Zones as those reductions are typically limited to the direct school frontage.

A separate, but also related issue, is that reduced speed zones associated with schools (and playgrounds for that matter) have specific hour limitations, schools being 8-5 Monday to Friday, while park zones are dawn to dusk. These hours do not reflect the fact that school facilities (playgrounds, fields, and even the buildings themselves) are key community amenities that are often used outside regular school zone hours, including evenings and weekends. This is exacerbated by the fact that when responding to concerns in these zones, staff are currently required to design traffic calming measures that can still support the higher 50km/hr speed off-hours, meaning that the measures are largely ineffective when they are actually required.

The Motor Vehicle Act (Provincial legislation) sets the current default speed limit for roads in BC to 50km/hr unless otherwise posted. Over the past five years or so, many municipalities have been piloting (or fully implementing) reduced speed zone areas, and the issue of "default speed zone" setting was raised and discussed at UBCM and resulted in a letter to the Ministry of Transportation and Infrastructure. The Minister responded in early 2022, and reaffirmed municipal authority to set and change speed limits as they deem appropriate with the use of signage. In their response, they also clarified that signage was not necessarily required on every block of every street, but that each municipality should consider a variety of factors in determining frequency and placement of signage. They also expressed interest in hearing how other communities are approaching lowering speeds and their commitment to continue to work together to expand networks of active transportation to meet Clean BC goals.

Financial implication

The estimated cost to replace the school zone and park zone signage is roughly $15,000 and can be completed within the City's existing budgets.

Climate Impact

Converting vehicle trips to active trips is a key goal in the Community Climate Action Plan, which notes that 54% of our community emissions are 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 kilometres travelled by 13%. The City plans to do this by:

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

Reducing speeds in residential, school and playground zones will support conversion of trips to active transportation.

Analysis

There is growing support and recognition of the benefits of lower vehicle speeds through residential areas as well as in and around school zones and playground zones. Reducing speed limits supports road safety and neighbourhood liveability. Slower streets contribute to improved comfort for pedestrians and cyclists and decreased noise levels. When they do occur, collisions with vulnerable road users at 30km/hr or less correlate with a 10% probability of death when compared to a 30% probability of death at 40km/hr or 85% at 50km/hr.

In recognition of these above noted issues and the growing science on transportation safety, staff are proposing two solutions:

1. Convert school and playground zones to permanent 30km/hr zones, 24 hours a day, 7 days a week:

   Permanent 30km/hr zones would better support the broader community usage of these amenities and clarify expectations of motorists in these areas. It will also allow the City to design traffic calming measures that reflect the desired speed of 30km/hr rather than the 50km/hr limit that is currently permitted in these zones at certain times of day. The estimated cost to replace the school zone and park zone signage is roughly $15,000 and can be completed within the City's existing budgets. Staff propose to upgrade the signage in advance of the school year in September, which would allow plenty of time over the summer to inform the community.

Example School Zone Signage



*(Photo Credit: City of Saanich)

2. Continue to evaluate 30km/hr zones in residential areas on a case-by-case basis:

While the City has already created a number of these areas, including in the downtown, along the lakeshore, and in other unique areas of the City, there are additional areas that would benefit from reduced speeds, including ones that are identified through the Safe Routes to School program and the Neighborhood Traffic Management Policy. As noted above, under the Motor Vehicle Act, the default speed is 50km/hr unless otherwise posted. This means that in order for the City to create lower speed residential zones, the City will continue to have to sign each area as they are implemented. Staff are cognizant of the issue of sign clutter in the community and will carefully consider signage placement and implementation to minimize this impact.

Also as noted above, in response to the UBCM advocacy the Province welcomed feedback from municipalities on how they were reducing speeds in their communities to achieve Clean BC goals and targets. It is recommended that the City send a letter to the Province outlining Penticton's approach, including our support for increased autonomy as it relates to the default limit.

It is important to note that a successful neighbourhood speed reduction program requires more than just the implementation of new speed limit signs, albeit the number and placement of the speed limit signs is very important for the purpose of driver awareness and successful enforcement. Awareness and education campaigns are important, as are physical measures (such as traffic calming) to support the posted speeds. Both of these will also be implemented alongside the speed reduction initiatives to ensure the most successful outcomes.

Both of the above proposed measures were reviewed and supported by the Transportation Safety Working Group, which includes representatives from RCMP, ICBC, Bylaw and Interior Health. These initiatives are also consistent with the City's existing programs and Council's priorities.

Alternate recommendations

Should Council not wish to send a letter to the Province, Council could simply receive the report for information with the following resolution:

> THAT Council receive into the record the report dated May 21, 2024, titled "Safe Routes to School Update".

Respectfully submitted,

Kristen Dixon, P.Eng, MBA
General Manager of Infrastructure

Concurrence

Director of Finance and Administration	City Manager
AMC	AH

Council Report

penticton.ca

Date: May 21, 2024 File No: RMS/123 Front St
To: Anthony Haddad, City Manager
From: Audrey Tanguay, Planning Manager
Address: 123 Front Street

Subject: **Development Permit PL2023-9703**
Development Variance Permit PL2023-9704

Staff Recommendation

THAT Council approve "Development Variance Permit PL2023-9704" for Lot A District Lot 202 Similkameen Division Yale District Plan EPP76240, located at 123 Front Street, a permit to vary the following sections of Zoning Bylaw 2023-08:

1. Section 11.5.2.5.a: to increase the maximum allowable height on Front Street from 15 m to 17 m.
2. Section 6.1.5.4: to increase the maximum number of small car spaces permitted from 25% to 35%.

AND THAT Council approve "Development Permit PL2023-9703" for Lot A District Lot 202 Similkameen Division Yale District Plan EPP76240, located at 123 Front Street, a permit to approve the form and character of a five (5) storey, 48 residential unit, mixed-use apartment building.

Strategic Priority Objective

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

Background

The subject property is located on the north side of Front Street between Veterans Way and Lakeshore Drive East. The property is approximately 1120 m^2 in size, and is currently an empty lot. A development permit and development variance permit was previously approved by Council on the subject property in 2017. That proposal was for a 5 storey, mixed use building, with a variance to increase the height from 15 m to 18.97 m. The developer never went ahead with the proposal, and the permits expired after two years as per the Local Government Act.



Figure 1 – Property Location Map

The subject property is zoned C5 (Urban Centre Commercial) in the Zoning Bylaw and is designated 'Downtown Mixed Use' by the Official Community Plan.



Figure 2 – Conceptual Rendering

Proposal

The applicant is proposing to construct a 5 storey, 48 residential unit, mixed-use apartment building (Figure 2) on the subject property (Figure 1). The plans show 22 parking spaces with EV ready, 7 class 2 bicycle parking spaces for visitors, and 28 class 1 bicycle parking spaces for residents of the proposed residential units.

As per the City's Development Procedures and Delegation Bylaw No. 2023-42, this Development Permit requires Council approval as the proposal has a floor area greater than 2800 m^2.

Additionally, the applicant has applied for two variances for this development proposal. A variance is required to increase the maximum allowable height from 15 m to 17 m, which would be approximately the same height as the building located at 135 Front Street. The applicant has also applied for a variance to increase the maximum number of small car spaces permitted from 25% to 35%.

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

Council adopted the Community Climate Action Plan (CCAP) in 2021. The proposed development is consistent with the following aspects of the CCAP:

- **Shift Beyond the Car:** Encourage active & accessible transportation and transit
    - The development is proposing a reduction in parking spaces, encouraging residents to use alternative means of travel.
    - The location of the development has various transit stops nearby on Main St, Lakeshore Dr E, Vancouver Ave, and Ellis St.
    - Secure storage is provided for 28 bicycles, intended for use exclusively for residents.
    - Short term bicycle parking for 7 bicycles is provided near the front entrance of the building, intended for visitors of the proposed mixed-use building.
- **Electrify Passenger Transportation:** Accelerate the adoption of zero-emissions vehicles
    - The development permit plans show the installation of 20 EV ready chargers, one for each proposed parking space.

This building will be required to meet Step 2 of the BC Energy Step Code. Step 2 requires new builds to be at minimum 10% more efficient than the base 2018 BC Building Code, with a goal of being Net Zero Ready for new construction by 2032.

Technical Review

The proposed mixed use building was reviewed by the Technical Planning Committee, a group of City staff from various departments who review development applications. Future road upgrades along Veterans Way will be required as part of the future building permit which has been relayed to the applicant.

Development Statistics

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

	C5 Zone Requirement	Provided on Plans
Minimum Lot Width*:	9.0 m	36.6 m
Minimum Lot Area*:	275 m^2	1119.9 m^2
Maximum Lot Coverage:	100%	82.6%
Maximum Density:	6.0 Floor Area Ratio (FAR)	2.7 FAR
Vehicle Parking:	Minimum 1 parking space per dwelling unit Small car spaces: Maximum 25% of required parking spaces can be designated as small car. **Total: 6 maximum** **Total: 48 required**	**22 parking spaces provided** **7 small car spaces provided** **(35%)** – variance requested **Total: 22 spaces**
Level 2 Electric Vehicle (EV) Ready Chargers:	**Total Required: 20 chargers**	**Total EV Ready Chargers Provided: 20 chargers**
Bicycle Parking:	Class 1 (secured): 0.5 per dwelling unit **(24 spaces required)**	Class 1 (secured): 28 spaces provided Class 2 (racks): 7 spaces provided

	C5 Zone Requirement	Provided on Plans
	Class 2 (racks): 0.1 per dwelling unit **(5 spaces required)** **Total: 29 spaces required**	 **Total: 35 spaces provided**
Required Setbacks Front Yard (Front St): Side Yard (east): Side Yard (west): Rear Yard (lane):	 0.0 m 0.0 m 0.0 m 0.0 m	 0.0 m 0.0 m 1.0 m 4.0 m
Maximum Building Height	Front St: 15 m	17 m – variance requested
Other Information:	*Lot width and lot area are only applicable at the time of subdivision.	

Analysis

Support Development Permit

The Official Community Plan (OCP) designation for the subject property is 'Downtown Mixed Use', which supports higher-density 5 storey maximum on Front Street (Figure 3). This proposal fits with the envisioned future land use in this area.



Figure 1 - OCP Designation

The proposed development is considered within the Downtown Development Permit Area of the OCP, with the main goal of maintaining and strengthening a vibrant, active and livable downtown by creating a high-quality public realm, and supporting local businesses and creating opportunities for people to live in the Downtown neighbourhoods . The proposed development has been designed with the OCP design guidelines in mind.

Staff consider that the proposed development is supported through the following OCP Goals and Policies:

OCP Policy 4.1.1.1	Focus new residential development in or adjacent to existing developed areas.
OCP Policy 4.1.3.1	Encourage more intensive "infill" residential development in areas close to the Downtown, to employment, services and shopping, through zoning amendments for housing types compatible with existing neighbourhood character, with form and character guided by Development Permit Area Guidelines.
OCP Policy 4.1.3.5	Ensure through the use of zoning that more-intensive forms of residential development are located close to transit and amenities, such as parks, schools and shopping.
OCP Policy 4.1.4.1	Work with the development community – architects, designers and buildings – to create new residential developments that are attractive, high-quality, energy efficient, appropriately scaled and respectful of their context.
OCP Policy 4.1.5.1	Recognize that some traditionally single-family neighbourhoods will see intensification as the city grows, but ensure that new forms of residential development are compatible with the neighbourhood in scale and design, and are appropriately located (e.g., greater density closer to collector roads, services and amenities).
OCP Policy 4.2.5.2	Encourage land use planning that results in neighbourhoods that can be easily serviced by transit.

Staff have completed a development permit analysis (Attachment 'D') that shows how the development conforms to the applicable design guidelines. The building has been designed with the OCP design guidelines in mind (Attachment D). The OCP policies encourage development in areas that are close to shops, services and public transportation to encourage walkability. Staff note this property is within walking distance of bus stops, bike lanes and the downtown area of Penticton. 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. The development proposes a higher-density that is aligned with the OCP designation and is consistent with the Downtown Development Permit area,

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

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 increase height from 15 m to 17 m, and are recommending support for the following reason:

1. *Previous Approval*

   The requested variance is to increase the maximum height from 15 m to 17 m. The applicant has requested this variance to allow for the mixed-use building as proposed to be 5 storeys and 17 m in height. The neighbouring property, 135 Front St, was granted a variance in 2017 by Council to increase the height of that development from 15 m to 20.5 m.

   Additionally, a development permit and development variance permit was previously approved by Council on the subject property in 2017. That proposal was for a 5 storey, mixed use building, with a

variance to increase the height from 15 m to 18.97 m. The development proposes a higher-density that is aligned with the OCP designation and provides a design that meets the 5 storey allowable height.

Staff have also reviewed the requested variance to increase the amount of small car parking spaces from 25% maximum to 35% and are recommending support for the following reasons:

1. *Downtown Location*

   The applicant has requested a variance to increase the amount of small car parking spaces from a maximum of 25% to 35% which would increase the amount permitted from a maximum of 5 to 7. The site is in the downtown core of Penticton and provides access to amenities within walking distance and in close proximity to other forms of transportation such as bicycle lanes, pedestrian paths and bus routes. Therefore, making this site suitable for the requested variance. Currently, there are transit stops north of the subject property on Lakeshore Dr E, east of the subject property on Ellis St and Vancouver Ave, and west of the subject property on Westminster Ave W and Main St. The applicant has also provided 28 secure bicycle parking stalls within the building, and 7 bicycle parking stalls for visitors. This is more than the required amount of bicycle parking in the Zoning Bylaw, which would help encourage the means of alternative transportation.

   Increasing the amount of small car parking spaces from a maximum of 25% to 35% results in allowing 7stalls instead of 5 small car parking spaces. The applicant is proposing all the small car parking spaces at the rear of the building, accessed off the lane. By allowing a slight increase in the amount of small car parking spaces permitted, the applicant is able to provide 2 additional parking spaces for residents. Staff consider this a minor variance request, which benefit the development by allowing slightly more small parking spaces accessed from the rear lane of the property for residents.

2. *'Focus on Housing' Initiative*

   As part of the ongoing 'Focus on Housing' initiative that was brought on by recent B.C. Provincial Government changes, staff are proposing changes to the Zoning Bylaw. One of these changes is to remove the requirement for parking entirely in certain zones, such as the C5 zone that this property currently falls under. Staff are in the opinion that by removing parking requirements, parking will be determined by the developer and the housing market demand, and will also encourage development in the downtown core.

Staff do not anticipate negative impacts on the surrounding area and neighbouring properties if the variance is granted. As such, staff recommend that Council consider approving the Development Permit and Development Variance Permit.

Alternate Recommendations

Council may consider that the proposed apartment is not aligned with the applicable OCP design guidelines. If this is the case, Council may direct the applicant to continue working with staff to improve specific elements of the proposal. Staff are not recommending this option as in staff's opinion the development plans meet the applicable OCP design guidelines.

1. THAT Council direct the applicant to update specific elements of the development plans prior to consideration of "Development Permit PL2023-9703".

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 PL2023-9703
Attachment G – Draft Development Variance Permit PL2023-9704

Respectfully submitted,

Jordan Hallam
Planner II

Concurrence

Director of Development Services	GM of Infrastructure	City Manager
BL	*KD*	*AH*

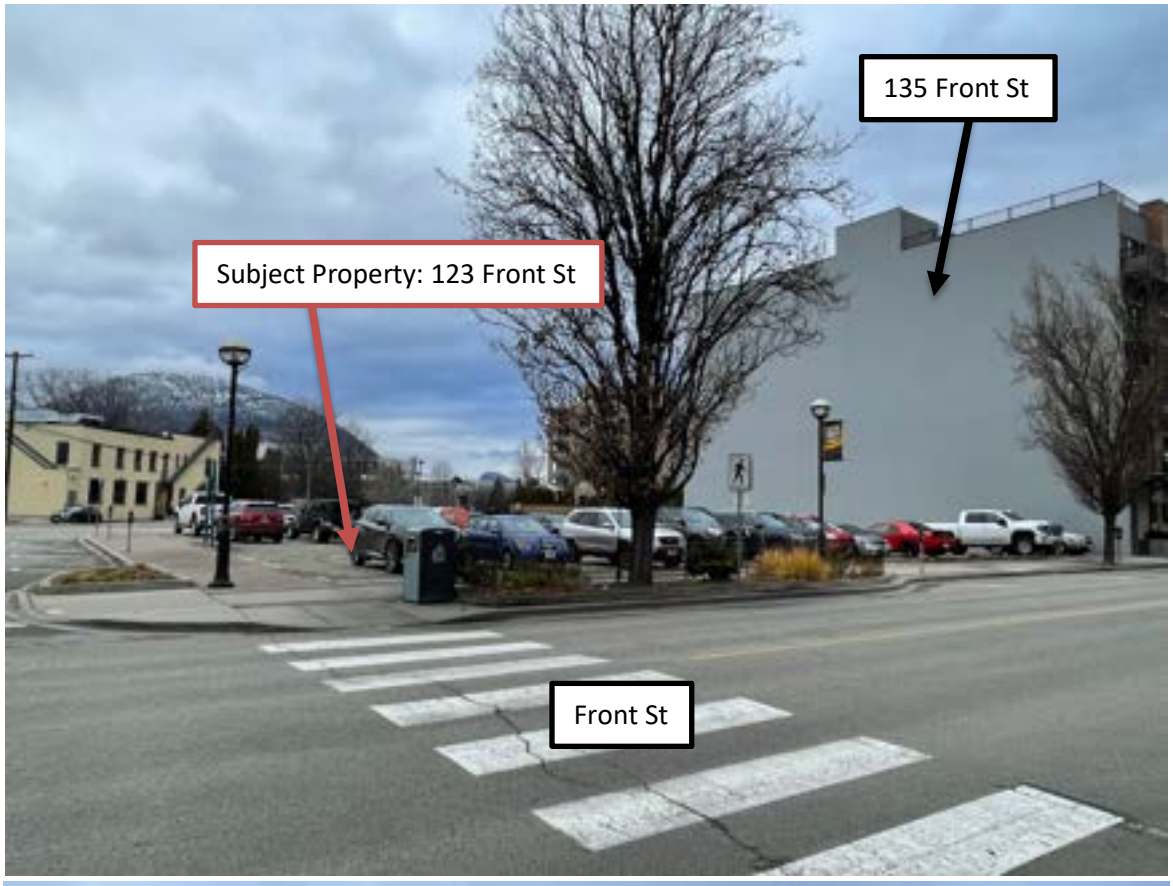
Attachment A – Zoning Map



Attachment B – Official Community Plan Map

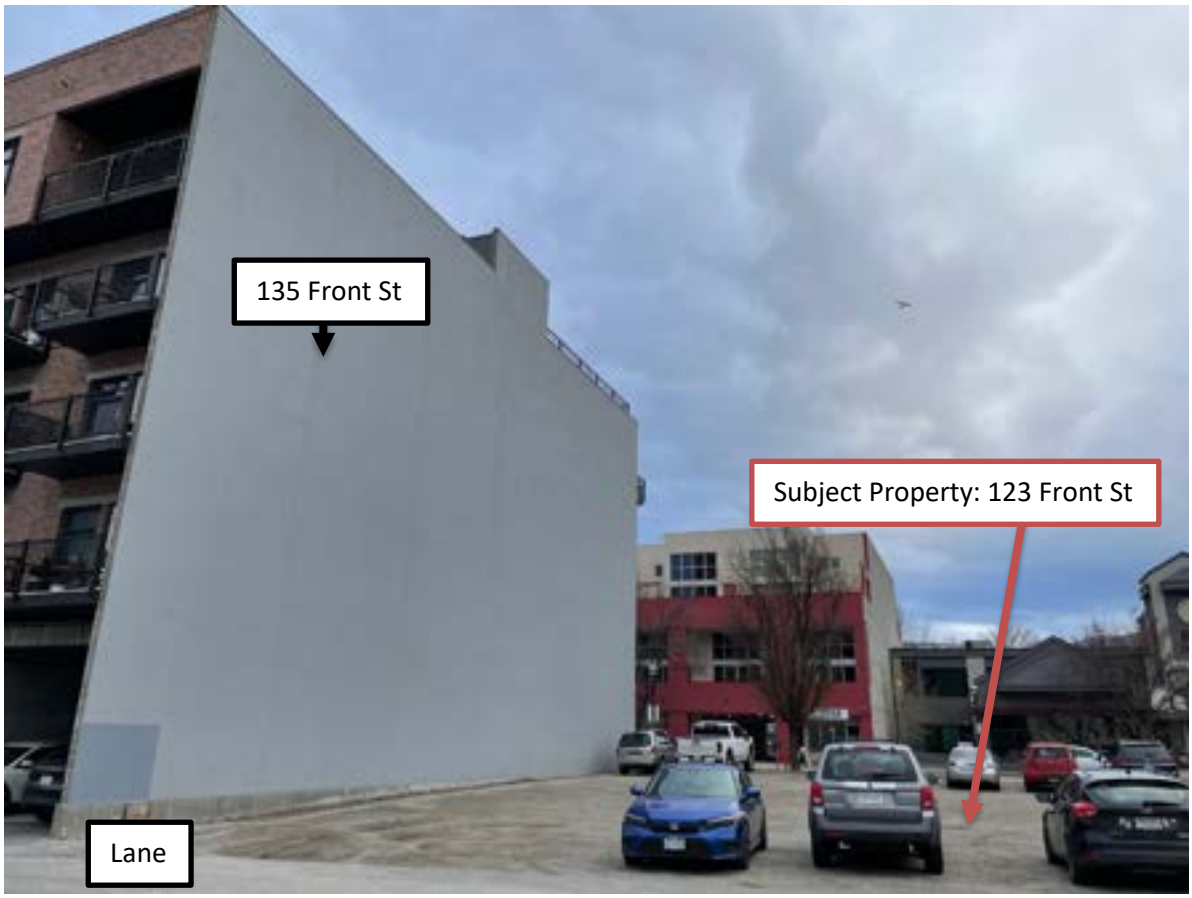


Attachment C – Photos of Property






135 Front St
Subject Property: 123 Front St
Lane


135 Front St
Subject Property: 123 Front St
Lane

Attachment D – Development Permit Analysis (staff)

Development Permit Analysis

The proposed development is located within the Downtown 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 the property line or 0.0 m. This is similar to the neighbouring property at 135 Front St. There are multiple proposed front entrances on the building that faces the street to add a pedestrian scale to the development.
Guideline G11	*Barrier-free pedestrian walkways to primary building entrances must be provided from municipal sidewalks, parking areas, storage, garbage and amenity areas.*
	• Front St to the south side of the development, and Veterans Way provides pedestrian access to the development. • The proposed development has a sidewalk along the front and side of the subject property to allow barrier-free pedestrian access to building the entrance.
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 faces vibrant Front St and Veterans Way, with ground-oriented entrances for everyone and every business.
Guideline DT9	*Wayfinding signage orienting pedestrians to specific amenities and area of interest (features, attractions and businesses) should be incorporated into larger/corner lot developments and public places.*
	• The proposed development includes signage on the corner of Front St and Veterans Way. Signage will also be provided for the commercial businesses located on the first storey.
Guideline DT13	*Upper floor setbacks or other architectural techniques that reduce the overall massing and height should be applied where a building is more than two storeys tall.*
	• The proposed development has the second storeys and higher setback further than the first storey to reduce massing.
Guideline DT15	*Promote an infill development strategy focused on commercial and/or mixed use buildings between two and five storeys in height, rather than large scale redevelopment.*
	• The proposed development is a five storey mixed use building. The first storey is proposed as commercial space, with storeys two to five as residential.

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

Sherri Turpin Architect
Sherri Turpin, Principal, Architect, AAA, AIBC, Passive House Designer

March 18, 2024

City of Penticton Planning Department
171 Main Street,
Penticton, BC, V2A 5A9

Dear Sir/Madam:

Re: Proposed Multi-Family Development
123 Front Street, Penticton BC

On behalf of the Owner (BridgeStar Capital) and Stretch Construction Ltd., we hereby submit for development permit the proposed purpose-built mixed-use residential apartment building at 123 Front Street. Penticton designates the property in the Official Community Plan (OCP) as Downtown Development – C5 - Urban Center in Zoning Bylaw 2023-08. The proposed design is a 5-storey wood mid-rise building that has street accessible lease space units and residential units above. The apartment will have a range of unit types from (9)-Bachelor, (19)-One Bedroom, and (20)-Two Bedroom for a total of 48 units. The building's massing is defined by a skillful utilization of various cladding materials in neutral, earth-toned colors, creating a simple yet impactful aesthetic. The chosen architectural style seamlessly integrates the façade with heritage elements prevalent in the neighborhood. Abundant windows on the three exposed sides of the structure not only invite natural light but also offer stunning views of the downtown area, lake and mountains beyond. To respect privacy, windows facing neighboring properties will feature a frosted design. The parkade entrance, strategically positioned at the rear and accessible from the lane, features an architectural privacy screen and pre-finished pre-cast wall adjacent to the neighbors.

The property is located on the north corner of Front Street and Veterans Way. It is located within the downtown development and is well served by existing municipal facilities and public transportation. The square-shaped parcel has an overall area of 0.11-hectare (0.27 acre), a frontage of 36.57m (120ft) along Front Street. The intended Mixed-Use project for the specified site aligns well with the downtown's development objectives. The structure has been designed with ground floor lease space for activated street frontage. The rising population density in the Urban Center area has highlighted the demand for developments that cater to individuals preferring public or alternative transportation over daily vehicle reliance. The adjoining properties to the North, South, East and West are currently zoned as C5 – Urban Center.

Thank you for considering this project. We look forward to receiving your comments.

Sincerely,

REGISTERED ARCHITECT MICHELLE TURPIN BRITISH COLUMBIA 2024-03-18

Sherri Turpin, Architect AIBC

cc: Richard Boerger, Stretch Construction Ltd.

26 – 45 Green Avenue West
Penticton BC V2A 7E5
p.1/1
tel: 587.876.7616
e-mail: turpinarchitect@outlook.com

STRETCH CONSTRUCTION LIMITED est.1990

City of Penticton Planning Department

171 Main Street,

Penticton, BC, V2A 5A9

Dear City of Penticton Planning Department:

Re: Development Permit Analysis 123 Front Street

The 'Design Guidelines' laid out in the OCP were used in developing 123 Front Street, including:

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

The proposed project has glazing thoughtfully placed on the three exposed sides to maximize view while also maintain privacy.

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 project considers Crime Prevention by eliminating any potential blind spots through glazing and open site lines.

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

The proposed project has created barrier free pedestrian access along Front Street and Veterans Way from the municipal sidewalks to the lease spaces fronting the streets.

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).

The proposed project has parking access provided by a laneway at the rear of the property.

STRETCHCONSTRUCTION.CA

RITCH BOERGER SENIOR PROJECT DESIGNER
Phone 403-357-0259 Email
richard.boerger@stretchconstruction.ca
Lacombe 208, 27211 Hwy 12, Lacombe AB T4L 0E3
Kelowna 310-550 West Ave, Kelowna BC V1Y 4Z5

STRETCH CONSTRUCTION LIMITED est.1990

G17. On-site parking location and design should minimize visual impact and provide safe connections for pedestrians.

The proposed project provides parking at the rear of the property with the majority being blocked from view by an architectural screen.

G19. All multifamily developments should accommodate sustainable modes of transportation through:

The proposed project provides a bike storage room at the Front Street entrance as well as EV charging stations.

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;
- selecting roof materials to minimize heat loading and increase reflectivity.; and,

The proposed project uses the placement of windows throughout the building to maximize natural light, overhangs for passive solar strategies, and an energy efficient design with roofing materials to minimize heat loading.

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

The proposed project will utilize landscaping to create transitions from public to semi public areas.

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

The proposed project uses signage and clearly defined entrances to be visible from the public street.

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

Articulation has been provided along the walls of this proposed project. Change in materials and architectural screens have been used to provide visual interest.

STRETCHCONSTRUCTION.CA

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Kelowna 310-550 West Ave, Kelowna BC V1Y 4Z5

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

Architectural screening has been provided along the ground floor parkage to provide privacy.

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

The proposed project addresses both fronting streets with windows and entrances facing both streets.

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

The proposed project provides an angled façade at the corner of the intersection to utilize the corner entrance.

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

The proposed project provides signage above the entrances to complement to over all form and character of the building.

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

The proposed project provides the Transformer at the rear of the property behind the building.

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

• Mixed-use buildings should be designed with compatible uses, with more public uses (e.g., retail, commercial) on the ground floors fronting high pedestrian traffic areas and more private uses (e.g., residential, office) on upper floors or along quieter streets.

The proposed project provides lease space for the fronting high pedestrian traffic areas along Front Street on the ground floor and private residential units on the floors above.

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

The proposed project provides parking is located along the rear lane of the property.

STRETCHCONSTRUCTION.CA

RITCH BOERGER SENIOR PROJECT DESIGNER
Phone 403-357-0259 Email
richard.boerger@stretchconstruction.ca
Lacombe 208, 27211 Hwy 12, Lacombe AB T4L 0E3
Kelowna 310-550 West Ave, Kelowna BC V1Y 4Z5

STRETCH CONSTRUCTION LIMITED est.1990

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

The proposed project provides 4 lease spaces along the key pedestrian-oriented high streets.

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

The proposed project provides generously sized entries for pedestrian access.

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

The proposed project provides clear transparent glazing along the primary store frontage.

Thank you for considering this project. We look forward to receiving your comments.

Sincerely,

Kenedie Miller, Architectural Technologist

STRETCHCONSTRUCTION.CA

RITCH BOERGER SENIOR PROJECT DESIGNER
Phone 403-357-0259 Email
richard.boerger@stretchconstruction.ca
Lacombe 208, 27211 Hwy 12, Lacombe AB T4L 0E3
Kelowna 310-550 West Ave, Kelowna BC V1Y 4Z5

Development Permit

Permit Number: DP PL2023-9703

1434458 B.C. Ltd., Inc. No. BC1434458
419 Viewcrest Rd
Kelowna, B.C., V1W 4J9

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 A District Lot 202 Similkameen Division Yale District Plan EPP76240

   Civic: 123 Front Street

   PID: 030-302-633

3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of a five-storey mixed use apartment 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 $10,500.00 must be deposited prior to beginning works 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).

General Conditions

7. In accordance with Section 501(2) of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule 'A'.

8. In accordance with Section 504 of the *Local Government Act,* if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.

9. **This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.**

10. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.

11. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

Authorized by City Council, the 21st day of May, 2024.

Issued this _____ day of May, 2024.

_____

Angela Collison
Corporate Officer

0 1 2 3 4 5 10 15m

SCALE: 1:150



Schedule 'A'
DP PL2023-9703

N

GENERAL LEGEND

- BUILDING ENTRY
- LIMIT OR WORK
- PROPERTY LINE

LANDSCAPE LEGEND

- CONCRETE UNIT PAVERS
- CRUSHED AGGREGATE
- ORNAMENTAL PLANTING

DEVELOPMENT PERMIT NOTES:

1. PLANT MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MINIMUM STANDARDS ESTABLISHED IN THE CANADIAN LANDSCAPE STANDARD (CURRENT EDITION).
2. THE LANDSCAPE DESIGN DESIGNATED HEREIN IS CONCEPTUAL BUT REFLECTS THE MINIMUM ACCEPTABLE QUALITY AND SIZE.
3. PLANT MATERIAL SELECTIONS ARE CONCEPTUAL ONLY. FINAL PLANTING SELECTIONS MAY VARY DEPENDING UPON AVAILABILITY.
4. ALL PLANTING BEDS SHALL HAVE APPROVED MULCH.
5. ALL LANDSCAPE AREAS TO BE IRRIGATED WITH AN EFFICIENT AUTOMATIC IRRIGATION SYSTEM.
6. THIS DRAWING DEPICTS FORM AND CHARACTER AND IS TO BE USED FOR DEVELOPMENT PERMIT SUBMISSION ONLY. IT IS NOT INTENDED FOR USE AS A CONSTRUCTION DOCUMENT.
7. FURNITURE DENOTED IS CONCEPTUAL ONLY. FINAL FURNITURE SELECTIONS WILL BE BASED ON AVAILABILITY.

REPRESENTATIVE PLANT LIST

SYM.	QUAN.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	MATURE PLANT SIZE (H X W)
		GRASSES / PERENNIALS / SHRUBS				
cna	1	Cornus alba 'Ivory Halo'	TATARIAN DOGWOOD	#02	POTTED	1.80m x 1.80m
csk	6	Cornus sericea 'Kelseyi'	REDTWIG DOGWOOD	#02	POTTED	0.90m x 0.90m
ecs	12	Matteucia struthiopteris	OSTRICH FERN	#02	POTTED	0.75m x 0.60m
gda	18	Gaillardia aristata	BROWN-EYED SUSAN	#02	POTTED	0.90m x 0.60m
igs	20	Ilex glabra 'Gem Box'	GEM BOX INKBERRY	#02	POTTED	0.60m x 0.60m
sph	12	Taxus baccata ' Fastigiata'	IRISH YEW	#02	POTTED	0.60m x 0.60m

ISSUE:

REV	DATE	DESCRIPTION	BY
0A	2024-04-12	ISSUED FOR DEVELOPMENT PERMIT	---

REVISION:

REV	DATE	DESCRIPTION	BY

SEAL:

BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS REGISTERED MEMBER TERI CANTIN 407

DISCLAIMER: COPYRIGHT:
THIS DRAWING AND DESIGN IS COPYRIGHT PROTECTED WHICH SHALL NOT BE USED, REPRODUCED OR REVISED WITHOUT WRITTEN PERMISSION BY WSP. THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND UTILITY LOCATIONS AND REPORT ALL ERRORS AND OMISSIONS PRIOR TO COMMENCING WORK.

ORIGINAL SCALE: 1:150
APPROVED BY: TC
CHECKED BY: GS
DRAWN BY (OPTIONAL): JN
DATE: 2024-04-12

IF THIS BAR IS NOT 25mm LONG, ADJUST YOUR PLOTTING SCALE.

25mm

DISCIPLINE: LANDSCAPE

WSP Canada Inc.
Suite 700, 1631 Dickson Avenue, Kelowna, B.C. V1Y 0B5
T 250-980-5500 | www.wsp.com

PROJECT NUMBER: CA0014446.2709

CLIENT: STRETCH CONSTRUCTION

CLIENT REF. #: --

TITLE: LANDSCAPE PLAN

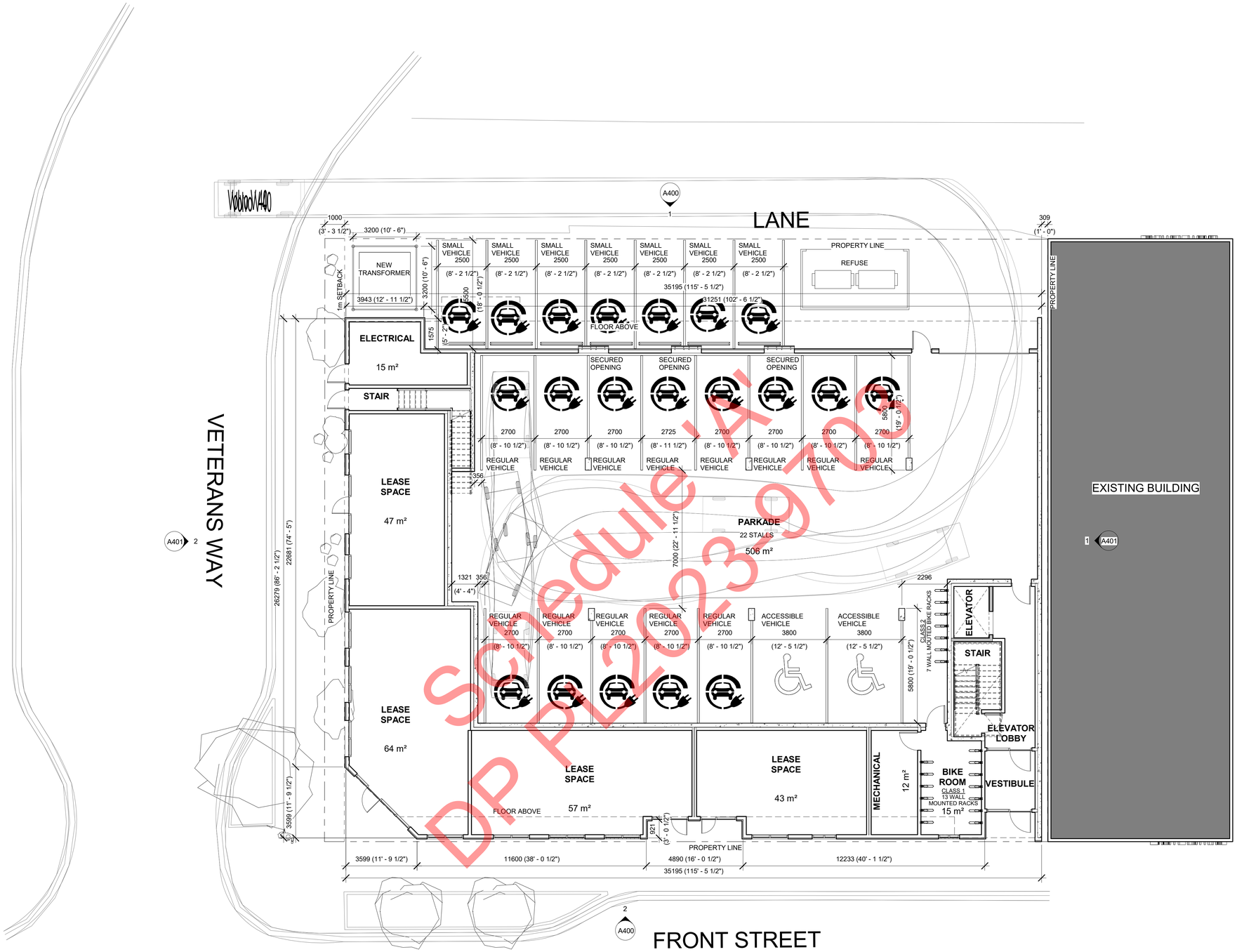
PROJECT: 123 FRONT STREET DEVELOPMENT

DRAWING NUMBER: L100

REV.: 0A

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PLOTTED: 2024-04-12 - 9:29 AM
DP PL2023-9703

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Scheduled
DP PL2023-9703

STRETCH CONSTRUCTION LIMITED est 1990
310-550 WEST AVE
KELOWNA, BC, V1Y 4Z4
403-786-3020 EXT. 106
RICHARD.BOERGER@STRETCHCONSTRUCTION.CA

Sherri Turpin Architect
26 - 45 Green Avenue West
Penticton BC V2A 7E5
587.876.7616
turpinarchitect@outlook.com

PROJECT INFORMATION

123 FRONT STREET DEVELOPMENT

LOT A
DISTRICT LOT
202
SIMILKAMEEN
DIVISION YALE
DISTRICT
PLAN
EPP76240C

STAMPS:

2024-04-17

REVISIONS:

ISSUE	DATE	DESCRIPTION
V	2024-04-12	ISSUED FOR DP
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M	2023-07-14	ISSUED FOR DP
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A	2023-04-26	ISSUED FOR REVIEW

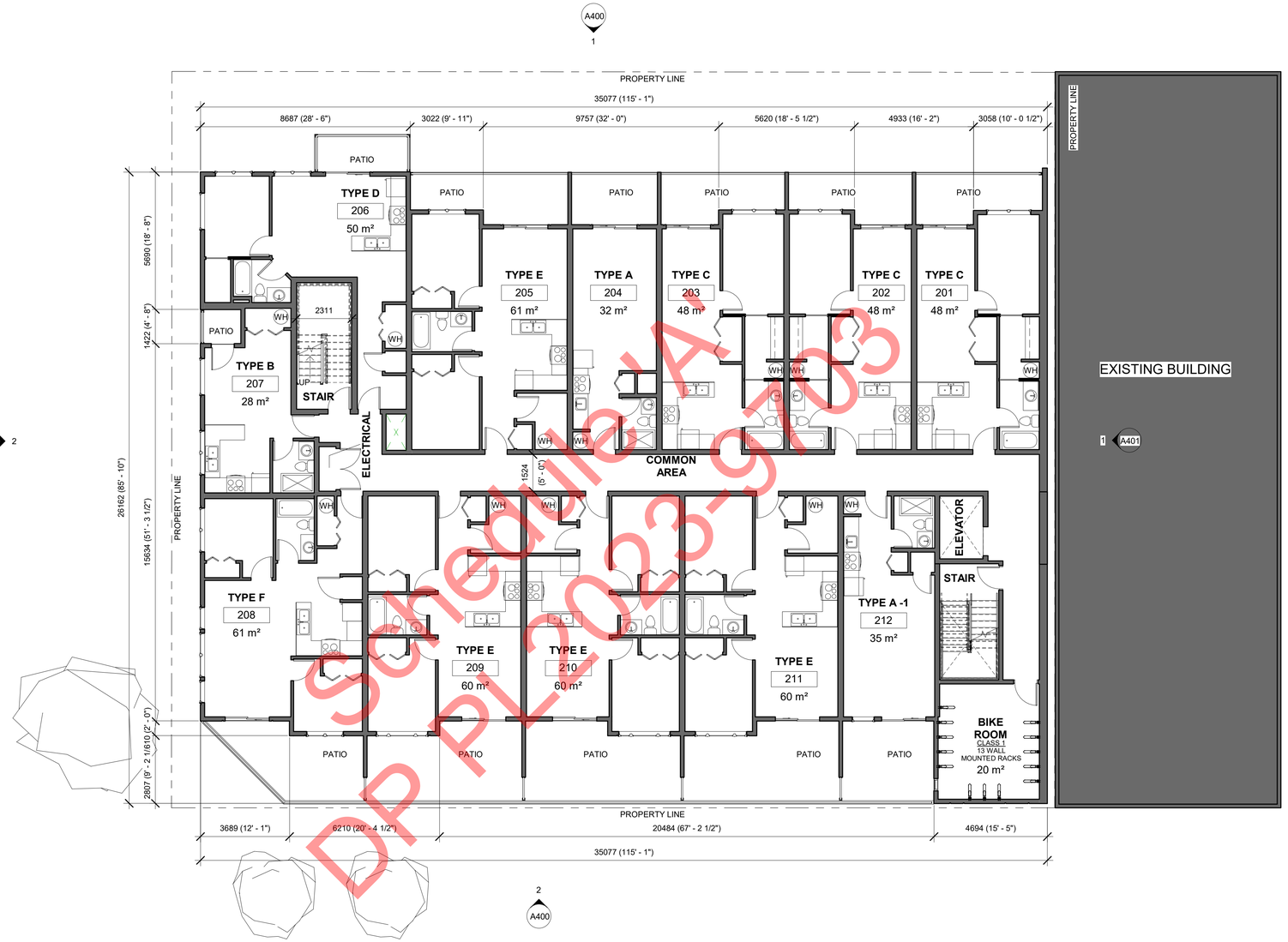
Drawing Title:

MAIN FLOOR PLAN

JOB No.	---
DATE:	April 12, 24
DRAWN	STRETCH

A200

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Schedule 'A'
DP PL2023-9703

1 02-Second Floor
1 : 100

STRETCH CONSTRUCTION LIMITED est.1990
310-550 WEST AVE
KELOWNA, BC, V1Y 4Z4
403-786-3020 EXT. 106
RICHARD.BOERGER@STRETCHCONSTRUCTION.CA

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turpinarchitect@outlook.com

PROJECT INFORMATION

123 FRONT STREET DEVELOPMENT

LOT A
DISTRICT LOT
202
SIMILKAMEEN
DIVISION YALE
DISTRICT
PLAN
EPP76240C

STAMPS:

2024-04-17

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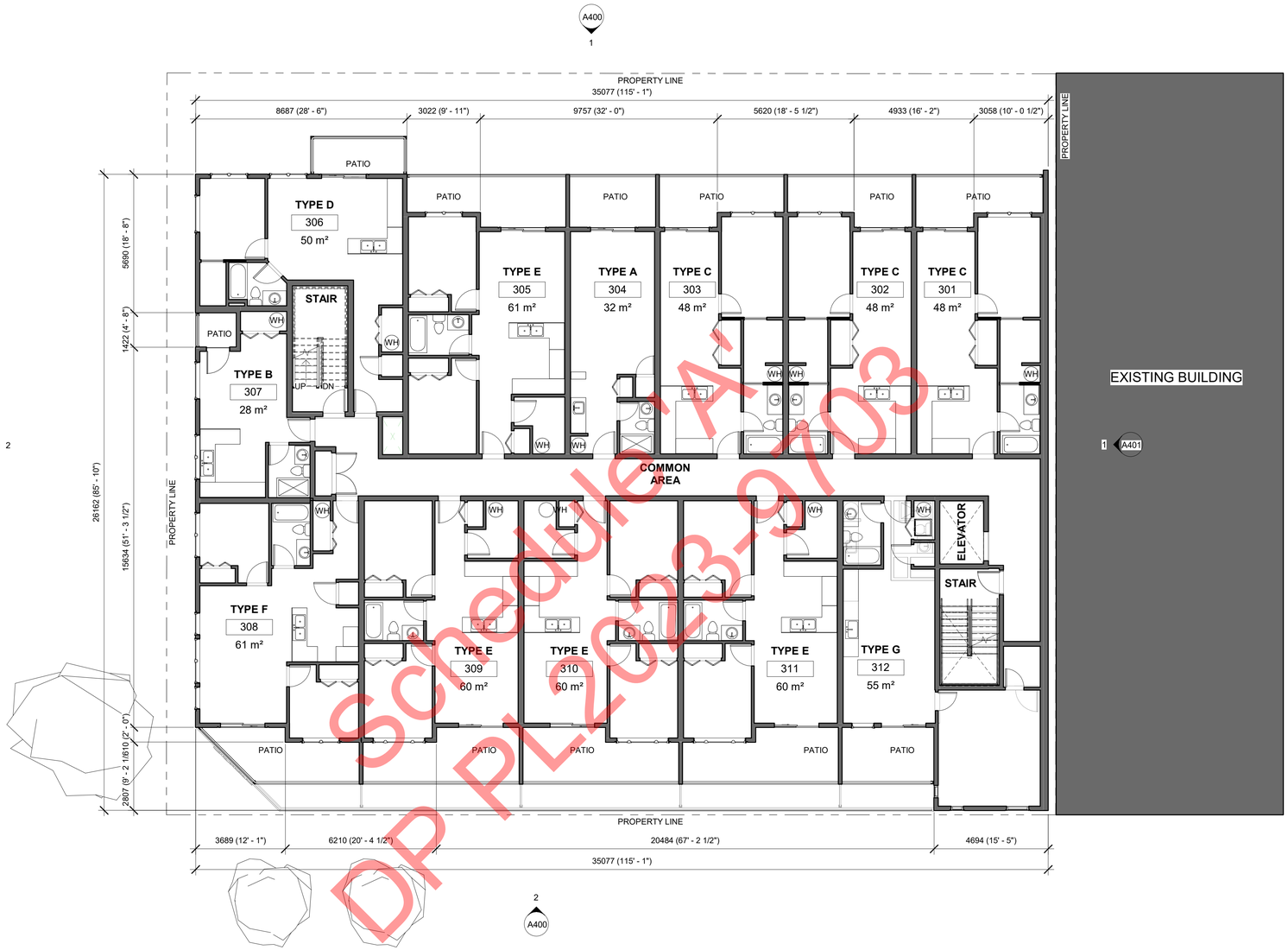
Drawing Title:

SECOND FLOOR PLAN

JOB No.	---
DATE:	April 12, 24
DRAWN	STRETCH

A201

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Scheduled 'A'
DP PL2023-9703

1 03-Third Floor
1 : 100

STRETCH CONSTRUCTION LIMITED est.1990
310-550 WEST AVE
KELOWNA, BC, V1Y 4Z4
403-786-3020 EXT. 106
RICHARD.BOERGER@STRETCHCONSTRUCTION.CA

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587.876.7616
turpinarchitect@outlook.com

PROJECT INFORMATION

123 FRONT STREET DEVELOPMENT

LOT A
DISTRICT LOT
202
SIMILKAMEEN
DIVISION YALE
DISTRICT
PLAN
EPP76240C

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Drawing Title:

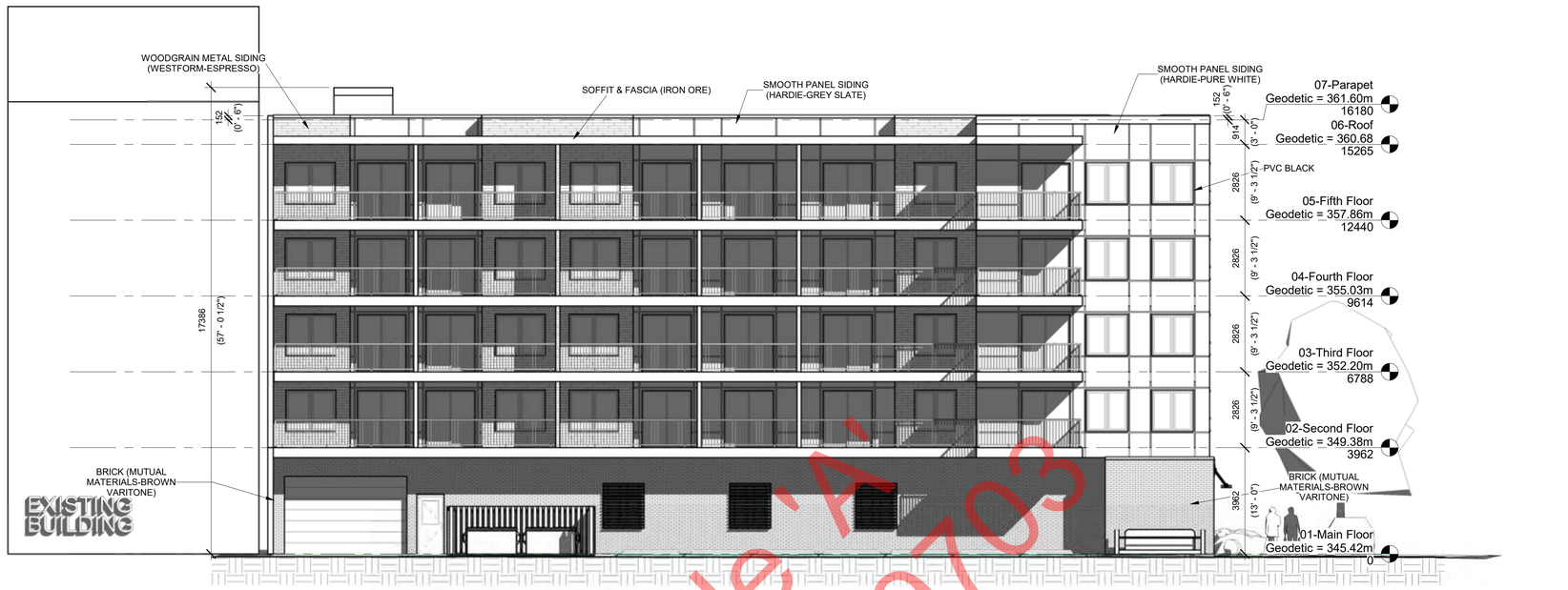
THIRD - FIFTH FLOOR PLAN

JOB No.	---
DATE:	April 12, 24
DRAWN	STRETCH

A202

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1 Northwest Elevation
1 : 100



2 Southeast Elevation
1 : 100

Schedule 'A'
DP PL2023-9703

STRETCH CONSTRUCTION LIMITED est.1990
310-550 WEST AVE
KELOWNA, BC, V1Y 4Z4
403-786-3020 EXT. 106
RICHARD.BOERGER@STRETCHCONSTRUCTION.CA

Sherri Turpin Architect
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Penticton BC V2A 7E5
587.876.7616
turpinarchitect@outlook.com

PROJECT INFORMATION

123 FRONT STREET DEVELOPMENT

LOT A
DISTRICT LOT
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STAMPS:

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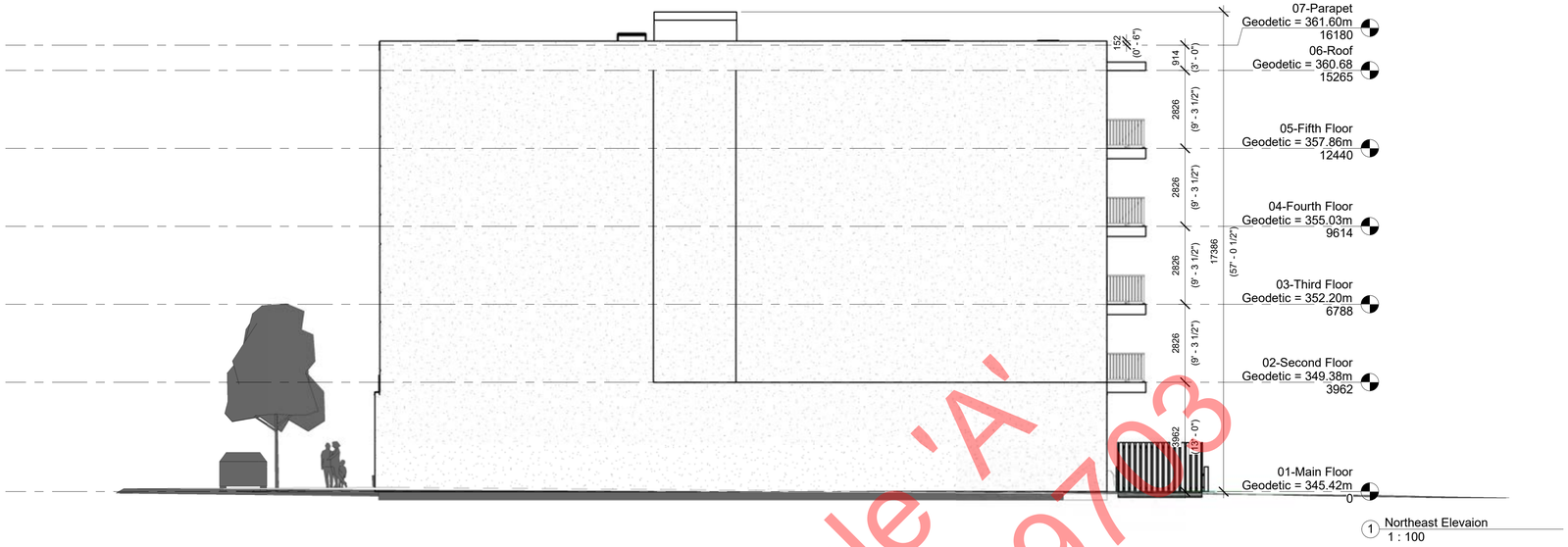
Drawing Title:

ELEVATIONS

JOB No.	---
DATE:	April 12, 24
DRAWN	STRETCH

A400

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1 Northeast Elevaion
1 : 100



2 Southwest Elevation
1 : 100

Schedule 'A'
DP PL2023-9703

STRETCH CONSTRUCTION LIMITED est.1990
310-550 WEST AVE
KELOWNA, BC, V1Y 4Z4
403-786-3020 EXT. 106
RICHARD.BOERGER@STRETCHCONSTRUCTION.CA

Sherri Turpin Architect
26 - 45 Green Avenue West
Penticton BC V2A 7E5
587.876.7616
turpinarchitect@outlook.com

PROJECT INFORMATION

123 FRONT STREET DEVELOPMENT

LOT A
DISTRICT LOT
202
SIMILKAMEEN
DIVISION YALE
DISTRICT
PLAN
EPP76240C

STAMPS:

2024-04-17

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ISSUE	DATE	DESCRIPTION

Drawing Title:

ELEVATIONS

JOB No.	---
DATE:	April 12, 24
DRAWN	STRETCH

A401

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Schedule 'A'
DP PL2023-9703

STRETCH CONSTRUCTION LIMITED est.1990
310-550 WEST AVE
KELOWNA, BC, V1Y 4Z4
403-786-3020 EXT. 106
RICHARD.BOERGER@STRETCHCONSTRUCTION.CA

Sherri Turpin Architect
26 - 45 Green Avenue West
Penticton BC V2A 7E5
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PROJECT INFORMATION

123 FRONT STREET DEVELOPMENT

LOT A
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STAMPS:

2024-04-17

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A	2023-04-26	ISSUED FOR REVIEW

Drawing Title:

RENDERS

JOB No.	---
DATE:	April 12, 24
DRAWN	STRETCH

A402

City of Penticton
171 Main St. | Penticton B.C. | V2A 5A9
www.penticton.ca | ask@penticton.ca

Development Variance Permit

Permit Number: DVP PL2023-9704

1434458 B.C. Ltd., Inc. No. BC1434458
419 Viewcrest Rd
Kelowna, B.C., V1W 4J9

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 A District Lot 202 Similkameen Division Yale District Plan EPP76240

   Civic: 123 Front Street

   PID: 030-302-633

3. This permit has been issued in accordance with Section 498 of the *Local Government Act*, to vary the following sections of Zoning Bylaw 2023-08 to allow for the construction of a five-storey mixed use apartment, as shown in the plans attached in Schedule 'A':

   a. Section 11.5.2.5.a: to increase the maximum allowable height on Front Street from 15 m to 17m.

   b. Section 6.1.5.4: to increase the maximum number of small car spaces permitted from 25% to 35%.

   c. Table 6.6: to reduce the required number of residential parking spaces from 48 to 22.

General Conditions

4. In accordance with Section 501 of the *Local Government Act*, the lands subject to this permit shall be developed in general accordance with this permit and the plans attached as Schedule 'A'.

5. In accordance with Section 504 of the *Local Government Act,* if the holder of this permit does not commence the development authorized by this permit within 2 years of the date of this permit, this permit shall lapse.

6. **This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.**

7. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.

8. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing.

There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

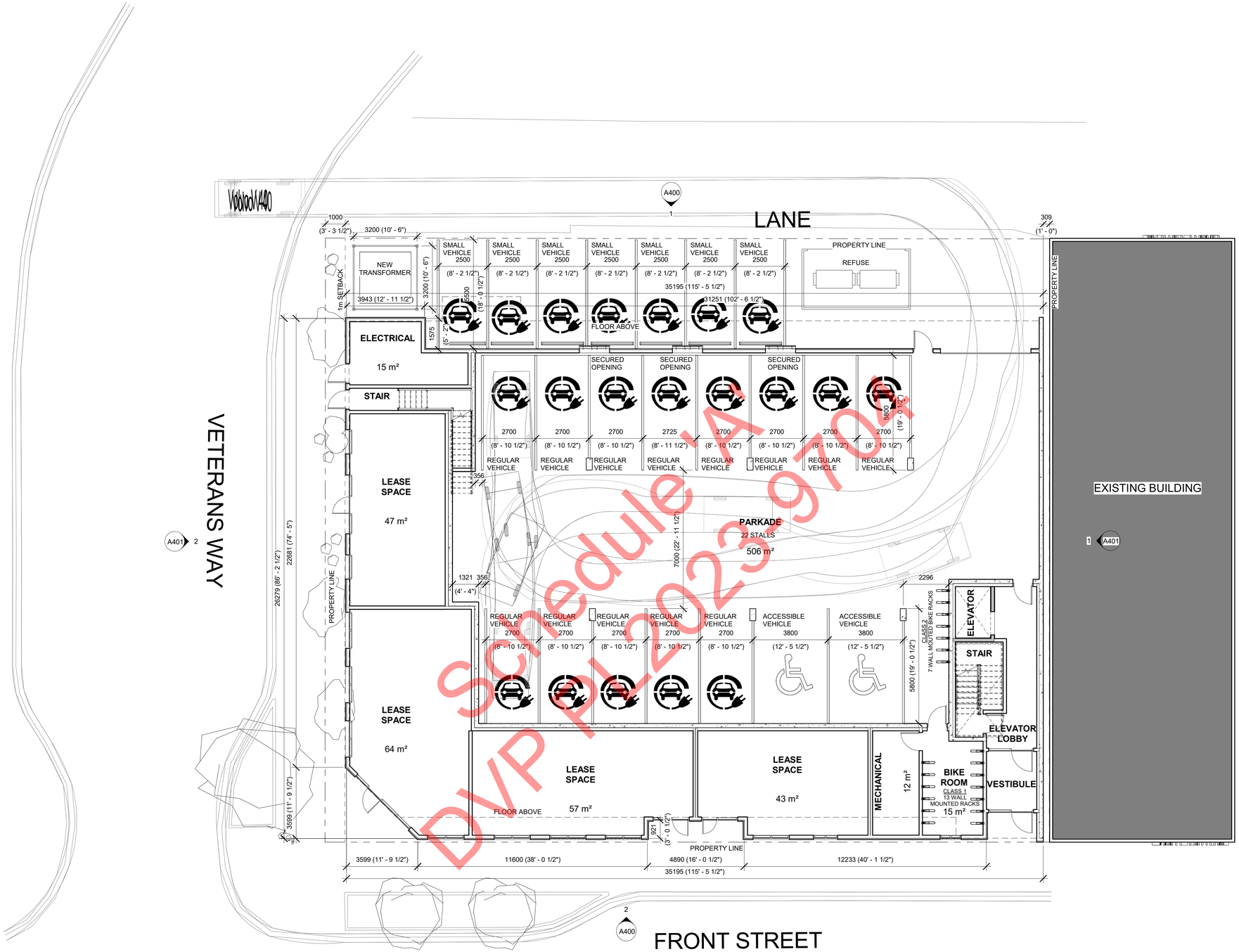
Authorized by City Council, the 21st day of May, 2024.

Issued this _____ day of May, 2024.

_____

Angela Collison
Corporate Officer

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DRAWINGS ARE TO BE READ, NOT SCALED. CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION. REPORT ANY ERRORS OR DISCREPANCIES IMMEDIATELY.



Scheduled
DVP PL2023-9704

1 01-Main Floor
1 : 100

STRETCH CONSTRUCTION LIMITED est 1990
310-550 WEST AVE
KELOWNA, BC, V1Y 4Z4
403-786-3020 EXT. 106
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PROJECT INFORMATION

123 FRONT STREET DEVELOPMENT

LOT A
DISTRICT LOT
202
SIMILKAMEEN
DIVISION YALE
DISTRICT
PLAN
EPP76240C

STAMPS:

2024-04-17

REVISIONS:

ISSUE	DATE	DESCRIPTION
V	2024-04-12	ISSUED FOR DP
U	2024-03-27	ISSUED FOR DP
T	2024-03-18	ISSUED FOR DP
S	2024-03-12	ISSUED FOR REVIEW
R	2024-03-08	ISSUED FOR REVIEW
Q	2024-02-23	ISSUED FOR REVIEW
P	2023-10-31	REVISED PLANS
M	2023-10-13	REVISED PLANS
N	2023-09-07	REVISED ELEVATIONS
M	2023-07-14	ISSUED FOR DP
F	2023-05-17	SENT TO CONSULTANTS
B	2023-05-11	ISSUED FOR REVIEW
A	2023-04-26	ISSUED FOR REVIEW

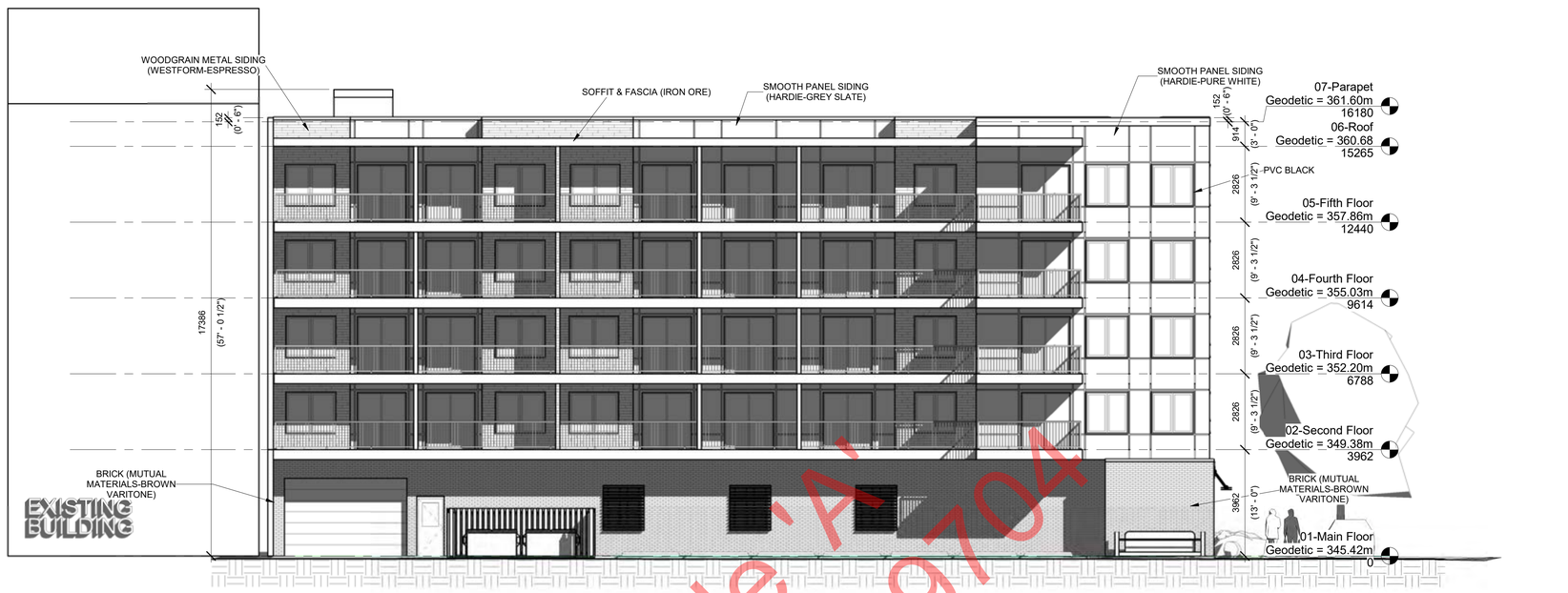
Drawing Title:

MAIN FLOOR PLAN

JOB No.	---
DATE:	April 12, 24
DRAWN	STRETCH

A200

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1 Northwest Elevation
1 : 100



2 Southeast Elevation
1 : 100

Schedule 'A'
DVP PL2023-9704

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Drawing Title:

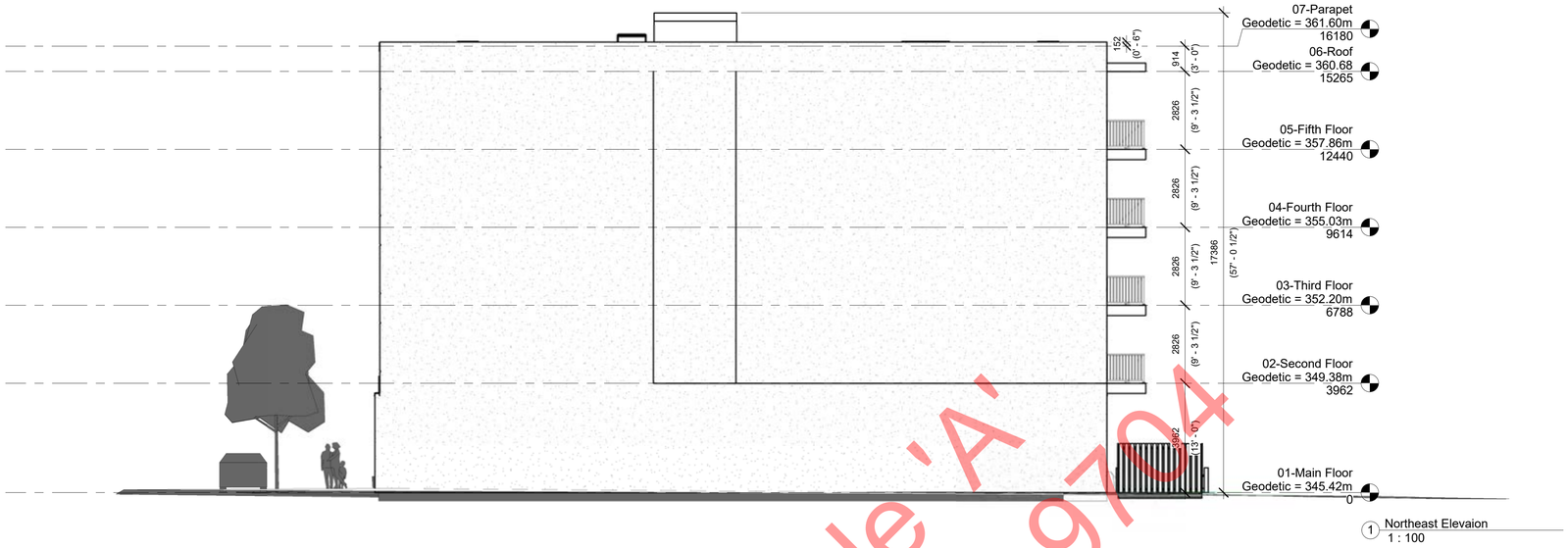
ELEVATIONS

JOB No.	---
DATE:	April 12, 24
DRAWN	STRETCH

A400

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1 Northeast Elevaion
1 : 100



2 Southwest Elevation
1 : 100

Schedule 'A'
DVP PL2023-9704

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ISSUE	DATE	DESCRIPTION

Drawing Title:

ELEVATIONS

JOB No.	---
DATE:	April 12, 24
DRAWN	STRETCH

A401