



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, March 5, 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 February 20, 2024 Regular Council Meeting	1-5	Adopt
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7. **Consent Agenda**

Recommendation: THAT Council approve the Consent Agenda:

1. *Minutes of the February 20, 2024 Committee of the Whole Meeting*

8. **Staff Reports:**

Seibert	8.1	2024 Community Emergency Preparedness Fund – EOC <i><u>Staff Recommendation:</u> THAT Council support the application for grant funding from UBCM for Emergency Operations Centre (EOC) costs for equipment, supplies and training for the City of Penticton Emergency Operations Centre up to an amount of \$30,000.</i>	8-20
Hardisty	8.2	Council Remuneration Amendment Bylaw No. 2024-06 <i><u>Staff Recommendation:</u> THAT Council give first, second and third reading to “Council Remuneration and Expense Amendment Bylaw No. 2024-06”, a bylaw to amend meal per diem reimbursement expenses and reduction of remuneration for code of conduct violations.</i>	21-25

Kunka	8.3	<p>Building Amendment Bylaw No. 2024-08 Fees and Charges Amendment Bylaw No. 2024-09</p> <p><i>Staff Recommendation: THAT Council give first, second and third reading to “Building Amendment Bylaw No. 2024-08”, a bylaw that includes a requirement for all new buildings to meet EL-01 ‘measure only’ level of the BC Zero Carbon Step Code;</i></p> <p><i>AND THAT Council give first, second and third reading to “Fees and Charges Amendment Bylaw No. 2024-09”, a bylaw that puts in place incentives for projects that achieve higher Zero Carbon Step Code levels than required by the Building Bylaw, similar to the incentives in place for the achieving higher levels of the Energy Step Code.</i></p>	26-30
Collyer/ Lloyd-Smith	8.4	<p>Affordable Housing Pilot Funding Program</p> <p><i>Staff Recommendation: THAT Council endorse the “Affordable Housing Pilot Funding Program: Guidelines & Application” as outlined in Attachment A;</i></p> <p><i>AND THAT Council approve \$100,000 be transferred from the Affordable Housing Amenity Contribution Reserve for the Affordable Housing Pilot Funding Program;</i></p> <p><i>AND THAT Council direct staff to amend the 2024-2028 Financial Plan accordingly;</i></p> <p><i>AND THAT Council authorize the Chief Financial Officer to sign the program agreements and/or contracts with the successful applicants;</i></p> <p><i>AND THAT Council direct staff to report back on the Affordable Housing Pilot Funding Program after the one-year pilot is complete.</i></p>	31-47
Collyer	8.5	<p>Housing Policy Initiatives – Public Engagement Plan Details</p> <p><i>Staff Recommendation: THAT Council receive into the record the report dated March 5, 2024 titled “Housing Policy Initiatives – Public Engagement Plan Details”;</i></p> <p><i>AND THAT Council direct staff to amend the Financial Plan accordingly to account for \$314,454 received in Provincial grant funding to implement provincial housing initiatives.</i></p>	48-55
Collyer	8.6	<p>Zoning Amendment Bylaw No. 2024-05 Re: 1704 Government Street</p> <p><i>Staff Recommendation: THAT Council give first, second and third readings to “Zoning Amendment Bylaw No. 2024-05”, a bylaw to rezone Lot A District Lot 3429S Similkameen Division Yale District Plan 23195 Except Plan 37288, located at 1704 Government Street, from M1 (General Industrial) and C4 (General Commercial) to CD9 (Comprehensive Development – 1704 Government Street), to facilitate the construction of a high-density mixed-use development;</i></p> <p><i>AND THAT Council, prior to adoption of “Zoning Amendment Bylaw No. 2024-05”, require a 1.0m road dedication along the Government Street frontage of the subject property be registered with the Land Title Office;</i></p> <p><i>AND THAT Council direct staff to enter into legal agreements with the developer, prior to adoption of “Zoning Amendment Bylaw No. 2024-05”, to provide the following related infrastructure projects at appropriate phases of the development:</i></p> <ol style="list-style-type: none"> <i>1. Full design and construction of the full width of Government Street, between Industrial Avenue and Carmi Avenue, including but not limited to curb, gutter, all ages and abilities level active transportation lanes, transit stop and sidewalk;</i> <i>2. Full design and construction of Page Avenue from the subject property to Dartmouth Road, including but not limited to curb, gutter, sidewalks and drainage infrastructure, and accommodating the current industrial uses currently utilizing the road right-of-way;</i> <i>3. Installation of all ages and abilities level active transportation lanes along Government Street, from Carmi Avenue to Duncan Avenue;</i> <i>4. Upgrade of existing multi-use path along Ellis Creek, from Dartmouth Road to Government Street;</i> <i>5. Installation of a crosswalk and sidewalk along Carmi Avenue, from Halifax Street to Dartmouth Street, including traffic calming along that section of Carmi Avenue;</i> <i>6. Upgrade existing multi-use path along the north side of the site, from Government Street to Dartmouth Road, including installation of a new pedestrian/bike connection up to the new crosswalk on Carmi Avenue, between Halifax Street and Carmi Drive.</i> 	56-136

Tanguay	8.7	Development Permit PL2023-9699 Re: 950 Westminster Avenue West <i>Staff Recommendation: THAT Council approve "Development Permit PL2023-9699", for Lot A District Lot 366 Similkameen Division Yale District Plan EPP110935, located at 950 Westminster Avenue West, a permit to allow the construction of a 3-storey, 52-room addition to an existing hotel; AND THAT staff be directed to issue "Development Permit PL2023-9699".</i>	137-180
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Tanguay	8.8	Zoning Amendment Bylaw No. 2024-07 Re: 21 Lakeshore Drive West <i>Staff Recommendation: THAT Council give first reading to "Zoning Amendment Bylaw No. 2024-07", for Lot A District Lots 202 And 2115 Similkameen Division Yale District Plan KAP63701, located at 21 Lakeshore Drive West, a bylaw to add the site-specific provision, within the CT1 (Tourist Commercial) zone as follows: "Section 11.10.4.3, In the case of Lot A District Lots 202 And 2115 Similkameen Division Yale District Plan KAP63701, located at 21 Lakeshore Drive West, 'office' with a maximum of floor area of 250 m² shall be permitted."; AND THAT Council forward "Zoning Amendment Bylaw No. 2024-07" to the March 19, 2024 Public Hearing.</i>	181-194
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9. **Bylaws and Permits**

Collison	9.1	Zoning Amendment Bylaw No. 2023-20 Re: 732 Government Street	195-196	Adopt
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10. **Notice of Motion**

11. **Business Arising**

12. **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.

13. **Council Round Table**

14. **Adjourn to Closed Meeting:**

Resolution: THAT Council adjourn 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;*
- (k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the Council, could reasonably be expected to harm the interests of the municipality if they were held in public; 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.*

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

Tuesday, February 20, 2024
at 1:00 p.m.

Present: Mayor Bloomfield
Deputy Mayor Watt
Councillor Boulton
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
Julie Czeck, Director of Public Safety and Partnerships
Hayley Anderson, Legislative Assistant

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

41/2024

It was MOVED and SECONDED

THAT Council adopt the agenda for the Regular Council Meeting held on February 20, 2024 as presented.

CARRIED UNANIMOUSLY

4. Recess to Committee of the Whole

42/2024

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 1:28 p.m.

6. Adoption of Minutes:

6.1 Minutes of the February 6, 2024 Regular Council Meeting

43/2024

It was MOVED and SECONDED

THAT Council adopt the Regular Council Meeting minutes of February 6, 2024 as presented.

CARRIED UNANIMOUSLY

7. Consent Agenda:

44/2023

It was MOVED and SECONDED

THAT Council approve the Consent Agenda:

1. Minutes of the November 27, 2023 Parks and Recreation Advisory Committee;
2. Minutes of the February 6, 2024 Committee of the Whole Meeting; and
3. Minutes of the February 6, 2024 Public Hearing.

CARRIED UNANIMOUSLY

8. Staff Reports:

8.1 Elected Officials Code of Conduct

45/2024

It was MOVED and SECONDED

THAT Council adopt the Regional District of Okanagan-Similkameen Code of Conduct included as Attachment B to the report dated January 16, 2024;

AND THAT Council rescind Respectful Workplace Policy dated March 17, 2014;

AND THAT Council direct staff to amend the Council Remuneration and Expense Bylaw No. 2019-27 to include reduction of remuneration upon code of conduct breaches or the filing of frivolous, vexatious or claims made in bad faith as follows: First offence reduction of 10% for twelve months, second offence reduction of 15% for 12 months, third and subsequent offences 25% for 12 months. Reductions to remuneration shall be cumulative.

CARRIED

Councillors Boulton and Miller, Opposed

8.2 2024 SILGA Resolutions

46/2024

It was MOVED and SECONDED

THAT Council submit the following resolution regarding the urgent need for complex care opportunities in the South Okanagan for consideration at the 2024 Southern Interior Local Government Association (SILGA) Convention;

AND THAT the motion be referred to the Regional District of Okanagan-Similkameen for support.

WHEREAS: Communities across the Province have conducted Community Safety Reviews and are implementing many recommendations in support of resident's safety.

WHEREAS: Cities have carried out countless initiatives that support vulnerable individuals and the community at large including; added Community Safety Officers, a Safe

Places Bylaw, a Bylaw Enforcement programs that focus on helping marginalized people in the city, working collaboratively with service providers to ensure there is sufficient harm reduction sites and toxic drug testing, working with community partners to provide emergency cold weather shelters.

WHEREAS: The Province has developed a complex care framework that acknowledges the growing number of people in our communities who require additional health, mental health, social, and other services to help them find and maintain housing. Complex care housing has been created for people at risk of or experiencing homelessness who have complex mental health or substance use issues, and who may also be living with other challenges like acquired brain injury, developmental disability, and histories of trauma.

WHEREAS: The Province has appointed health authorities as the lead in implementation and no such plans have been developed in the South Okanagan since the framework was completed in 2022. Our residents are suffering in the interim.

THEREFORE BE IT RESOLVED: The Province provides immediate and clear direction to the health authorities to prioritize the implementation, inclusive of funding timelines, of complex care facilities, and other housing facilities for those exiting a complex care facility, in the South Okanagan and across the entire Province in support of residents who are suffering.

CARRIED UNANIMOUSLY

8.3 License to Use Agreement – Bishop’s Snow and Marine Ltd. Operating as Pier Water Sports

47/2024

It was MOVED and SECONDED

THAT Council approve the three (3) year License to Use Agreement renewal with Bishop’s Snow and Marine Ltd., operating as Pier Water Sports, for the use of approximately .55 ac. of Rotary Park foreshore, and use of the building for the operation of water leisure activities on Okanagan Lake.

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

CARRIED UNANIMOUSLY

8.4 Request for Proposal – Skaha Main Concession
Re: 3701 Parkview Street

48/2024

It was MOVED and SECONDED

THAT Council refer the Request for Proposal process to the Parks and Recreation Advisory Committee for their review and recommendation, for the use of 3701 Parkview Street, (Skaha Main Concession) for the purpose of seeking an operator for a food concession for a three (3) year term.

CARRIED UNANIMOUSLY

8.5 Request for Proposal – Sudbury Beach Concession
Re: 3846 Skaha Lake Road

49/2024

It was MOVED and SECONDED

THAT Council refer the Request for Proposal process to the Parks and Recreation Advisory Committee for their review and recommendation for the use of 3846 Skaha Lake Road (Sudbury Beach Concession) for the purpose of seeking an operator for a food concession for a three (3) year Sub-License to Use agreement term.

CARRIED UNANIMOUSLY

8.6 Beach Vending Program

50/2024

It was MOVED and SECONDED

THAT Council refer the renewal of the Beach Vending Program for an additional three-year term to the Parks and Recreation Advisory Committee for their review and recommendation;
AND THAT Council authorize staff to extend approximately 75m² of the existing pathway on Lakeshore Drive, to construct a new vending area at an approximate cost of \$30,000, to be funded from anticipated administrative savings through the year.

CARRIED UNANIMOUSLY

8.7 Electric Kick Scooter Legislation and Public Pilot Project

51/2024

It was MOVED and SECONDED

THAT the City of Penticton consents to the Electric Kick Scooter Pilot Project taking place within the City of Penticton, starting on April 5, 2024;
AND THAT the Ministry of Transportation and Infrastructure be advised accordingly;
AND THAT the City issue a competitive call for proposals for a public bike and/or scooter share program.

CARRIED
Councillors Konanz and Miller, Opposed

8.8 Development Permit PL2023-9672
Re: 286 Rigsby Street

52/2024

It was MOVED and SECONDED

THAT Council approve "Development Permit PL2023-9672" for Lot A District Lot 4 Group 7 Similkameen Division Yale (Formerly Yale-Lytton) District Plan EPP134647, located at 286 Rigsby Street, a permit to approve the form and character of a 5 storey, 48 unit apartment.

CARRIED UNANIMOUSLY

9. Bylaws and Permits

9.1 Zoning Amendment Bylaw No. 2024-04
Development Variance Permit PL2023-9684
Re: 200 Abbott Street

53/2024

It was MOVED and SECONDED

THAT Council adopt "Zoning Amendment Bylaw No. 2024-04"
AND THAT Council approve Development Variance Permit PL2023-9684

CARRIED UNANIMOUSLY

10. Notice of Motion

11. Business Arising

11.1 Business Arising from Committee of the Whole of Council

54/2024

It was MOVED and SECONDED

THAT Council direct staff to draft an amendment to our bylaws or create a bylaw to restrict harassment of a person in a public space similar to the Public Behaviors Bylaw 54M2006 of the City of Calgary.

CARRIED UNANIMOUSLY

11.2 Business Arising from Item 8.8 – Development Permit PL2023-9672

55/2024

It was MOVED and SECONDED

THAT Council direct staff to incorporate provisions for 'storage units' in multi-dwelling units into the ongoing OCP and zoning bylaw updates.

DEFEATED

Councillors Gilbert, Graham, Konanz and Watt, Opposed

12. Public Question Period

13. Council Round Table

14. Adjournment

56/2024

It was MOVED and SECONDED

THAT Council adjourn the February 20, 2024 Regular meeting of Council at 3:29 p.m.

CARRIED UNANIMOUSLY

Certified correct:

Confirmed:

Angie Collison
Corporate Officer

Julius Bloomfield
Mayor

Committee of the Whole

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

Tuesday, February 20, 2024

Recessed from the Regular Council Meeting at 1:00 p.m.

Present:

Mayor Bloomfield
Deputy Mayor Watt
Councillor Boulton
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
Julie Czeck, Director of Public Safety and Partnerships
Hayley Anderson, Legislative Assistant

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 February 20, 2024 be adopted as presented.

CARRIED UNANIMOUSLY

3. **Delegations:**

3.1 SOICS Update and Community Safety

Cherry Fernandez and Elmira Galiyeva, South Okanagan Immigrant and Community Services (SOICS), provided Council with a presentation on South Okanagan Immigrant and Community Services and proposed actionable solutions and steps for Council's consideration.

4. **Adjourn to Regular Meeting**

It was MOVED and SECONDED

THAT Council adjourn the Committee of the Whole meeting held February 20, 2024 at 1:28 p.m. and reconvene the Regular Meeting of Council.

CARRIED UNANIMOUSLY

Certified correct:

Confirmed:

Angie Collison
Corporate Officer

Julius Bloomfield
Mayor

Council Report

penticton.ca

Date: March 5, 2024 File No: 0550-20
To: Anthony Haddad, City Manager
From: Brittany Seibert, Emergency Program Coordinator
Subject: **2024 Community Emergency Preparedness Fund – Emergency Operations Centre**

Staff Recommendation

THAT Council support the application for grant funding from UBCM for Emergency Operations Centre (EOC) costs for equipment, supplies and training for the City of Penticton Emergency Operations Centre up to an amount of \$30,000.

Strategic priority objective

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

Background

Under the *Disaster and Emergency Management Act*, municipalities, First Nation communities and regional districts are responsible for engaging in the four pillars of emergency management – preparedness, mitigation, response and recovery. As such, the City of Penticton engages in regular training and operates their own Emergency Operations Centre (EOC), supporting emergency response personnel in the field and coordinating all official communications regarding the emergency.

Funding received from this grant will build on the estimated \$150,000 we have received in grants from UBCM for our EOC and will allow for the improvement and capacity of the City of Penticton EOC and staff.

Financial implication

The Community Emergency Preparedness Fund (CEPF) is a suite of funding programs intended to enhance the resiliency of local governments and their residents in responding to emergencies. Funding is provided by the Province of BC and is administered by Union of BC Municipalities (UBCM).

The grant funding can contribute a maximum of 100% of the cost of eligible activities to a maximum of \$30,000.

Climate Impact

Disasters, many of which are exacerbated by climate change and which are increasing in frequency and intensity, significantly impede progress towards sustainable development. More dedicated action needs to be focused on tackling underlying disaster risk drivers, such as the consequences of climate change and variability. Increasing our City’s capacity to operate an EOC effectively in the face of climate change will help to ensure our excellence in emergency response and recovery.

Attachments

Attachment A – Emergency Operations Centres & Training 2023 Program & Application Guide

Respectfully submitted,

Brittany Seibert
Emergency Program Coordinator

Concurrence

Fire Chief ML	Director of Finance and Administration <i>AMC</i>	City Manager <i>SPH</i>
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Community Emergency Preparedness Fund

Emergency Operations Centres Equipment and Training

2024 Program and Application Guide (updated January 2024)

Applications will be accepted January 1 to February 23, 2024 using new [LGPS Online Application Tool](#)

1. Introduction

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

As of April 2023, the funding streams include:

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

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

Background

An **Emergency Operations Centre (EOC)** is a designated facility established by an organization or jurisdiction to coordinate the overall organizational or jurisdictional response and support to an emergency response

Under the *Emergency Program Act*, municipalities and regional districts are responsible for responding to emergencies in their area. In April 2017, the Ministry of Emergency Management and Climate Readiness (EMCR) entered into a 10-year service agreement with Indigenous Services Canada in order to be able to provide equivalent emergency management services to First Nations.

Emergency Operations Centres Equipment and Training Funding Stream

The intent of this funding stream is to support eligible applicants to build local capacity through the purchase of equipment and supplies required to maintain or improve an **EOC** and to enhance **EOC** capacity through training and exercises.

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

2. Eligible Applicants

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

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

3. Grant Maximum

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

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

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

4. Eligible Projects

To qualify for funding, proposed activities must support eligible applicants to build local capacity through the purchase of equipment and supplies required to maintain or improve an **EOC** and to enhance **EOC** capacity through training and exercises.

In addition, to qualify for funding, projects must be:

- A new or subsequent phase of a project (retroactive funding is not available);
- Capable of completion by the applicant within one year from the date of grant approval;
- Where applicable, eligible for required approvals, authorizations and permits; and,
- In alignment with the [Emergency Operations Centre Operational Guidelines](#).

Regional Projects

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

The primary applicant submitting the application for a regional project is required to submit a resolution as outlined in [Section 7](#) of this guide. Each sub-applicant is required to submit a resolution that clearly states their approval for the primary applicant to apply for, receive, and manage the grant funding on their behalf.

5. Requirements for Funding

As part of both the development of the application package and the delivery of the approved project, local governments are encouraged to proactively engage with local First Nations and Indigenous organizations. Engagement by local governments both locally and regionally can help build relationships with First Nations, benefit both communities, and enhance reconciliation. More information on engagement best practices is available [here](#).

As part of the approval agreement, approved applicants must agree to the following requirements for funding:

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

6. Eligible and Ineligible Costs and Activities

Eligible Costs and Activities

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

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

Table 1: Activities Eligible for Funding	
<p>1. Purchase of supplies and purchase and installation of equipment</p> <p><i>For the purpose of CEPF funding, EOCs must be located in a First Nation owned building or publicly owned building or an asset owned by the primary applicant or a sub-applicant.</i></p>	
<ul style="list-style-type: none"> • Purchase of supplies required to maintain or improve EOCs (e.g., vests and Section materials, furniture, 72-hour supply of food and water for staff, trailers for the purpose of transportation, storage and mobile EOCs); • Purchase and installation of equipment required to maintain or improve EOCs (e.g., information technology, communication systems, generators, wall monitors); • Minor renovations (e.g., wiring, cabling, installation of shelving) in order to support installation of eligible equipment. 	
<p>2. Training and exercises</p> <p><i>Applicants are encouraged to identify qualified local providers for training. The following list includes the commonly used course names.</i></p> <p><i>For all virtual courses, eligible costs include: course fee (if any), required course materials, and travel (including accommodations and per diems) only if required for internet connection or access to necessary technology. For all in-person courses, eligible costs include: course fee, required course materials, and travel (including accommodations and per diems).</i></p>	
<ul style="list-style-type: none"> • EOC Courses <ul style="list-style-type: none"> ○ EMRG-1300: Introduction to EOCs ○ EMRG-1320: EOC Essentials ○ EMRG-1330: EOC Operations ○ EMRG-1331: EOC Planning ○ EMRG-1332: EOC Logistics ○ EMRG-1333: EOC Finances ○ EMRG-1334: Information Officer 	<ul style="list-style-type: none"> • Introductory Emergency Management Courses <ul style="list-style-type: none"> ○ EMRG-1100: Intro to Emergency Management in Canada ○ EMRG-1200: ICS Level 100 ○ EMRG-1133: Radio Communications Station Management ○ EMRG-1136: Community Evacuations

- Exercises that support increasing **EOC** capacity including tabletop workshops and mock emergency events (e.g., tabletop walkthroughs of **EOC** roles and responsibilities, mock earthquake/fire/flood emergencies to practice activating an **EOC** and directing emergency response).

Additional Eligible Costs and Activities

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

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

Ineligible Costs and Activities

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

- Routine or ongoing operating costs or activities (e.g., heating, cooling, and lighting; security; software or service subscriptions; or membership fees);
- Routine or ongoing planning costs or planning activities that are not incremental to the project;
- Regular salaries and/or benefits of applicant staff or partners;
- Duplication of recently developed information, maps, or imagery (e.g., LiDAR) provided the information remains accurate;
- Project-related fees payable to the applicant(s) (e.g., permit fee for installation of eligible equipment);
- Costs related to individual or household preparedness, including the purchase of emergency supplies (e.g., first aid kits and evacuation supplies);
- Workshops for community members or households;
- Development of curriculum for Kindergarten to Grade 12 education;

- Major capital improvements or major renovations to existing facilities and/or construction of new, permanent facilities;
- Purchase of promotional items, door/raffle prizes, give-away items, and/or gifts for community members (except costs related to local cultural protocols);
- Use of an **EOC** during an emergency;
- Training provided and paid by the Provincial Emergency Management Training Program;
- Purchase of vehicles; and,
- Emergency preparedness marketing campaigns.

7. Application Requirements and Process

The new [LGPS Online Application Tool](#) is now available. Refer to [Appendix 2](#) for full information.

Application Deadline

The application deadline is **February 23, 2024**. Applicants will be advised of the status of their applications within 90 days of the application deadline.

Required Application Contents

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

All applicants are required to complete the LGPS Online Application Form and submit an electronic copy of the following:

- Completed Application Worksheet with all required attachments;
- Band Council resolution, Treaty First Nation resolution, or local government Council or Board resolution indicating support for the current proposed activities and willingness to provide overall grant management;
- Detailed budget that indicates the proposed expenditures from CEPF and aligns with the proposed activities outlined in the Application Form. Although additional funding or support is not required, any other grant funding or in-kind contributions must be identified. Applicants are encouraged to use the new [LGPS Budget and Financial Summary Tool](#);
- For regional projects only: Band Council resolution, Treaty First Nation resolution, or local government Council or Board resolution from each sub-applicant that clearly states their approval for the primary applicant to apply for, receive, and manage the grant funding on their behalf. Resolutions from sub-applicants must include this language.

Submission of Applications

Applications are required to be submitted in two steps **prior to the application deadline**:

1. [LGPS Online Application Form](#): This online form must be completed for all applications to LGPS funding programs and includes questions that are common to all grant applications. When the LGPS Online Application Form is submitted, the applicant will receive an email confirmation including the file number that has been assigned to the application, and a copy of the Application Worksheet that must be completed as part of Step 2.
2. Application Worksheet: This worksheet contains questions that are specific to the funding stream and must be submitted by email to UBCM with all other required attachments.

Refer to [Appendix 2](#) for more information on the new process and the information that will be required to be submitted during each step.

Worksheets and required attachments should be submitted as Word, Excel or PDF files. Total file size for email attachments cannot exceed 20 MB. All materials should be submitted to Local Government Program Services, Union of BC Municipalities by e-mail: cepf@ubcm.ca.

Review of Applications

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

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

Higher application review scores will be given to projects that:

- Align with the intent of the Emergency Operations Centres Equipment and Training funding stream to increase **EOC** capacity;
- Demonstrate evidence of engagement with First Nations and/or Indigenous organizations in advance of submitting the application and as part of the proposed project (e.g., collaborative planning tables; incorporating First Nation values and perspectives in proposed activities; existing outreach, plans, engagement reports or processes; including First Nation engagement costs in the budget; completion of Indigenous **Cultural Safety** and Cultural Humility Training);
- Effectively engage with neighbouring jurisdictions, and other impacted or affected parties (equity-denied populations, organizations that participate in the **EOC** program) as appropriate to the project. Rural and remote communities may want to consider engaging with regional districts and/or health authorities, and First Nation applicants may want to consider engaging with the First Nations' Emergency Services Society or the First Nations Health Authority;
- Contribute to a comprehensive, cooperative and regional approach to EOCs; and,
- Are cost-effective.

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

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

8. Grant Management and Applicant Responsibilities

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

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

Notice of Funding Decision and Payments

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

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

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

days may be closed.

Progress Payments

To request a progress payment, approved applicants are required to submit the [Interim Report Form](#). The form will require the following information:

- Description of activities completed to date;
- Description of funds expended to date (applicants are encouraged to use the new [LGPS Budget and Financial Summary Tool](#)); and,
- Written rationale for receiving a progress payment.

Changes to Approved Projects (Amendment Requests)

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

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

To propose changes to an approved project, applicants are required to submit the [Interim Report Form](#). If UBCM determines the amendment is eligible for consideration, applicants will be required to submit:

- An amended application package, including updated, Application Worksheet, detailed budget (applicants are encouraged to use the new [LGPS Budget and Financial Summary Tool](#)), required attachments, and an updated Band Council, Treaty First Nation resolution, or local government Council or Board resolution;
- For regional projects only, evidence of support from sub-applicants for proposed amendments will be required; and,
- Written rationale for proposed changes to activities and/or expenditures.

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

Extensions to Project End Date

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

The [Interim Report Form](#) will be required to be submitted for all extensions request over six months. Extensions will not exceed one year from the date of the original final report deadline.

9. Final Report Requirements and Process

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

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

Final Reports

Applicants are required to submit an electronic copy of the complete final report, including the following:

- Completed Final Report Form with all required attachments;
- Detailed financial summary that indicates the actual expenditures from CEPF and other sources (if applicable) and that aligns with the actual activities outlined in the Final Report Form.

Applicants are encouraged to use the new [LGPS Budget and Financial Summary Tool](#);

- Copies of any training or capacity building materials that were produced with grant funding;
- Photos of funded activities and/or completed projects; and,
- Links to media directly related to the funded project.

Submission of Reports

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

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

Review of Final Reports

UBCM will review all final reports to ensure the required report contents have been submitted.

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

10. Additional Information

For enquiries about the application process or general enquiries about the program, please contact:

Union of BC Municipalities
525 Government Street
Victoria, BC V8V 0A8

E-mail: cepf@ubcm.ca

Phone: 604 270 8226 ext. 220

Appendix 1: Definitions

Please refer to [CEPF Definitions](#) for defined terms used throughout the Community Emergency Preparedness Fund program and application materials.

The following definitions apply to the Emergency Operations Centres Equipment and Training funding stream:

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

Emergency Operations Centres (EOC): Designated facility established by an organization or jurisdiction to coordinate the overall organizational or jurisdictional response and support to an emergency response ([Emergency Support Services Program Guide](#)).

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

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

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

Mitigation: the lessening or minimizing of the adverse impacts of a **hazard** (modified from [Sendai Framework for Disaster Risk Reduction](#)).

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

Appendix 2: LGPS Online Application Tool

As outlined in Section 7, applications are required to be submitted in two steps **prior to the application deadline**:

1. [LGPS Online Application Form](#): This online form must be completed for all applications to LGPS funding programs and includes questions that are common to all grant applications. When the LGPS Online Application Form is submitted, the applicant will receive an email confirmation including the file number that has been assigned to the application, and a copy of the Application Worksheet that must be completed as part of Step 2.
2. Application Worksheet: This worksheet contains questions that are specific to the funding stream and must be submitted by email to UBCM with all other required attachments.

STEP ONE: LGPS Online Application Form

The following questions are required to be answered on the LGPS Online Application Form:

1. Name of the intake of the funding program that you want to apply for (select from menu).
2. Name of Primary Applicant (select from menu). Please note: if the name of your organization is not included in the menu, contact UBCM in order to determine eligibility and next steps.
3. Primary and secondary contact information: name, position, phone, email.
4. For regional projects only: name of sub-applicant(s) and rationale for regional project.
5. Project title.
6. Proposed start and end date.
7. Total project budget.
8. Total grant request.
9. Other funding amount and source.
10. Project summary.
11. Progress to date. Provide an update on the status of previously approved projects if previously funded under same funding program/funding stream.
12. Certification that the information is complete and accurate.

When the LGPS Online Application Form is submitted, the applicant will receive an email confirmation including the file number that has been assigned to the application, and a copy of the Application Worksheet that must be completed as part of Step 2.

STEP TWO: Application Worksheet and Required Attachments

Application Worksheet

The following questions will be required to be answered on the Application Worksheet:

1. Primary Applicant full name (First Nation or local government).
2. File Number (this can be found on the confirmation email you will receive after the LGPS Online Application Form is submitted).
3. Proposed Activities: description of the proposed specific activities that will be undertaken:
 - a) Purchase of equipment and supplies, equipment installation
 - b) Training and exercises

4. Alignment with funding stream: description of how activities will align with the intent of the funding stream (build local capacity through the purchase of equipment and supplies required to maintain or improve an EOC and to enhance EOC capacity through training and exercises).
5. Engagement with First Nations and/or Indigenous Organizations:
 - a) Which First Nations and/or Indigenous organizations were proactively engaged as part of the development of this application?
 - b) Which First Nations and/or Indigenous organizations will participate in the proposed activities and what specific role will they play?
 - c) Please indicate the extent to which staff and/or elected officials have undertaken Indigenous Cultural Safety and Cultural Humility Training.
6. Engagement with Neighbouring Jurisdictions and Affected Parties: description of any neighbours and/or partners (e.g., equity-denied populations, organizations that participate in the EOC program, etc.) you will engage with as appropriate to the project.
7. Comprehensive, cooperative, regional approach and benefits: description of how your project will contribute to a comprehensive, cooperative, and regional approach to EOC and any regional benefits.
8. Additional Information: Any other information you think may help support your submission.

Required Attachments

The following attachments will be required to be submitted with the completed Application Worksheet:

- Band Council resolution, Treaty First Nation resolution, or local government Council or Board resolution, indicating support for the current proposed activities and willingness to provide overall grant management.
- Detailed budget that indicates the proposed expenditures from CEPF and aligns with the proposed activities outlined in the Application Worksheet. Although additional funding or support is not required, any other grant funding or in-kind contributions must be identified. Applicants are encouraged to use the new [LGPS Budget and Financial Summary Tool](#).
- For regional projects only: Band Council resolution, Treaty First Nation resolution, or local government Council or Board resolution, from each sub-applicant that clearly states their approval for the primary applicant to apply for, receive, and manage the grant funding on their behalf.

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

All documents should be submitted to Local Government Program Services, Union of BC Municipalities by e-mail: cepf@ubcm.ca.

Please note “2024-EOC” in the subject line.

Council Report

penticton.ca

Date: March 5, 2024 File No: 0550-02
To: Anthony Haddad, City Manager
From: Cheryl Hardisty, Manager, Council and Executive Operations
Subject: **Council Remuneration and Expense Amendment Bylaw No. 2024-06**

Staff Recommendation

THAT Council give first, second and third reading to "Council Remuneration and Expense Amendment Bylaw No. 2024-06", a bylaw to amend meal per diem reimbursement expenses and reduction of remuneration for code of conduct violations.

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

Council adopted Council Remuneration and Expense Bylaw No. 2019-27 on August 20, 2019. Since then, meal per diem reimbursement amounts have not been reviewed or revised to reflect ease of calculation or inflationary impacts.

At the February 20, 2023 regular meeting of Council where Council adopted the Code of Conduct, Council also directed staff to bring back amendments to the Bylaw to include reductions to remuneration upon Code of Conduct breaches or the filing of frivolous or vexatious claims.

Analysis

Code of Conduct

At the February 20th meeting, Council directed staff to prepare amendments to the Remuneration Bylaw to incorporate provisions for reduction of remuneration where a breach of the Code of Conduct has been found to have occurred, as follows:

- First offence reduction of 10% for twelve months,
- second offence reduction of 15% for 12 months,
- third and subsequent offences 25% for 12 months.

- Reductions to remuneration shall be cumulative.

The principle purpose of such penalties is to promote high standards of conduct. While the code of conduct does outline available remedies such as a letter of reprimand, request for apology, removal from committees, Council may wish to consider more stringent and escalating deterrents where behavior has been found, by a solicitor, to be in violation and not inadvertent.

Reductions to remuneration are not applied automatically. The Code of Conduct includes provisions for no reduction where the Solicitor finds that:

- The member took all reasonable steps to prevent the breach
- The breach was trivial or inadvertent, or
- The breach was because of an error in judgement made in good faith.

Per Diems

Current per diem rates are classified by zone and by meal to reflect daily allowances. As the current structure can be complicated by travelling between zones and administratively burdensome to calculate, staff have reviewed standard practices for these expenses.

Current per diem rates:

	Zone A	Zone B	Zone C	Zone D
Breakfast	\$20	\$20	\$15	\$15
Lunch	\$30	\$30	\$25	\$20
Dinner	\$41	\$51	\$36	\$31
Daily Allowance	\$91	\$101	\$76	\$66

Zone A – Vancouver Island

Zone B – Lower Mainland (includes Whistler and meals outside of BC and Canada)

Zone C – Okanagan & Thompson Valleys

Zone D – All other BC

From reviewing the method for providing per diems in other government agencies, it was noted that a standard of practice is utilizing rates as set by the Canada Revenue Agency (CRA). CRA provides recommended allowances for items such as mileage and meals. The current Bylaw utilizes the rates set by CRA for mileage usage, staff is recommending that the City adopt the same methodology for meals.

Effective as of October 1, 2023, CRA meal allowances for travel in Canada are:

Meal	Amount
Breakfast	\$24.35
Lunch	\$24.65
Dinner	<u>\$60.45</u>
Daily Allowance	\$109.45

Travel in the USA are the same per diem amounts however paid in US funds using the rate of exchange as deemed by the Accounts Payable department.

Adopting the CRA allowance amounts will simplify the method of calculating per diems as well as allow for regular adjustments for inflation.

Financial Implication

Current training and conference budgets contain allowances for meal reimbursements, the impact of this change will be nominal and accounted for within existing funds.

Attachment

Attachment A –Council Remuneration and Expense Amendment Bylaw No. 2024-06

Respectfully submitted,

Cheryl Hardisty
Council & Executive Operations Manager

Approvals

City Manager <i>CH</i>	Director, Finance & Administration <i>AMC</i>
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Bylaw No. 2024-06

A Bylaw to Amend Council Remuneration and Expense Bylaw

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

AND WHEREAS the Council of the City of Penticton wishes to amend Council Remuneration and Expense Bylaw No. 2019-27;

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 "Council Remuneration and Expense Amendment Bylaw No. 2024-06".

2. **Amendment:**

Council Remuneration and Expense Bylaw No. 2019-27 is hereby amended as follows:

2.1. Delete 5.3 and replacing with the following:

5.3 Meals, when not part of the conference or course fee, may be claimed at the per diem rates as recommended by the Canada Revenue Agency.

2.2. Add the following to 3. Remuneration paid to members of Council:

3.3 Subject to the Elected Official Code of Conduct, where the solicitor finds that a member breached the code of conduct or submitted a complaint that was frivolous, vexatious, or made in bad faith, the remuneration to which that member would otherwise have been entitled to shall be reduced as follows:

- a) Where the member of Council has been found to have breached the code of conduct for the first time, the remuneration shall be reduced by 10% for a period of 12 months from the date on which Council considers the solicitor's investigation report.
- b) Where the member of Council has been found to have breached the code of conduct for a second time, the remuneration shall be reduced by 15% for a period of 12 months from the date on which Council considers the solicitor's investigation report relating to that offence.
- c) Where the member of Council has been found to have breached the code of conduct for a third or subsequent time, the remuneration shall be reduced by 25% for a period of 12 months from the date on which Council considers the solicitor's investigation report relating to that offence.
- d) For certainty, where a member of Council has been found to have breached the code of conduct more than once in a 12 month period, the reductions in remuneration shall be cumulative for any period of overlap in the duration of each reduction.

- 3.4 Section 3.3 does not apply if the solicitor makes a finding that:
- a) the member took all reasonable steps to prevent the breach;
 - b) the breach was trivial or inadvertent; or
 - c) the breach was because of an error in judgment made in good faith.

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

Julius Bloomfield, Mayor

Angie Collison, Corporate Officer

Council Report

Date: March 5, 2024 **File No:** 3900-02
To: Anthony Haddad, City Manager
From: Ken Kunka, Building and Permitting Manager

Subject: Building and Fees and Charges Amendment Bylaws - Zero Carbon Step Code

Staff Recommendation

THAT Council give first, second and third reading to “Building Amendment Bylaw No. 2024-08”, a bylaw that includes a requirement for all new buildings to meet EL-01 ‘measure only’ level of the BC Zero Carbon Step Code;

AND THAT Council give first, second and third reading to “Fees and Charges Amendment Bylaw No. 2024-09”, a bylaw that puts in place incentives for projects that achieve higher Zero Carbon Step Code levels than required by the Building Bylaw, similar to the incentives in place for the achieving higher levels of the Energy Step Code.

Strategic priority objective

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

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

Background

On December 12, 2023, staff presented Council with information about the new provincial Zero Carbon Step Code and provided options for Council’s consideration. At that meeting, Council passed the following motion, opting in to the new Zero Carbon Step Code and directing staff to amend applicable bylaws accordingly:

That Council opt-in to the new Zero Carbon program established by the province at the EL-1 ‘measure only’ level for 2024, with a plan to move to EL-2 in 2025 based on consultation with the building industry and larger community;

AND THAT Council support the current approach to the Energy Step Code for 2024 and 2025, with a goal of moving to Step 4 for Part 9 buildings in 2026:

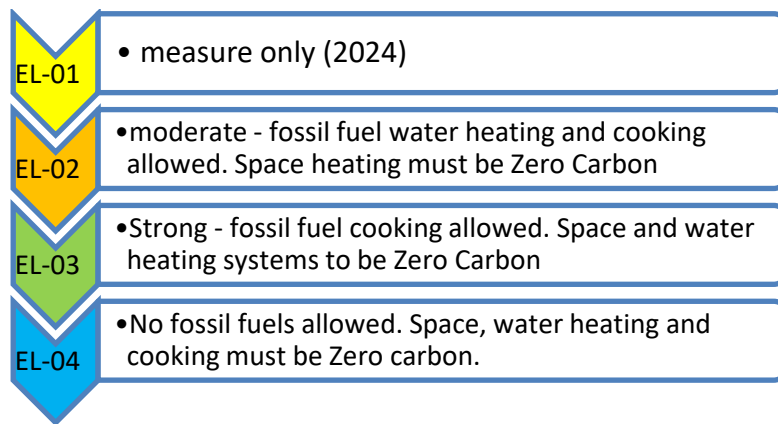
AND THAT Council support similar incentives for projects that achieve higher levels for the Zero Carbon Step Code that are in place for the Energy Step Code;

AND THAT Council direct staff to amend applicable bylaws accordingly.

CARRIED
Councilor Konanz, Opposed

To implement Council’s direction, an amendment is required to the City’ Building Bylaw. That is the purpose of this report.

Further to the step code changes shared by staff last at the December meeting, the province announced, late December of last year, that the effective date for the new 2024 BC Building Code would be March 8, 2024. While the new code does not mandate Zero Carbon Step Code compliance, the province also signaled their intention of further code changes in the later part of 2024, introducing a mandatory requirement for new development to meet EL-02 (moderate) level of the Zero Carbon Step Code. (see figure 01)



Zero Carbon Performance Levels (figure 01)

Financial implication

There are no immediate impacts to City finances for opting in to the Zero Carbon Step Code. The 2024 Building Department budget includes ongoing builder workshops and staff training to bring the industry up to speed on the new requirements and to ensure staff have the skills and training to review compliance with the new requirements. Providing an incentive for meeting the ZCSC may impact the City’s Building Permit revenue.

Currently, the City provides a 5% building permit rebate for meeting energy step code levels higher than required by the City. So far, this incentive has had nominal impacts on the City’s Building Permit revenue (\$20,000 in rebates paid out over a 3 year period).

Climate Impact

The City’s Green Build program, which emphasizes new construction, plays a significant part in the City’s overall Community Climate Action Plan (CCAP). The recent changes implemented within the Provincial Energy and Zero Carbon Step Codes are in alignment with the city’s plan outlined in New Build 1.2: Adopt a low-carbon approach to the Step Code (p. 56).

To meet the CCAP GHG reduction target of a 40% reduction in emissions below 2007 levels by 2030, 67.5% of new homes will be required to have zero-carbon heating sources starting in 2023 (p. 73). New homes will need to be built with zero carbon heating sources, such as heat pumps, as heating homes with natural gas significantly increases emissions in comparison to using electricity for space and water heating.

Electricity is nearly emissions free in BC and heat pumps use 1/2 to 1/4 the energy of a home heated by baseboard heaters, saving energy and money for residents over the long run. Each new building that is inefficient and has a fossil heating system is one more building that will need to be retrofitted later. The move to the Zero Carbon Step code is supported by the Community Climate Action Plan.

Analysis

Adoption of the Building Amendment Bylaw will provide clarity and a consistent path in support of meeting Provincial Net Zero ready and the City’s Climate Action plan targets. Staff will continue to monitor Code changes and consult with local industry stakeholders prior to any further Energy efficiency or Green House Gas emissions regulations recommendations that would be above and beyond minimum Code requirements.

Furthermore, staff are recommending continuation of the Energy Step Code incentive and to include a Zero Carbon Code incentive that has the potential to make meeting higher levels attractive for developers. Level 03 (EL-03 - Strong) is recommended as the minimum incentive trigger with the provinces’ mandatory EL-02 (Moderate) requirements slated for late 2024.

In conclusion, staff recommend that Council give first, second and third reading to the Building Amendment Bylaw and Fees and Charges Amendment Bylaw.

Attachments

- Attachment A – Building Amendment Bylaw No. 2024-08
- Attachment B – Fees and Charges Amendment Bylaw No. 2024-09

Respectfully submitted,

Ken Kunka, ASCT RBO
Building and Permitting Manager

Concurrence

Director <i>BL</i>	Director of Finance and Administration <i>AMC</i>	General Manager of Infrastructure <i>KD</i>	City Manager <i>SBH</i>
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Bylaw No. 2024-08

A Bylaw to Amend Building Bylaw No. 2021-21

WHEREAS the Council of the City of Penticton has adopted a Building Bylaw pursuant the *Community Charter* and the *Building Act*;

AND WHEREAS the Council of the City of Penticton wishes to amend Building Bylaw No. 2021-21;

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 "Building Amendment Bylaw No. 2024-08".

2. **Amendment:**

Building Bylaw No. 2021-21 is hereby amended as follows:

2.1 Add the defined term to section 4.5: "**Zero Carbon Step Code**" means the greenhouse gas (GHG) emission requirements set out in Part 9, Section 9.37 - Greenhouse Gas Emissions and Part 10, Section 10.3 - Greenhouse Gas Emissions of the **Building Code**, as amended from time to time.

2.2 Delete 26.1 and 26.2 and replace with:

26.1 In relation to Energy Efficiency, the City incorporates by reference the performance requirements set out in subsection 9.36.5 – Energy Performance Compliance of the **Building Code**.

26.2 Any new building or structure to which Part 3 or Part 9 of the **Building Code** applies, and is within the scope of the application of the **Zero Carbon Step Code**, as described in the **Building Code**, must be designed and constructed to meet performance requirements specified in EL-1 (measure only) of the **Zero Carbon Step Code**.

READ A FIRST time this day of , 2024

READ A SECOND time this day of , 2024

READ A THIRD time this day of , 2024

ADOPTED this day of , 2024

Julius Bloomfield, Mayor

Angie Collison, Corporate Officer

The Corporation of the City of Penticton

Bylaw No. 2024-09

A bylaw to amend the Fees and Charges Bylaw No. 2014-07

WHEREAS the Council of the City of Penticton has adopted a Fees and Charges Bylaw pursuant to the Community Charter;

AND WHEREAS the Council of the City of Penticton wishes to amend "Fees and Charges Bylaw No. 2014-07";

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

1. Title:

This Bylaw may be cited as "Fees and Charges Amendment Bylaw No. 2024-09".

2. Amendment:

2.1 Amend "Fees and Charges Bylaw No. 2014-07" by adding the following line to Appendix 4 – Building Department Fees:

Appendix 4		
Building Department Fees	2023	2024
Permit Reduction and Additional Charges Reductions		
BC Zero Carbon Code – building permit refund for residential projects designed and certified to EL-03 at time of Occupancy.		5%

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

Julius Bloomfield, Mayor

Angie Collison, Corporate Officer

Council Report

Date: March 5, 2024 File No: RMS/5080-01
To: Anthony Haddad, City Manager
From: Jamie Lloyd-Smith, Social Development Specialist and Steven Collyer, Housing and Policy Initiatives Manager
Subject: **Affordable Housing Pilot Funding Program**

Staff Recommendation

THAT Council endorse the "Affordable Housing Pilot Funding Program: Guidelines & Application" as outlined in Attachment A;

AND THAT Council approve \$100,000 be transferred from the Affordable Housing Amenity Contribution Reserve for the Affordable Housing Pilot Funding Program;

AND THAT Council direct staff to amend the 2024-2028 Financial Plan accordingly;

AND THAT Council authorize the Chief Financial Officer to sign the program agreements and/or contracts with the successful applicants;

AND THAT Council direct staff to report back on the Affordable Housing Pilot Funding Program after the one-year pilot is complete.

Executive Summary

Non-profit housing providers in Penticton own and operate much of the City's secure affordable housing stock and supporting non-profit housing organizations in developing more housing on their existing land will lead to an increase in secure affordable housing into the future. To meet Council's objectives of supporting the "provision of attainable and accessible housing across the entire housing spectrum" staff are recommending that Council approve a one (1) year Affordable Housing Pilot Funding Program that will offer pre-development funding from the City's Affordable Housing Amenity Reserve, to non-profit housing providers to support applications to senior government capital funding programs for new affordable housing projects.

Strategic Priority Objective

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

Mission: Penticton will serve its residents, businesses and visitors through organizational excellence,

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

Background

The City has an Affordable Housing Amenity Contribution Reserve, passed by Bylaw in 2016, which contains approximately \$260,000 in contributions from specific developments through density bonus provisions, whereby the Zoning Bylaw required cash contributions from Developers when exceeding the base density allowed in their zone. Density bond funds received through the Zoning Bylaw are directed 50/50 to the Affordable Housing Amenity Contribution Reserve and the Public Amenity Contribution Capital Reserve Fund accordingly per the Density Bonds Funds Allocation Policy, and subsequent creation of respective reserve bylaws. The money was collected to support housing affordability and public amenities in the city.

In July 2021, Council directed staff to use funds from the Affordable Housing Amenity Contribution Reserve for pre-development funding for the city-owned land on 2509 South Main Street (formerly Shielings Motel). That work included engaging an architect to produce concept plans for an affordable housing project. This pre-development work was necessary in order to apply for capital housing grants to build affordable housing on the property. Following the completion of the architectural plans, Council directed staff to apply for the Community Housing Fund via BC Housing in November, 2023. The final concept was for a 56-unit apartment development on the site.

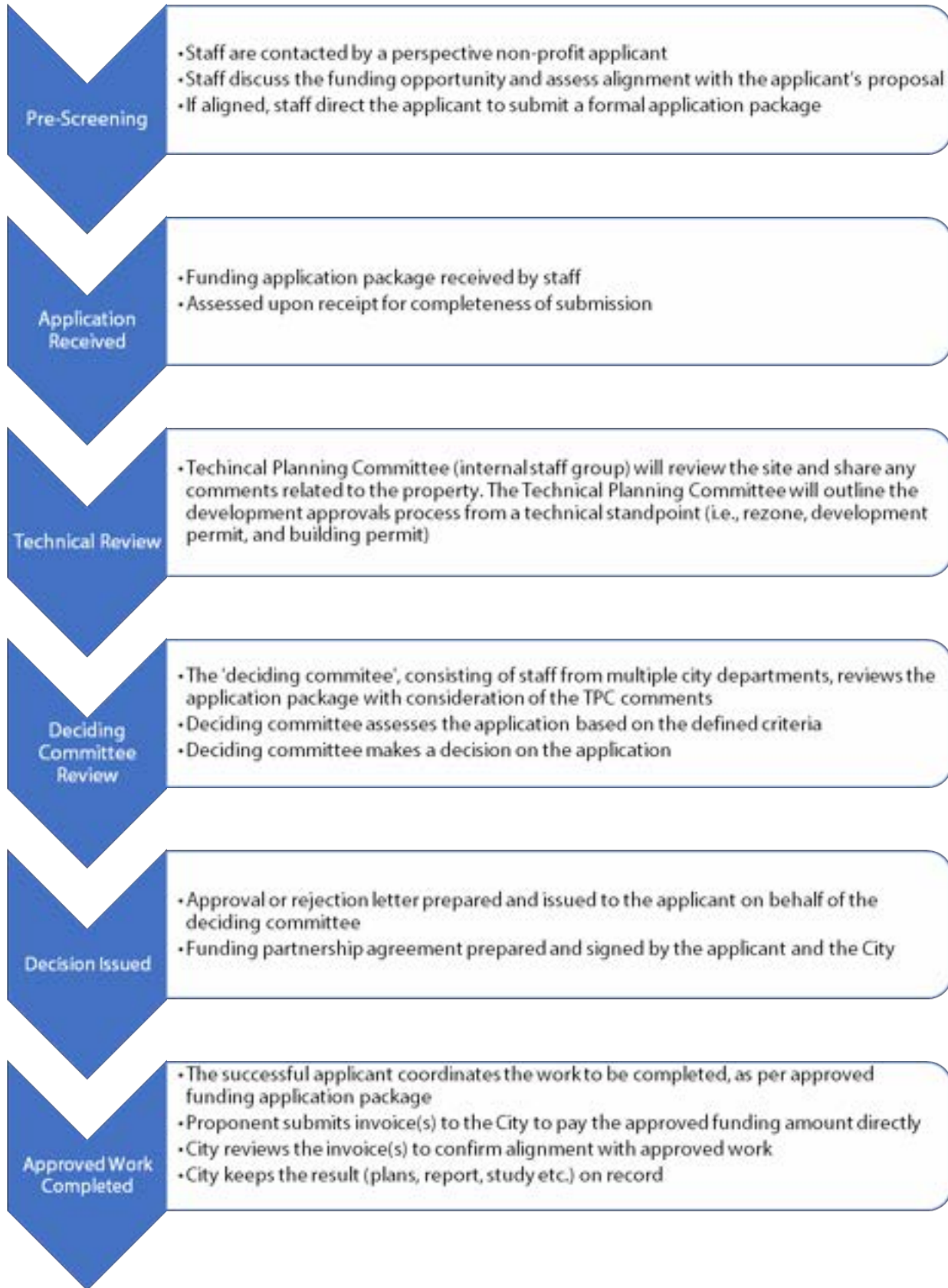
Following the success of this process, staff see an opportunity to test a pilot funding program whereby non-profit housing organizations can access funding through the City's Affordable Housing Reserve for any necessary pre-development work to get 'shovel ready' projects for future capital grant applications.

The City, in collaboration with 100 More Homes, the collective group of non-profit organizations and Provincial entities, have identified the need for pre-development funding to expedite 'shovel ready' projects for affordable housing for city-owned land or non-profit-owned land.¹ While there is often provincial and federal grant funding available for the capital and operating costs of new affordable housing, there is very little pre-development funding available for non-profit organizations to leverage to submit quality applications for these competitive grants. And often funds need to be spent just to apply for the pre-development grants offered by BC Housing or CMHC. Pre-development work such as hiring development consultants, hiring project architects for conceptual plans, completing a geotechnical or other assessment work, or completing an appraisal, can cost non-profit organizations thousands of dollars. Through research, staff have identified several other municipalities such as the City of Victoria, City of Kamloops, City of Port Moody, City of Coquitlam and City of Abbotsford that have established similar programs through their affordable housing reserve to support the development of affordable housing with pre-development funding.

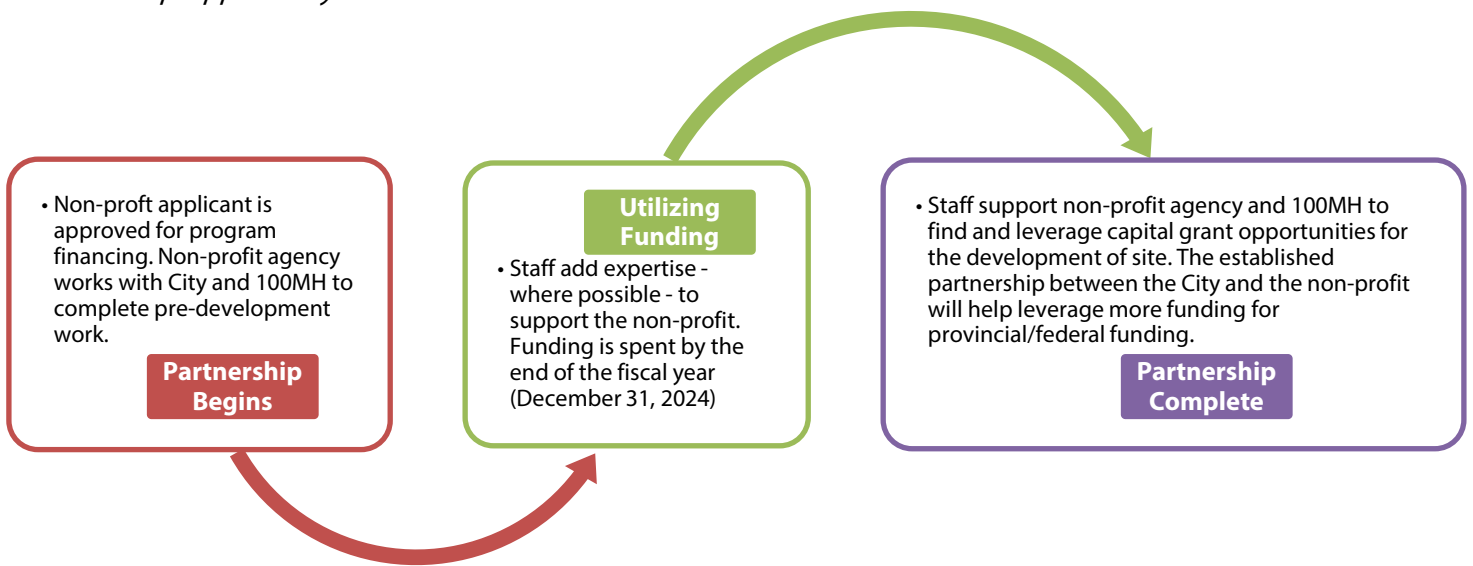
Process

The steps involved with the proposed Affordable Housing Pilot Funding Program are outlined in the flow chart below:

¹ "Affordable Housing" refers to when a household's is spending 30% or less of household income on shelter costs in alignment with the [City of Penticton Housing Needs Assessment 2023](#)



Partnership Opportunity with 100 More Home



100 More Homes Penticton is a local group consisting of non-profit organizations working to support affordable housing and homelessness services, supported through a Memorandum of Understanding (MOU) with the City of Penticton. A number of local non-profit organizations are represented at 100 More Homes. Staff consulted members of 100 More Homes for feedback on the proposed pilot funding program. There is an opportunity for this program to be a partnership program rather than simply a funding program. It was shared that often non-profits not only face challenges in getting pre-development funding, but have less technical expertise to put together complex and competitive capital grant applications. As outlined in the Affordable Housing Pilot Funding Program in Attachment A, the intent of the pilot funding program is for the City to become a partner in the project because non-profit organizations are well poised for funding opportunities when there is municipal endorsement. For example, staff can provide letters of support, complete a technical planning committee review of the site, or help review capital grant applications with technical expertise. In addition, the City will have access to all final documentation from any pre-development work (i.e. assessments, drawings, etc). This collaboration increases the chances of success for funding of non-market affordable housing projects in Penticton.

Affordable Housing Amenity Contribution Reserve

The purpose of the proposed Affordable Housing Pilot Funding Program is to assist in bringing more affordable housing into the Penticton market by offering pre-development funding for non-profit housing organizations. The funds could be used for items such as: pre-development work including hiring development consultants, architectural designs, feasibility studies, or land appraisals.

To enhance partnerships between the City of Penticton and non-profit housing operators, this program is intended to not only provide financial assistance, but extra technical support where staff capacity allows such as: project support, technical review of site plans and capital grant applications. The partnership will allow the city to reserve the rights to all project documentation (i.e. plans, reports, appraisals, etc) to ensure that in the event that there a risk to project completion, the City will still have 'shelf ready' housing plans for future capital grant applications for that property.

Alignment with Official Community Plan

There is strong alignment with the Affordable Housing Pilot Funding Program and the Official Community Plan. The OCP supports the development of affordable housing, and contains a number of policies on how the City can help address the need. These policies are outlined below:

- OCP Policy 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.”
- OCP Policy 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.
- OCP Policy 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.

Alignment with Official Community Plan Housing Task Force Recommendations

In December, 2023, Council endorsed the 18 Official Community Plan Housing Task Force Recommendations. The OCP Housing Task Force identified a need for more affordable housing in the community. This flows from the recent findings in the Housing Needs Assessment, completed in July 2023. With expected population growth of up to 20,000 more residents over 20 years, and a low rental vacancy rate of 1.5% as of 2023 according to CMHC. According to the City’s 2023 Housing Needs Assessment Currently, there is a backlog of 162 individuals seeking non-market housing, and an estimated 172 to 286 additional subsidized housing units may be required by 2031. The OCP Housing Task Force supported city 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 units with no net-loss of affordable homes (Recommendation #11).

This proposal for an Affordable Housing Pilot Funding Program supports local non-profit housing providers with securing capital grant money to build more affordable housing in Penticton, further supporting the partnerships between the City and the organizations that build and operate non-market affordable housing in the community. In addition, City of Penticton’s Housing Needs Assessment 2023 underscored the need to find ways to expedite the development of housing, particularly to enhance ways of increasingly overall supply to meet Penticton’s housing targets.

The OCP Housing Task Force also recommended that Council direct staff to prepare a Social Housing Plan, to help better understand the non-market housing needs in the community and propose a practical framework to address the housing need. Staff have planned to commence that work in spring 2024 and will include this pilot funding program as one of the ways the City can support non-profit housing providers with affordable housing projects, among many other tools.

Alignment with Social Development Framework

In December 2023, Council endorsed the Social Development Framework 2023-2026, a document that outlines the Social Development’s role in six key priority areas: Housing, Mental Health & Wellness Supports, Homelessness, Supports for People Who Use Substances, Child Care and Food Security. In addition, the

Framework outlines the principles and responsibilities of the Department in building partnerships that safeguard relationships and processes. This unique partnership approach leverages the endorsed principles of the Social Development Department to collaborate with non-profit organizations in such a way that sustains good community relationships based on our existing knowledge of the social services sector and where partners identify themselves in housing affordability. Based on these principles, it is important that a process like this enhances equity and collaboration with partners.

In addition, the establishment of an Affordable Housing Pilot Funding Program fulfills the Framework's Housing Objective: Increases the availability of affordable housing options within Penticton, by:

- Housing: *Work with 100 More Homes to access funding support via BC Housing.*

Financial Implication

As at Dec 31, 2022 there is approximately \$260k in the Affordable Housing Amenity Contribution Reserve. Staff are proposing that Council direct up to \$100k be transferred from the reserve to fund the pilot program, as outlined in Schedule 'A'. Remaining reserve funds may be utilized for other purposes in the future, such as an extension to the pilot funding program or for pre-development funding work to be completed on City-owned properties intended for affordable housing.

The OAP Reserve had \$102k as at the end of 2022, at are currently forecasting a balance of \$462k to the end of 2023 based on OAP revenues. Although this proposal is not specifically looking at these funds – as there are certain requirements for those funds – it is important to note that staff intend to strategically look at these in conjunction with future housing and funding needs moving forward.

Staff are recommending that funds from the allotted \$100,000 be spent by the end of the fiscal year (i.e. December 31, 2024), but that the partnership with non-profit partners expand for a minimum of one (1) year to ensure there is ongoing commitment to the project. It is anticipated that \$100,000 will provide funding for approximately two (2) high quality proposals based on anticipated costing for pre-development work. In a similar way in which staff support developers in pre-development planning, staff too will support the non-profit agencies – where time and capacity allows – to add technical expertise to support them in the project, and add value in getting additional provincial dollars. As non-profit agencies are experts in the operating of housing over the development of housing, staff feel that lightly adding technical expertise is an important component as recommended by 100 More Homes.

Climate Impact

Future housing developments that emerge through partnerships in the Affordable Housing Pilot Funding Program will need to comply with the 'Big Moves' of the Community Climate Action Plan. Future developments shall meet the BC Energy Step code requirements for energy efficiency, local bicycle parking requirements, and local electric vehicle (EV) ready requirements through the development approvals process.

Analysis

Penticton faces a housing affordability challenge. In order to grow the affordable housing supply, the local contributions of land and cash are required to leverage much greater funds available from the provincial and federal governments. The City has money in the Affordable Housing Amenity Contribution Reserve Fund which could be utilized to support non-profit housing providers apply for capital funding to develop more

affordable housing in Penticton. Lack of pre-development funding has been identified by 100 More Homes partners as a challenge for non-profit housing providers to put their best foot forward with their capital grant applications to competitive provincial and federal funding streams. The proposed funding pilot is an opportunity to unlock the potential of non-profit land for the affordable housing. Based on the outcomes from this one (1) year pilot initiative, staff can incorporate learnings into future social housing targets for Penticton and finding strategic alignment in both initiatives.

As staff anticipate a new round of capital funding through the province, potentially as soon as April, staff are recommending that the one (1) year pilot commence immediately. Should Council accept staff’s recommendations, the program intake will see a timeline of March 31, 2024 – March 31, 2025. Given the above, staff are recommending that Council endorse the Affordable Housing Pilot Funding Program, as outlined in Attachment A, and allocate up to \$100,000 from the Affordable Housing Amenity Contribution Reserve Fund to be used for this purpose. If Council pursues establishing the pilot funding program, staff would report back to Council at the conclusion of the 1-year pilot with the results and options to proceed in the future.

Alternate Recommendations

THAT staff bring back further information to Council.

Attachments

Attachment A – Affordable Housing Pilot Funding Program Guidelines & Application

Attachment B – Letter of Support from 100 More Homes

Respectfully submitted,

Jamie Lloyd-Smith
Social Development Specialist

Steven Collyer
Housing and Policy Initiatives Manager

Concurrence

Director of Development Services <i>BL</i>	Director of Public Safety and Partnerships <i>JC</i>	Director of Finance and Administration <i>AMC</i>	City Manager <i>SBH</i>
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Penticton Affordable Housing Pilot Funding Program: Guidelines & Application

Planning and Social Development Departments

City Hall – 171 Main St
Penticton, BC V2A 5A9

T: 250-490-2512

E: SocialDevelopment@penticton.ca

Program Overview

The Penticton Affordable Housing Funding Pilot Program was established for the purpose of providing one-time funding through to non-profit organizations in need of pre-development funding in their efforts to build and operate affordable housing. Through this program, the City of Penticton will support non-profit partners with financial assistance to improve the viability and/or affordability of non-market housing developments.

To enhance partnerships between the City of Penticton and non-profit housing operators, this program is intended to not only provide financial assistance, but extra technical support where staff capacity allows such as: project support, technical review of site plans and capital grant applications.

Who Can Apply?

Typically, eligible applicants must be a registered non-profit society or partner with a registered non-profit society that will own and/or operate the housing. If you are not a registered non-profit society, please contact the City of Penticton to determine eligibility prior to submitting a funding application.

Project Eligibility

- Feasibility of project and capacity of non-profit operator
- Can be for new development or addition on an existing site that would increase the number of affordable housing units
- Experience (past and local)
- Demonstrate which larger funding initiative is being pursued (i.e. CHF, FCM funding, CMHC funding, etc)
- Timeline and number of units
 - Bonus points based on higher number of possible units in the proposal

Project Priorities

- Projects that have secured additional forms of capital and operating funding
- Projects desired to offer affordable family housing with two-bedroom or larger units
- Projects targeting youth, seniors, single-parent families, or other equity-seeking groups and individuals facing barriers based on factors such as race, ability, and gender identity, such as: Indigenous people, newcomers, members of the 2SLGBTQIA+ community, racialized people, persons with disabilities, and unhoused people



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- Housing for individuals and families who are either experiencing homelessness or are at risk

Application Guidelines & Requirements

The goal is a flexible program that can be applied for with quick notice to respond to other granting timelines, avoiding the limitations of annual/periodic grant request intakes. With a rolling intake window, staff will work to process all program applications within 3-4 weeks. It's expected the City will limit each application to a maximum of approximately \$50,000 in order to provide opportunities for more projects to utilize the funding program

- Completed application form
- Pre-development meeting with staff

Approved applications will be held to parameters of their application. They will have the city invoiced for the works agreed upon, and provide the City a record of the final work prepared as a result of the agreement (i.e. plans, report, appraisal, etc.) for City records and to demonstrate what the funds went towards. Throughout the project, applicants are required to submit:

- Project updates
- Building plans and site plans

Important Notes

- The City reserves the right to accept or reject any application, or to fund different from the funding framework above without limitation.
- Applicants are advised that the City will publish project eligibility information from applications to demonstrate that the projects have met all the eligibility requirements. Staff will request the Council approve a set amount (i.e. \$100,000 total) from the Affordable Housing Reserve for the "Affordable Housing Project Development Funding Program", on a pilot basis, and staff will report back on the selected requests and partnerships at the end of the pilot to consider program extension.
- If all or part of the funds remains unspent, the funds must be returned to the City.
- After approval, any changes in the proposed use of funds must be made by formal request and agreement by the City, otherwise funding may be denied.
- Funding recipients must acknowledge funding support from the City of Penticton in all communications materials, media coverage, and verbal promotion pertaining to the project.



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- All documentation submitted to the City as part of the funding application becomes property of the City.

How to Apply

- Contact City staff at SocialDevelopment@penticton.ca for a pre-screening discussion about your project and how the Affordable Housing Pilot Funding Program may apply.
- After pre-screening and initial feedback from city staff, submit the completed Affordable Housing Pilot Funding Program application form (and attachments) to SocialDevelopment@penticton.ca. Funds must be spent by December 31, 2024.



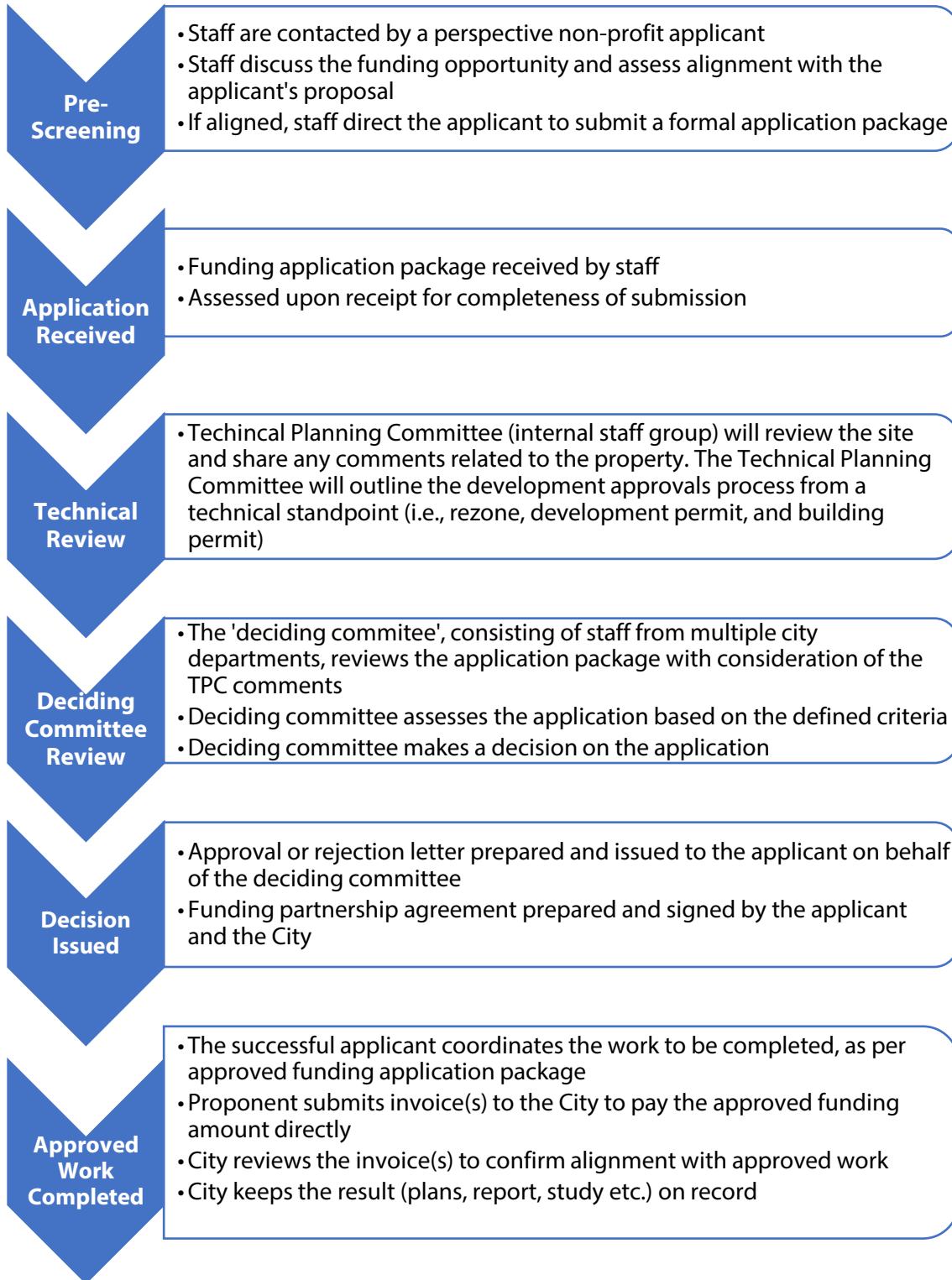
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The City of Penticton Planning and Social Development Department thank you for making an application.

Contact City staff at SocialDevelopment@penticton.ca for a pre-screening discussion about your project and how the Affordable Housing Pilot Funding Program may apply.

After pre-screening and initial feedback from city staff, submit the completed Affordable Housing Pilot Funding Program application form (and attachments) to SocialDevelopment@penticton.ca.



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LEGAL SIGNING OFFICERS (provide copy of business number or society papers).

- 1. What is the affordable housing project site address?*
- 2. What type of affordable housing is your project? For eligible projects and definitions, please review Program Guidelines.*
- 3. Describe why your organization is qualified to provide housing.*
- 4. Who is the target population being served by the affordable housing project proposed?*
- 5. Please identify and describe which priorities are being met by this project.*
- 6. Describe how your project is affordable to the target population. Include rental rates and what is included in the rent.*
- 7. How many units are in the facility? (current and proposed)*
- 8. What are the sizes of the units (bachelor, 1 bedroom, 2 bedroom, 3 bedroom, 4 bedroom)? (current and proposed)*
- 9. How many units will be designed to be accessible? Describe the building features that will be included to achieve accessibility standards.*



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10. Describe how this housing project is sensitively integrated into the neighbourhood.

11. How will the affordable units benefit the quality of life of the residents who will live in the units?

12. If this project is for affordable supportive housing, transitional housing, or is an emergency shelter, what services or programs will be provided to the residents? Where will these be held?

13. How will the housing project be managed? Please identify if there is an on-site manager or caretaker and what hours he/she will be on site.

14. How does this project address Penticton's affordable housing needs?

15. Is this project: a) a renovation, or b) new construction? If a), please explain your relocation strategy for existing tenants.

16. Who is providing funding to this project?

Federal Government:

Provincial Government:

Other:

17. How will the funds requested be used?

18. How will the overall project be sustained and managed? Include your operating scheme for the units.



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19. What type of statistical information will be maintained on the affordable housing project? How can the City of Penticton obtain this information?

20. Who are partners in this affordable housing project?

21. Please provide an expected timeline in establishing the housing project. Please indicate when you hope to be open for business.

22. Please attach the following documents:

- *Budget and/or pro forma for the overall affordable housing project, including revenue and expenses for construction and operation;*
- *Mission Statement and Strategic Plan for the project;*
- *Design specifications for construction or renovation, if not already provided during the planning stage; and*
- *No more than three references confirming your ability to develop and manage housing-related projects.*

Name and signature of the person(s) who completed this application.

Name:

Signature:

Name:

Signature:

By signing this document and submitting this application, you confirm the information provided is accurate and complete. The City may delay or decline incomplete applications.



United Way
British Columbia

Working with communities in BC's
Interior, Lower Mainland, Central
& Northern Vancouver Island



February 7, 2024

RE: Affordable Housing Reserve Pilot Funding Program

To Whom It May Concern:

This letter is in support of the City of Penticton's implementation of the Affordable Housing Reserve Pilot Funding Program. As Penticton's lead group of community partners addressing housing and homelessness, we understand the critical importance of initiatives that address housing affordability and support the sustainable growth of our community.

By investing in a program such as this, we feel that the municipality is demonstrating a proactive approach to address the pressing need for affordable housing in our community and puts us on par with other communities across the province tackling the housing crisis.

We understand this pilot program as a mechanism of removing barriers for non-profits to build and maintain supportive, social and affordable housing and as representatives of the local housing community, we are well placed to share that this would answer an important need. This type of program would boost the likelihood of non-profits successfully applying and receiving grants and funds for their housing projects, as many non-profits are often faced with high costs for pre-development activities that are rarely covered by grants and social funding.

Implementing this program directly aligns with the findings of the Penticton Supportive Housing Review, and the City of Penticton Housing Needs Assessment. It also shows a commitment to the City of Penticton's Social Development Framework's objective of increasing the availability of affordable housing options within Penticton and meaningfully honours the intent of the Memorandum of Understanding which exists between the City and 100 More Homes.

We commend the City for recognizing the urgency of this issue and taking tangible steps to facilitate the development of a healthy housing continuum by removing barriers. The housing crisis requires an all-hands-on-deck approach and 100 More Homes is ready to continue our collaboration with the City of Penticton by offering our guidance, expertise and support to ensure the success of the affordable housing reserve pilot funding program.

Thank you for your commitment to addressing the housing needs of our community members. We look forward to our continued work to make affordable, safe and sustainable housing in Penticton a reality for all.

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

A handwritten signature in black ink, appearing to read 'Annika', is positioned below the text. The signature is fluid and cursive.

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

Council Report

Date: March 5, 2024
To: Anthony Haddad, City Manager
From: Steven Collyer, Housing and Policy Initiatives Manager

File No: RMS/6440-01

Subject: Housing Policy Initiatives – Public Engagement Plan Details

Staff Recommendation

THAT Council receive into the record the report dated March 5, 2024 titled "Housing Policy Initiatives – Public Engagement Plan Details";

AND THAT Council direct staff to amend the Financial Plan accordingly to account for \$314,454 received in Provincial grant funding to implement provincial housing initiatives.

Strategic Priority Objective

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

Organizational Excellence: Support a culture of service excellence built on good governance, leadership and sound financial decisions.

Background

On January 16, 2024, staff presented the housing policy initiatives work plan and timeline to Council. This work involves updating the Official Community Plan (OCP) and Zoning Bylaw to implement the OCP Housing Task Force recommendations and Provincial housing legislation requirements.

With Council's endorsement of the work plan and timeline on January 16, staff have prepared the proposed OCP and Zoning Bylaw amendments and are launching public engagement on March 4, 2024. The Public engagement period will run until April 14, 2024. This report outlines the details of the public engagement period and the various opportunities for the public and interest groups to become informed of the changes and provide their feedback.

On January 18, 2024, the City received the Provincial guidelines on how the \$314,454 allocated to Penticton to implement the provincial housing initiatives may be spent. This report also outlines the projects intended for this funding and recommends that Council direct staff to amend budgets accordingly.



Figure 1: Logo / branding created for the project

Public Engagement Plan

The intent of the engagement period will be to inform the public on the proposed changes and also gather feedback to assist in developing the final policy approaches. While the provincial housing initiatives have certain mandatory elements, the city has broad leeway in many aspects of the upcoming changes, which is why public input will be key. Feedback from the public will help determine how Penticton grows within the changes required by the Province.

Staff have coordinated the preparation of a number of public engagement materials to share the proposed housing policy updates with the public. A sample is included in Attachment 'A'. Shape Your City Penticton will be the main hub for information related to the housing policy changes, including detailed versions of the updates, interactive mapping, and a feedback form.

Staff will also connect with many interest groups including, but not limited to: Regional District of Okanagan-Similkameen, School District No. 67, Interior Health, Downtown Penticton Business Improvement Area, Penticton and Wine Country Chamber of Commerce, Travel Penticton, the development industry, neighbourhood residents, Penticton Industrial Development Association, non-profit partners, and others. Discussions with the Penticton Indian Band are planned throughout the engagement period.

Information Sessions		
Date	Location	Time
Saturday, March 9	Penticton Trade & Convention Centre	9 am to 2 pm
Tuesday, March 12	Penticton Secondary School	5 pm to 7 pm
Thursday, March 14	Parkway Elementary School	5 pm to 7 pm
Wednesday, March 20	Penticton Trade & Convention Centre	4 pm to 7 pm
Thursday, March 21	Okanagan College	1 pm to 3 pm
Wednesday, April 3	Cannery Trade Centre	2 pm to 4 pm
Wednesday, April 3	Uplands Elementary School	6 pm to 8 pm
Saturday, April 6	Senior's Drop-In Centre	10 am to 12 pm
Monday, April 8	Columbia Elementary	6 pm to 8 pm
Thursday, April 11	Wiltse Elementary	5 pm to 7 pm

Financial Implication

In the 2023 budget, Council approved \$150,000 for the OCP Housing Update project; subsequently the City applied for and was awarded an \$80,000 grant for aspects of the project as well. Staff will continue to utilize those funds for this next phase of the OCP update work, including the upcoming public engagement period.

The province has also announced \$51 million provincially to help local governments implement the provincial direction into local policy changes. Penticton has received \$314,454 from this pool of money. The provincial funding guidelines have been received, and the City will utilize that money to support the following 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

Staff are recommending that Council direct staff to update the Financial Plan accordingly to account for the usage of the Provincial grant funds. All of the grant funds must be used prior to the end of 2025. The grant program also has stringent reporting requirements that staff will follow.

Analysis

The City is organizing a comprehensive public engagement period to share the updated housing policies with the public and interest groups.

Staff will incorporate the community input into the final bylaw amendments to implement the housing policy updates. There will be restrictions in the range of public input that can be incorporated into the provincially-mandated bylaw updates related to transit-oriented areas and small-scale multi-unit housing that must be adopted by June 30, 2024.

Following the public engagement period, a public hearing will be held on all the OCP housing policy updates, providing an option for the public to share their input directly to Council on the changes prior to adoption.

Staff are sharing the public engagement plan with Council for information as the public engagement period launches, and to help raise community awareness of how they can learn more, ask their questions, and share their input on the housing policy updates being proposed.

Attachments

Attachment A – Sample of Public Engagement Materials

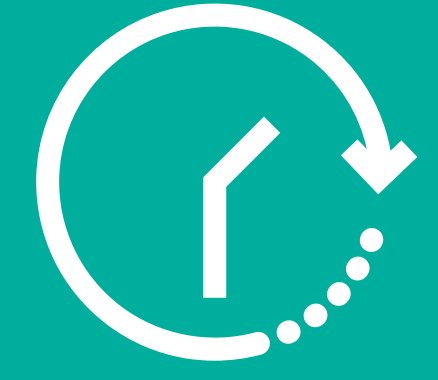
Respectfully submitted,

Steven Collyer, RPP, MCIP
Housing and Policy Initiatives Manager

Concurrence

Director of Development Services <i>BL</i>	General Manager of Infrastructure <i>KD</i>	Director of Finance & Administration <i>AMC</i>	City Manager <i>PH</i>
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Next Steps and Future Work



Timeline



March 4, 2024
to April 14, 2024

May 2024

June 2024



Next Steps

Public engagement period

Public engagement results and proposed changes presented to Council. Public hearing is held.

Council adopts the amendments.



Timeline



Mid 2024
to early 2025



Future Work

Investigate Housing Incentive Policies

Beyond the Official Community Plan and Zoning Bylaw updates, staff will research and provide Council with options on a number of housing incentive policies with the goal of supporting the City's housing needs, including:

- Tax incentive programs.
- Development Cost Charge reductions.
- Density bonus & inclusionary zoning.

Social Housing Plan

Affordable social housing contributes to the City by providing more housing options for young professionals, low to mid-income families, and seniors.

- The plan would align the social housing needs, public land options, and non-profit housing providers to develop a practical plan to support non-market housing for Penticton residents.

Development Financing Review

- Review existing Development Cost Charges program.
- Evaluate implementing an Amenity Cost Charge program to fund social infrastructure such as community centres, recreation centres, libraries, and day cares, etc.

January 1, 2025

Deadline for the City to submit an interim Housing Needs Report (update to July 2023 Housing Needs Assessment).

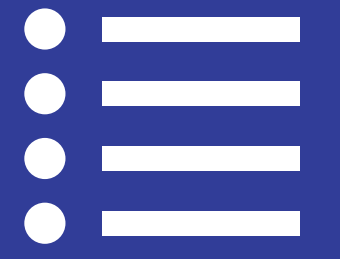
December 31, 2025

Deadline for the City to update its OCP and Zoning Bylaw based on the interim Housing Needs Report.



Let us know how you'd like Penticton to grow. Fill out a feedback form before April 14, 2024 at shapeyourcitypenticton.ca

Overview of Housing Policy Changes



What is being proposed?

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 implement the Provincial requirements and the local OCP Housing Task Force recommendations. Here are some of the key changes:



Provincial Housing Initiatives



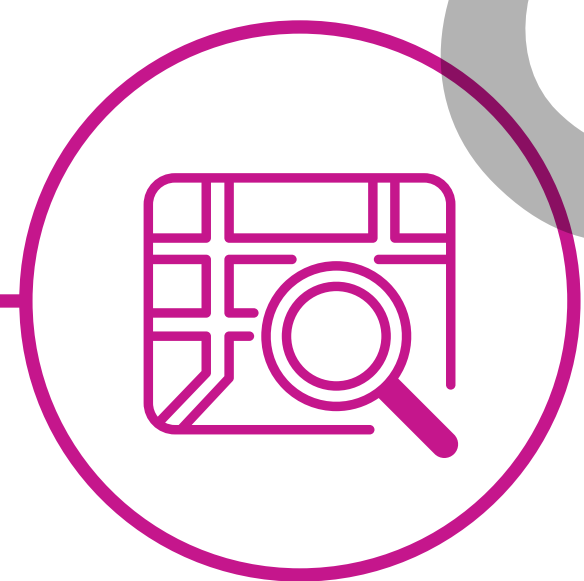
- More homes per lot (up to 4 homes on all single family and duplex-zoned lots).
- More homes near transit (Penticton Plaza & Peachtree Square as designated by the Province).
- City is considering a third transit-oriented area around Cherry Lane Mall bus exchange.
- Short-Term Rentals: Principal Resident Host Requirement.
- New optional framework to collect Amenity Cost Charges (ACC's) to fund social infrastructure.
- Fewer Public Hearings for specific Zoning Amendments.

Official Community Plan & Land Use Designation Changes

- Implementing the OCP Housing Task Force's 18 recommendations.
- Update OCP Future Land Use Designations to allow more flexibility in housing types across the City.
- Update Future Land Use Designation mapping to increase potential housing densities in key areas.
- Update existing policies and add new policies to support a wide range of housing.



Zoning Bylaw Changes



- More units permitted in urban residential zones through new R4-L and R4-S zoning (up to 4 units per lot).
- Remove on-site residential parking requirements in the downtown area and for carriage houses and secondary suites.
- Increase allowable downtown building heights (400-600 blocks of Main St).
- Designate new transit-oriented areas through mapping & new regulations.
- Increase Lakeshore Drive West residential building setbacks (308-736 Lakeshore Dr W.).
- Other more minor technical updates.

Housing Accelerator Fund Opportunity

- The Government of Canada announced a new 'Housing Accelerator Fund' (HAF) to assist municipalities with improving their housing approval processes.
- The City has applied for a minimum \$10M grant through this fund and is awaiting the result.
- Most of the funds would support City infrastructure projects to support housing, if successful.



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Provincial Housing Changes



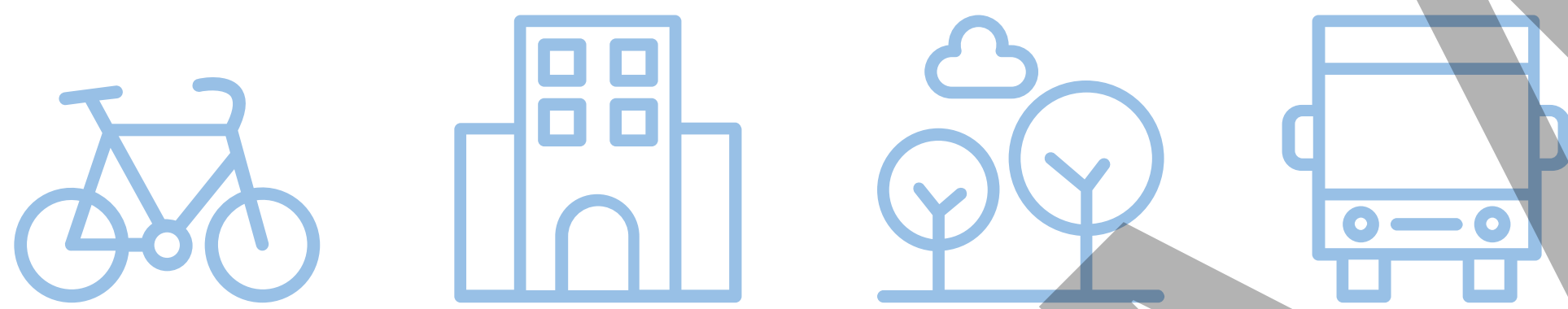
More Homes Per Lot

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 implement the Provincial requirements, which are outlined below.



Key Changes

- Between 3-6 homes must be allowed by zoning on all single-detached and duplex-zoned lots.
- The number of units will depend on lot size, municipal water and sanitary sewer connections, and transit proximity.
- By June 30, 2024, the City's Zoning Bylaw must be updated to allow the minimum specified density by the Province (3-6 units per lot).



What does this mean for Penticton?

- Properties will be rezoned.
- There will no longer be any zones in the urban part of Penticton limited to single-detached homes or duplexes.
- If you own a property in a single-detached or duplex zone in Penticton, by July 2024, you will be permitted to build up to 4 units on the lot.
- Other Zoning Bylaw regulations continue to apply (i.e. setbacks, building height, lot coverage, etc.).
- Development permits and buildings permits will be required.

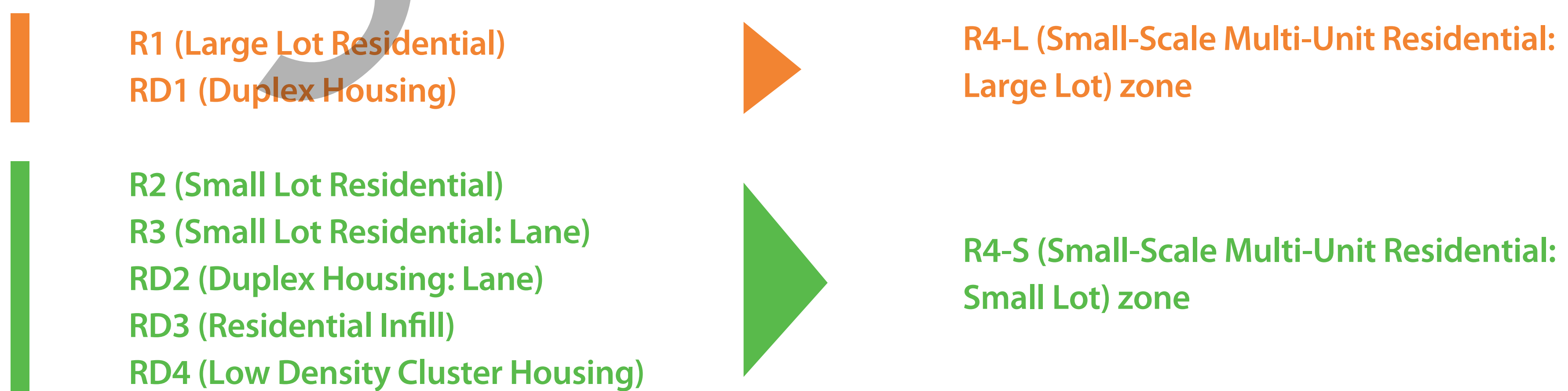
Urban Areas:

Up to 4 units allowed per lot (any type)
* 6 units may be allowed in the future when Penticton has improved bus service frequency

Rural Areas:

Up to 2 units allowed per lot
Main house plus one secondary suite or one carriage house (ALR regulations still apply.)

Zoning Changes



These provincial legislative changes must occur in Penticton. City Council has limited discretion on setbacks, height, parking, etc. as long as the requirements generally align with the Provincial regulations.

Want to learn more?
Scan the QR code to see the Province's Small-Scale Multi-Unit Housing policy guide.



Let us know how you'd like Penticton to grow. Fill out a feedback form before April 14, 2024 at shapeyourcitypenticton.ca

Provincial Housing Changes



More Homes Near Transit

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 implement the Provincial requirements, which are outlined below.



Key Changes

- The Province has designated areas around two bus exchanges in Penticton for more homes:
 - Penticton Plaza (Safeway) bus exchange, and
 - Peachtree Square (Walmart) bus exchange
- Within 200m of the bus exchange, lots may develop up to 6 storeys and 2.5 Floor Area Ratio (density).
- Within 200m-400m of the bus exchange, lots may develop up to 4 storeys and 1.5 Floor Area Ratio (density).
- Any lot within 400m is not be required to meet residential parking requirements, except for accessible parking spaces.

Maps of these areas are available on shapeyourcitypenticton.ca

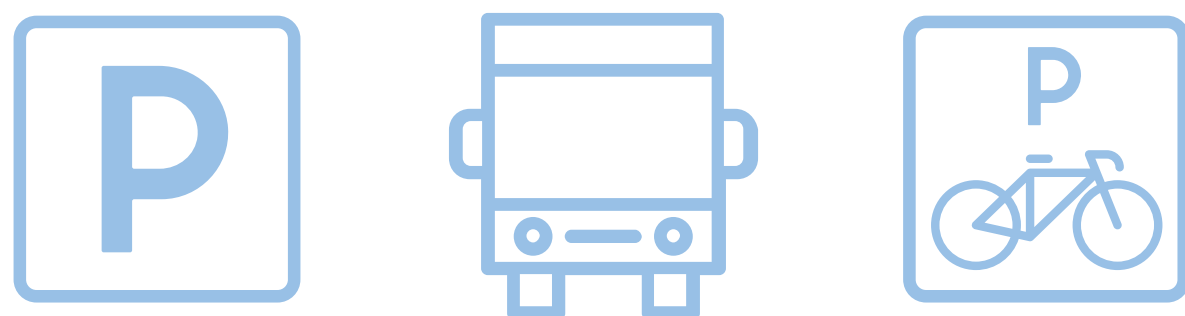
What does this mean for Penticton?

- Expect higher density developments around these two plazas.
- Rezoning may still be required.
- Other Zoning Bylaw regulations continue to apply (i.e. setbacks, lot coverage, landscaping buffers, commercial parking requirements, etc.).

Question to Consider:

Should the City add the area around the Cherry Lane Mall bus exchange as a third (optional) transit-oriented area?

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.

These provincial legislative changes must occur in Penticton. City Council has limited discretion on setbacks, height, parking, etc. as long as the requirements generally align with the Provincial regulations.

Want to learn more?

Scan the QR code to view the Province's Transit-Oriented Areas policy guide.



Let us know how you'd like Penticton to grow. Fill out a feedback form before April 14, 2024 at shapeyourcitypenticton.ca

Provincial Housing Changes



Short-Term Rentals: Principal Resident Host Requirement

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 implement the Provincial requirements, which are outlined below.



Key Changes

- The Province has introduced a “Principal Resident Host” requirement for short-term rentals in most cities across BC, effective May 1, 2024.
- A provincial short-term rental host registry is being created.
- Cities are encouraged to align their bylaws with the new provincial requirement.
- Increase in fines for non-compliance

“Principal Resident Host” definition:

Limiting short-term rentals to the host’s principal residence, plus one secondary suite or carriage house per property.

Where do these changes apply?

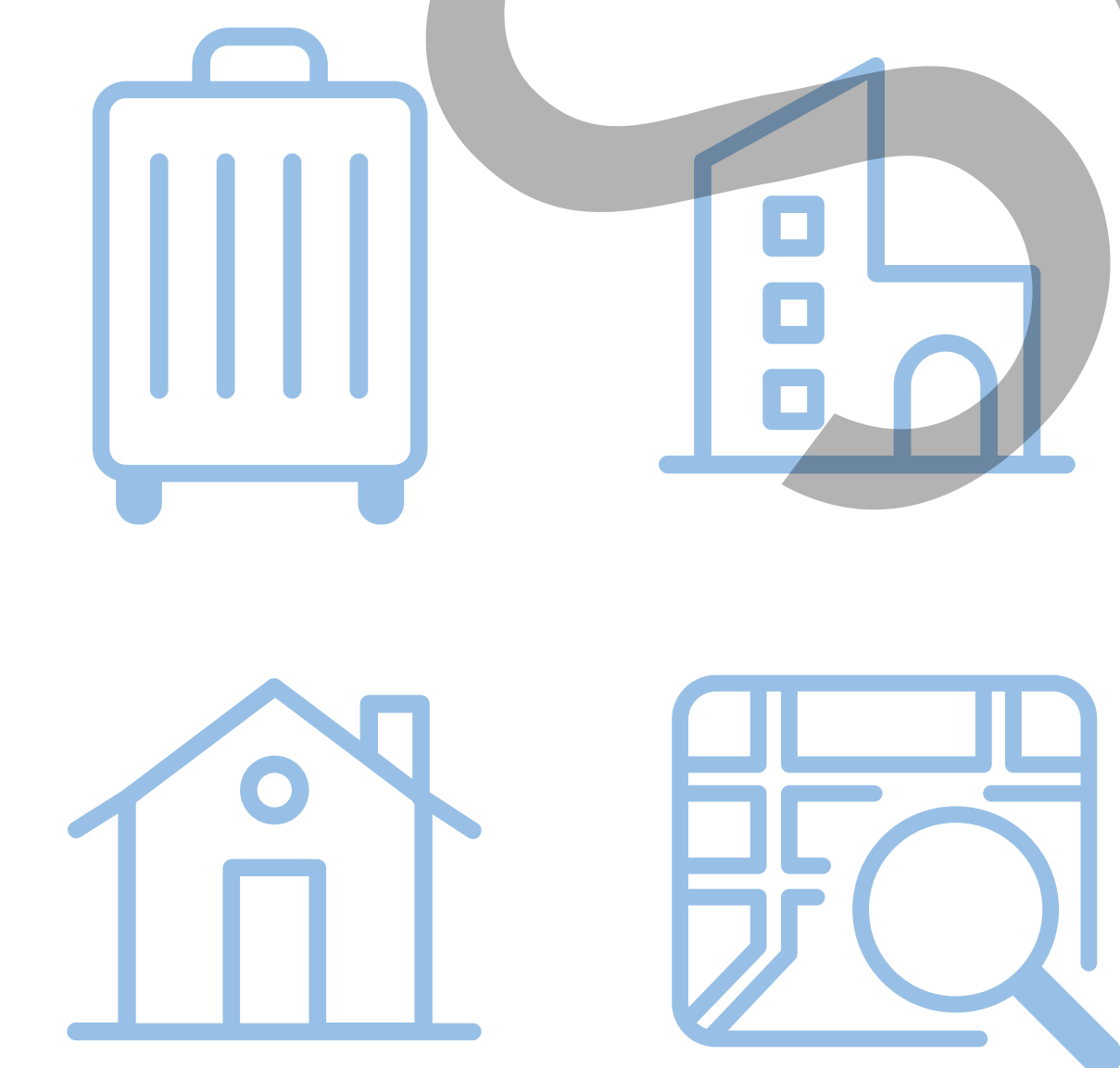
- All municipalities with a population over 10,000 people and adjacent communities, as prescribed by the Province, with the exception of designated ‘resort municipalities’.

Where will Short-Term Rentals still be permitted?

- Within the operator’s principal residence or within their carriage house or secondary suite, in any residential zone in Penticton.
- On a farm property (Class 9 Farm Status must be confirmed by BC Assessment).
- Strata hotels and motels.
- Time shares.

What does this mean for Penticton beginning May 1?

- The City’s Business License Bylaw will be updated to align with the Provincial requirements.
- Business licenses will continue to be required for legal principal-resident short-term rentals in Penticton.
- Penticton may apply for an exemption from the principal resident requirement if it achieves a rental vacancy rate of at least 3% for two consecutive years (1.5% in 2023).



These provincial legislative changes must occur in Penticton. City Council has limited discretion on setbacks, height, parking, etc. as long as the requirements generally align with the Provincial regulations.

Want to learn more?

Scan the QR code to view the Province’s Short-Term Rentals policy guide.



Let us know how you'd like Penticton to grow. Fill out a feedback form before April 14, 2024 at shapeyourcitypenticton.ca

Council Report

penticton.ca

Date: March 5, 2024 **File No:** RMS/1704 Government St
To: Anthony Haddad, City Manager
From: Steven Collyer, Housing and Policy Initiatives Manager
Address: 1704 Government Street

Subject: **Zoning Amendment Bylaw No. 2024-05**

Staff Recommendation

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

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

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

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

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

Strategic Priority Objective

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

Proposal

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

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



Figure 1 - Conceptual rendering of proposed development

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

Background

Site Context

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

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

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

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



Figure 2- Property location map

Current OCP Designation

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

Current Zoning

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

No Public Hearing

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

Required Applications

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

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

Financial Implication

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

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

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

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

Technical Review

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

Traffic Impact Assessment Report

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

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

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

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

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

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

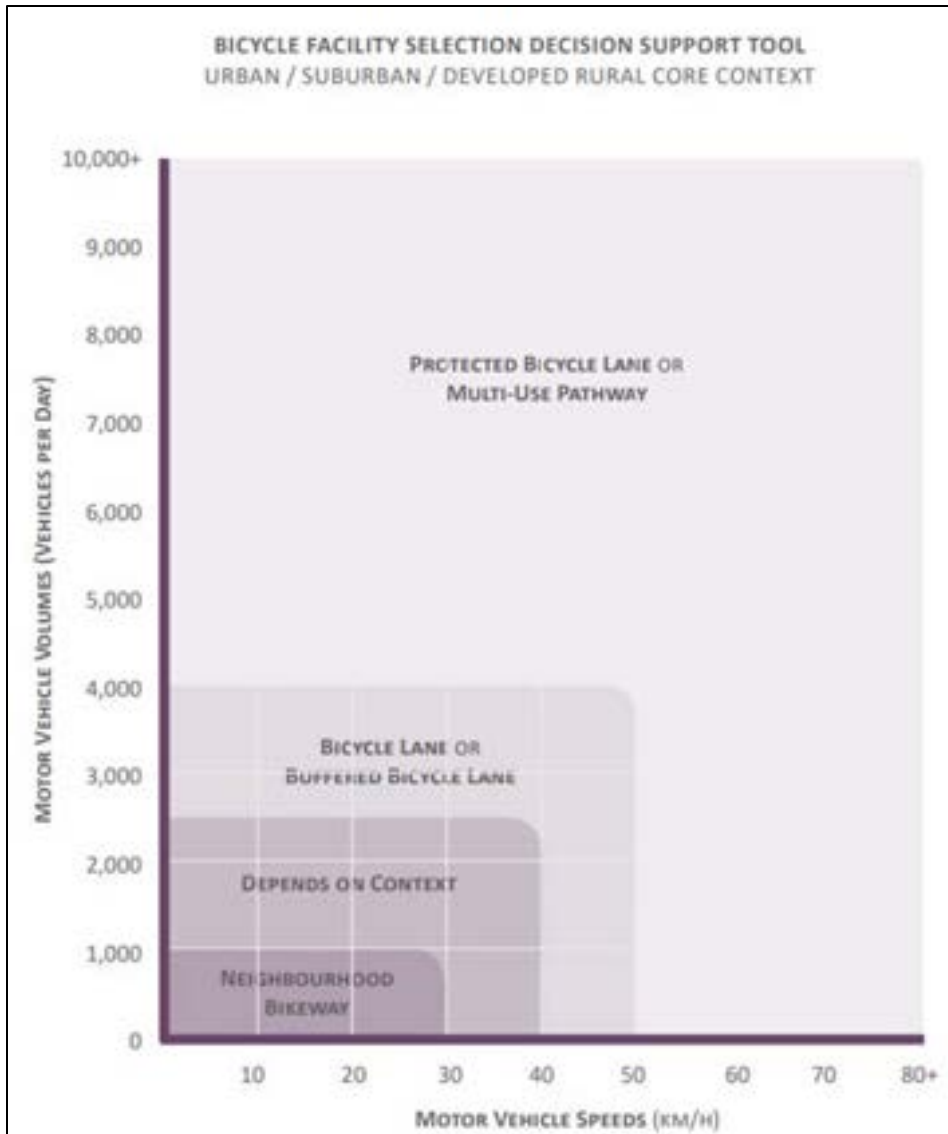


Figure 3 - Bicycle Facility Selection Decision Support Tool
(source: British Columbia Active Transportation Design Guide)

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

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

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

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

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



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

Recommended Off-Site Infrastructure Projects

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

Recommended Off-Site Infrastructure Project	Details and Rationale
Full width upgrade of Government St, between Industrial Ave and Carmi Ave	<ul style="list-style-type: none"> • The Subdivision and Development Bylaw can only require one-half width of frontage upgrades between the property lines. • The subject property frontage consists of 125m of this 300m block • The full-width upgrade of Government Street is recommended to provide a new intersection to the site and hospital, pedestrian crossing, sidewalks, and curb, gutter, install all ages and abilities (AAA)-level active transportation lanes, and align the vehicle travel lanes with existing intersections. • Upgrade transit stop as required
Installation of all ages and abilities (AAA)-level active transportation lanes along Government St (from Carmi Ave to Duncan Ave)	<ul style="list-style-type: none"> • Provides a 260m connection between the development and the future Duncan Avenue all ages and abilities (AAA)-level active transportation lanes (City-funded project in future year), and the city's AAA active transportation network • Enhances cycling trips to destinations north of the site (i.e. IGA grocery store, KVR Middle School, Penticton Secondary School, the downtown and Okanagan Lake waterfront, McLaren Park).
Upgrade existing multi-use path along Ellis Creek, from Dartmouth Rd to Government St	<ul style="list-style-type: none"> • Upgrading the path between Dartmouth Road and Government Street would allow for potential hard surfacing, lighting, and enhanced facilities along this section of the route to improve its usability
Installation of a crosswalk and sidewalk along Carmi Ave, from Halifax St to Dartmouth St, including traffic calming	<ul style="list-style-type: none"> • Leading from the new connection to the path below, a cross walk is proposed at Carmi Avenue to a new sidewalk on the north side of the street • This provides a dedicated sidewalk along a busy road where currently there is no sidewalk • The sidewalk provides a connection to Dartmouth Street, leading to connections in the neighbourhood to the north including a larger path network connecting to Columbia School, Penticton Creek, and McLaren Park
Upgrade existing multi-use path along the north side of the site and provide a new pedestrian/bike connection up to the new crosswalk on Carmi Ave.	<ul style="list-style-type: none"> • An existing path exists along the north side of the subject property • A portion of the path has been upgraded to hard surface and with storm water infrastructure • To support active transportation and future connections from the development into this path, its proposed to be upgraded with enhanced surface and lighting, with a new connection installed leading up to Carmi Avenue

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

Required On-Site Infrastructure

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

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

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

Road Dedication

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

Future Approvals Considerations

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

Analysis

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

Official Community Plan Alignment

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

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
 <p>Mixed Use</p>	<p>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</p> <p>Site-Specific Mixed Use Policy Statement: 1704 Government Street: Allow a maximum building height of 12 storeys. (Bylaw No. 2023-34)</p>	<ul style="list-style-type: none"> Higher-density mixed-use buildings 	<ul style="list-style-type: none"> Commercial (retail, service, office) Residential 	<ul style="list-style-type: none"> Up to 10 storeys 	<ul style="list-style-type: none"> C3 C5
					3-49

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

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

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

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

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

Permitted Uses

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

Lot Coverage

The proposed 65% lot coverage is consistent with other multi-family developments and other CD zones. This amount of lot coverage retains a large portion of land for at-grade open space, amenity areas, and allows for storm water infiltration.

Building Height

When the OCP designation was changed on the site, a maximum 12 storey building height was applied. The CD9 zone aligns with this maximum building height. The CD9 zone sets out different height maximums in different areas of the site, to only allow up to 12 storey buildings along the southern edge, near Ellis Creek and away from the existing residential neighbourhood along Carmi Avenue. The remainder of the site would allow 6 to 8 storey buildings (Figure 6). The CD9 zone outlines the maximum building heights permitted in both metres and storeys, for clarity.

Given the proximity to the Penticton Regional Hospital helipad across Government Street, the CD9 zone includes a provision that if any building or structure exceeds 413 metres above sea level, approval must be granted by both the City and Interior Health prior to construction being authorized. This provision is included to ensure the location and design of any buildings exceeding that height would not negatively impact helicopters approaching the hospital helipad.

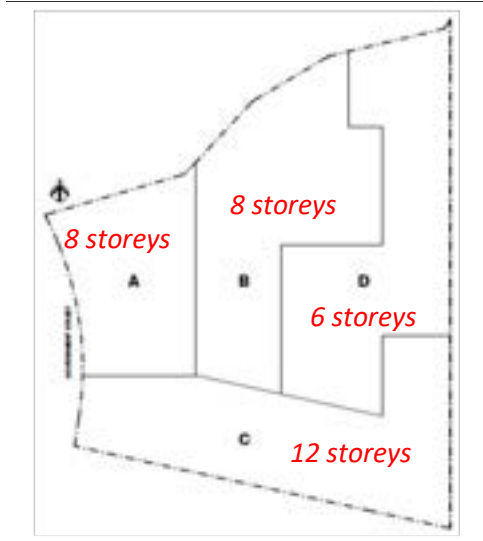


Figure 6 - Building height sub-areas in CD9 zone



Figure 7 - Rendering of proposed development, view of internal road network and buildings, looking west

Building Setbacks

The building setbacks in the CD9 zone are customized to this development to reflect its unique layout, density, and mix of uses. The minimum front yard setback of 3.0m is consistent with other high-density multifamily and mixed use zones. The side yard setbacks of 1.5m are less than typical in other zones,

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

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

Amenity Space

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

Density Bonus Provisions

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

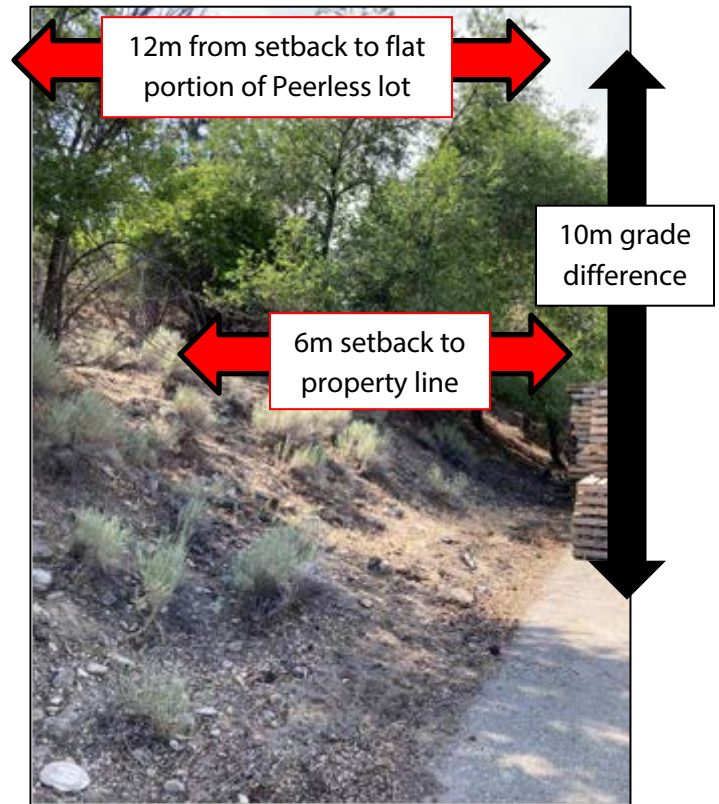


Figure 8- Image of treed bank at rear of property

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

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

Parkland

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

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

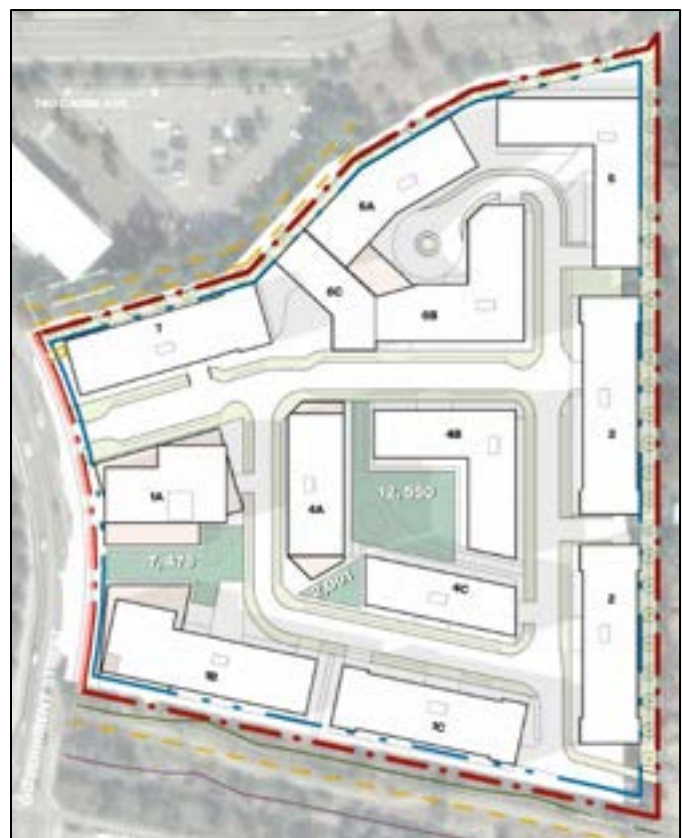


Figure 9 - Proposed parkland areas to be secured for public access, shown in green. Measurements shown in square feet

Vehicle and Bicycle Parking Requirements

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

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

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

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

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

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

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

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

Summary

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

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

Alternate Recommendation

Alternate Recommendation #1

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

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

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

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

1. Full design and construction of the full width of Government Street, between Industrial Avenue and Carmi Avenue, including but not limited to curb, gutter, transit stop and sidewalk;
2. Full design and construction of Page Avenue from the subject property to Dartmouth Road, including but not limited to curb, gutter, sidewalks and drainage infrastructure, and accommodating the current industrial uses currently utilizing the road right-of-way;

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

Alternate Recommendation #2

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

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

Attachments

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

Respectfully submitted,

Steven Collyer, RPP, MCIP
Housing and Policy Initiatives Manager

Concurrence

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

February 21, 2024

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

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

Mayor Bloomfield and City Council:

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

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

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

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

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

Rezoning Synopsis

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

Density

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

Parking

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

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

Setbacks

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

Neighbour/Adjacent Parcel Impacts

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

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

Community Benefit

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

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

Residential + Commercial Benefit

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

Infrastructure

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

Connectivity

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

Economics

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

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

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

Sincerely,



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



Rezoning Re-Submission
Penticton Innovation District
1704 Government Street, Penticton



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

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Introduction

Project Vision

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Team

ARCHITECT:

Arcadis Architects (Canada) Inc.

1353 Ellis St Unit 202
Kelowna, BC V1Y 1Z9
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Contact:

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



OWNER:

1704 Government Street Limited Partnership

#290 - 13777 Commerce Parkway,
Richmond, BC

Developer:

Stryke Group
Rocky Sethi
Managing Director



Site Context

Location + Context

Site Description

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

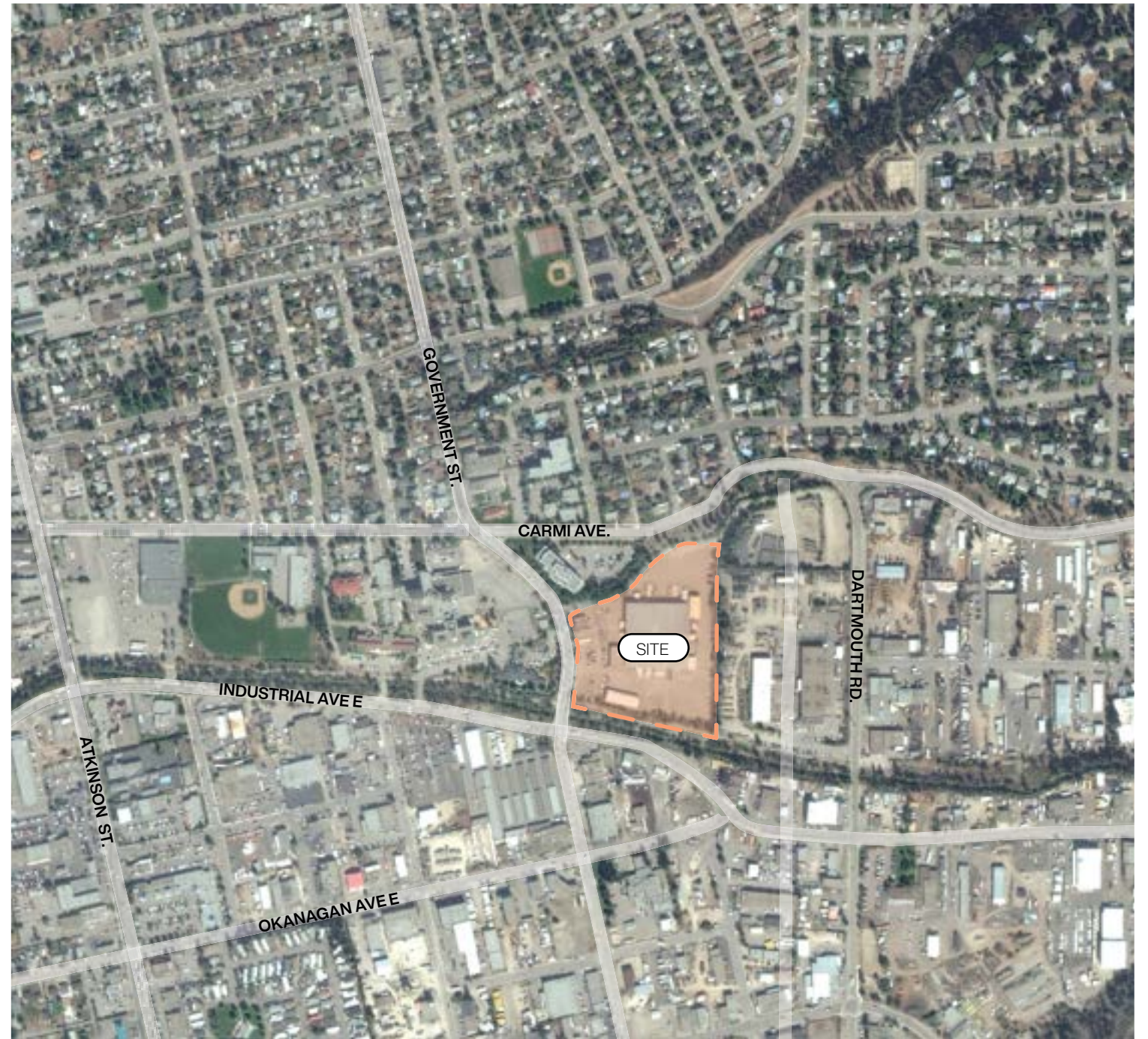
The site is currently comprised of a large industrial warehouse and surface parking lot. The site has a flat topography within the property boundaries, with a significant elevation gain outside the property line to the north, towards Carmi Ave, an elevation drop to the south and an upward slope on the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

Penticton Airport Flight Path

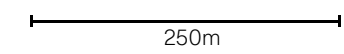
The site does not fall under the Penticton Airport flightway.

Penticton Regional Hospital Flight Path

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



Site Location



1704 GOVERNMENT STREET REZONING SUBMISSION

Site Surroundings

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

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

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



View of Government St. facing Penticton Regional Hospital



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



View of the residences north of the subject site



Mountain view facing west from Carmi Ave north of the site



View of walking trail along Ellis Creek



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

Policy Context - 2045 Official Community Plan

Overall Plan

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

Land Use

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

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



LEGEND

 Commercial	 Institutional and Civic
 Urban Residential	 Ground Oriented Residential
 Mixed Use	 Detached Residential
 Natural Conservation Areas	 Industrial
 Parks	 Subject Site

Penticton OCP Future Land Use Plan

Response to OCP

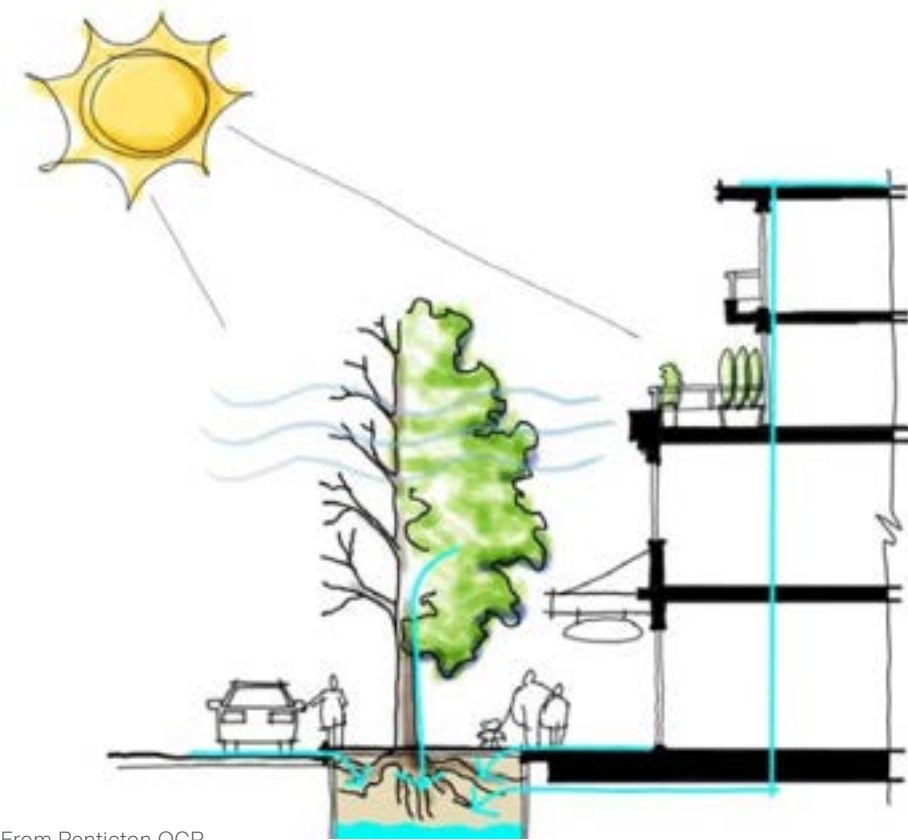
1704 Government Street responds to the future intentions and objectives of the 2045 OCP. Encouraging a higher level of density around a high employment and service based area. The proposed uses are retail, residential, and office/healthcare.

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

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

Response to OCP and Bylaw Guidelines

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



From Penticton OCP

GENERAL RESIDENTIAL & MIXED USE GUIDELINES

Relationship to the Street

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

Scale and Massing

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

Site Planning

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

Site Servicing, Access and Parking

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

Streetscapes, Landscapes, and Public Realm Design

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

Use Buffering, Features and Materials

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

Neighbourhood Context

Connectivity Network

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

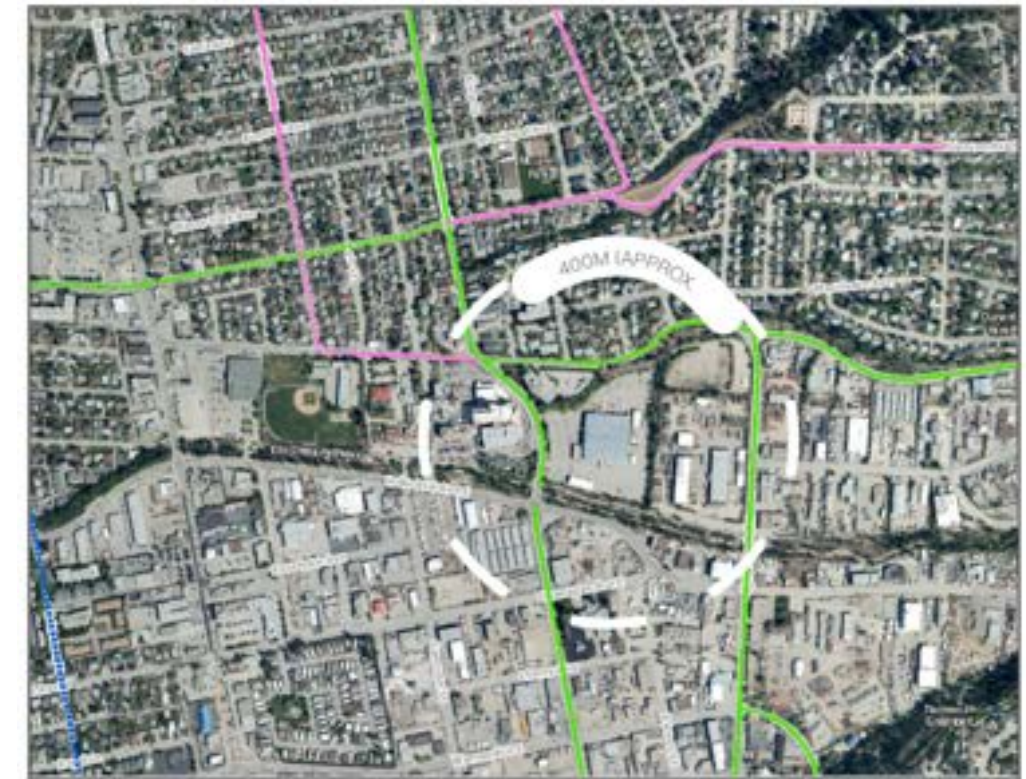
The site is within a 20 min. walk to the Cherry Lane Exchange on the transit network, or also accessible via Route 1. It also provides frontage and connectivity to the standard bike route along Government Street that allows connection via Duncan Ave to the Lake to Lake bike route being completed in 2023.

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

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

LEGEND

- Separate Bike Lane, Existing
- - - Separate Bike Lane, Proposed
- Shared Bike Lane, Existing
- - - Shared Bike Lane, Proposed
- Standard Bike Lane, Existing
- - - Standard Bike Lane, Proposed



Cycling Network

LEGEND

- Transit Route 1
- Transit Route 2
- Transit Route 3 (School)
- Transit Route 4
- Transit Route 5
- Transit Stop



Transit Network



Neighbourhood Context

Local Amenities

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

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



Map Courtesy of penticton.ca

1704 GOVERNMENT STREET REZONING SUBMISSION

Precedent Community Imagery



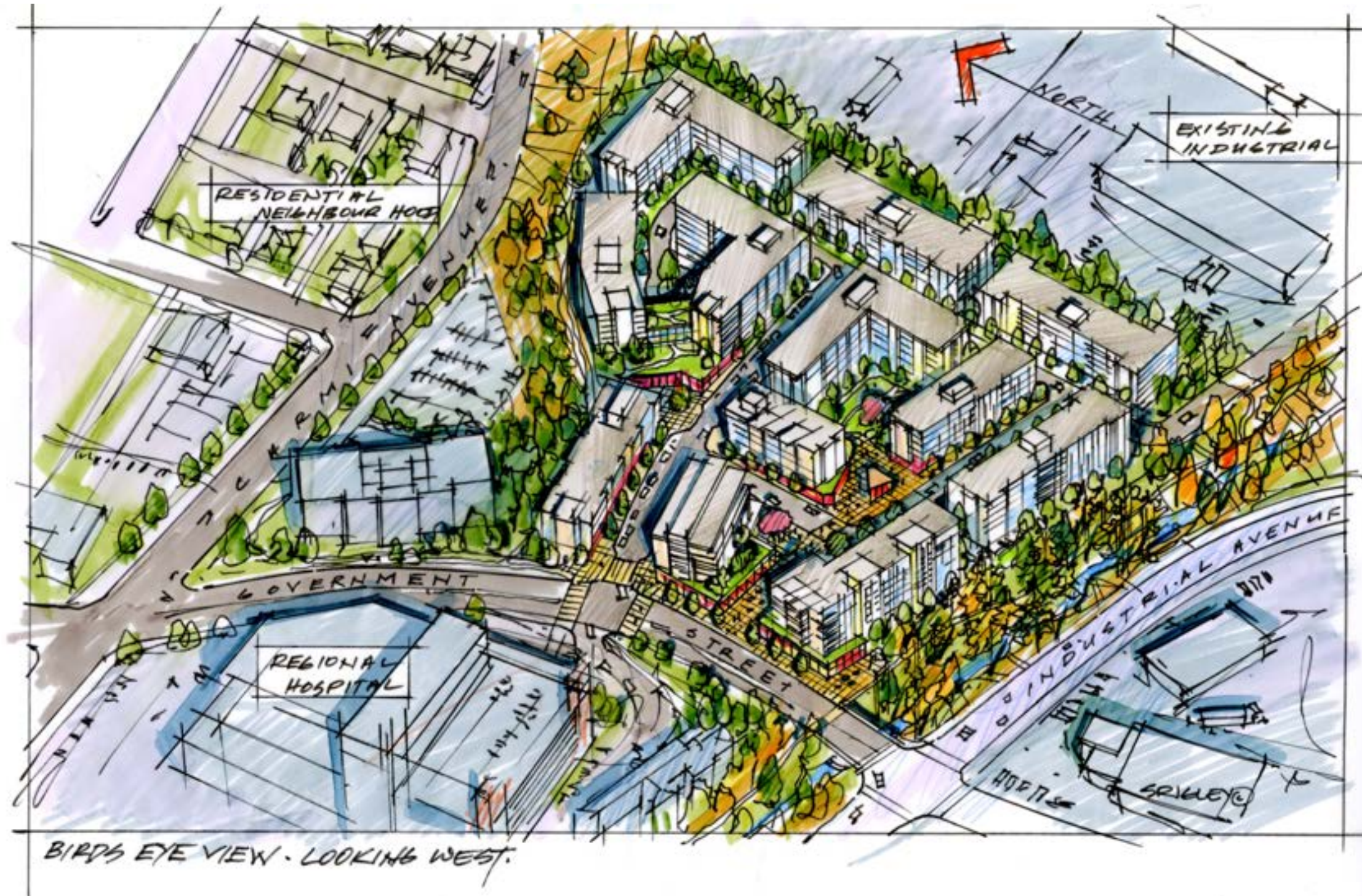
Architecture Precedents



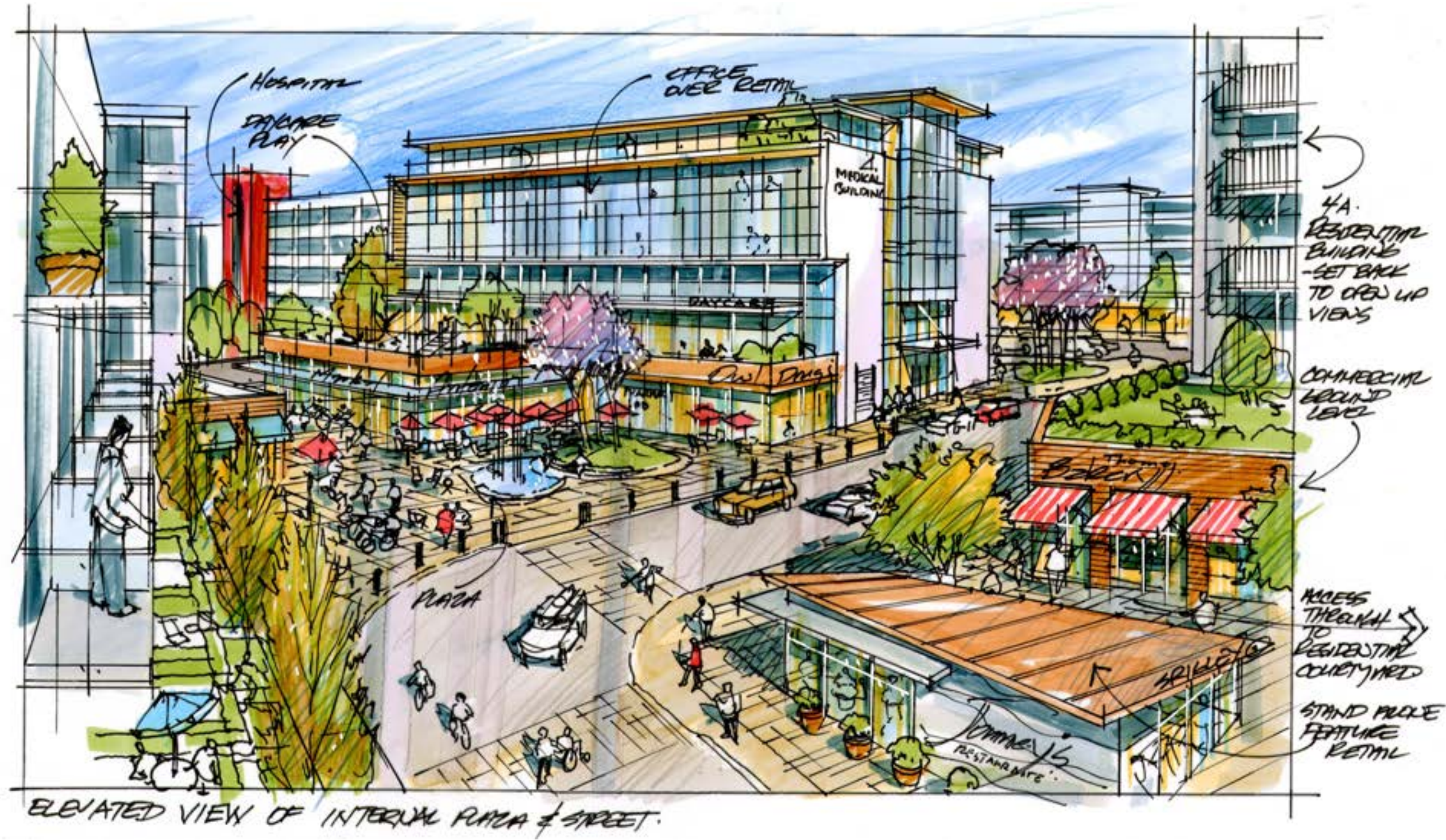


Proposed Development + Plans

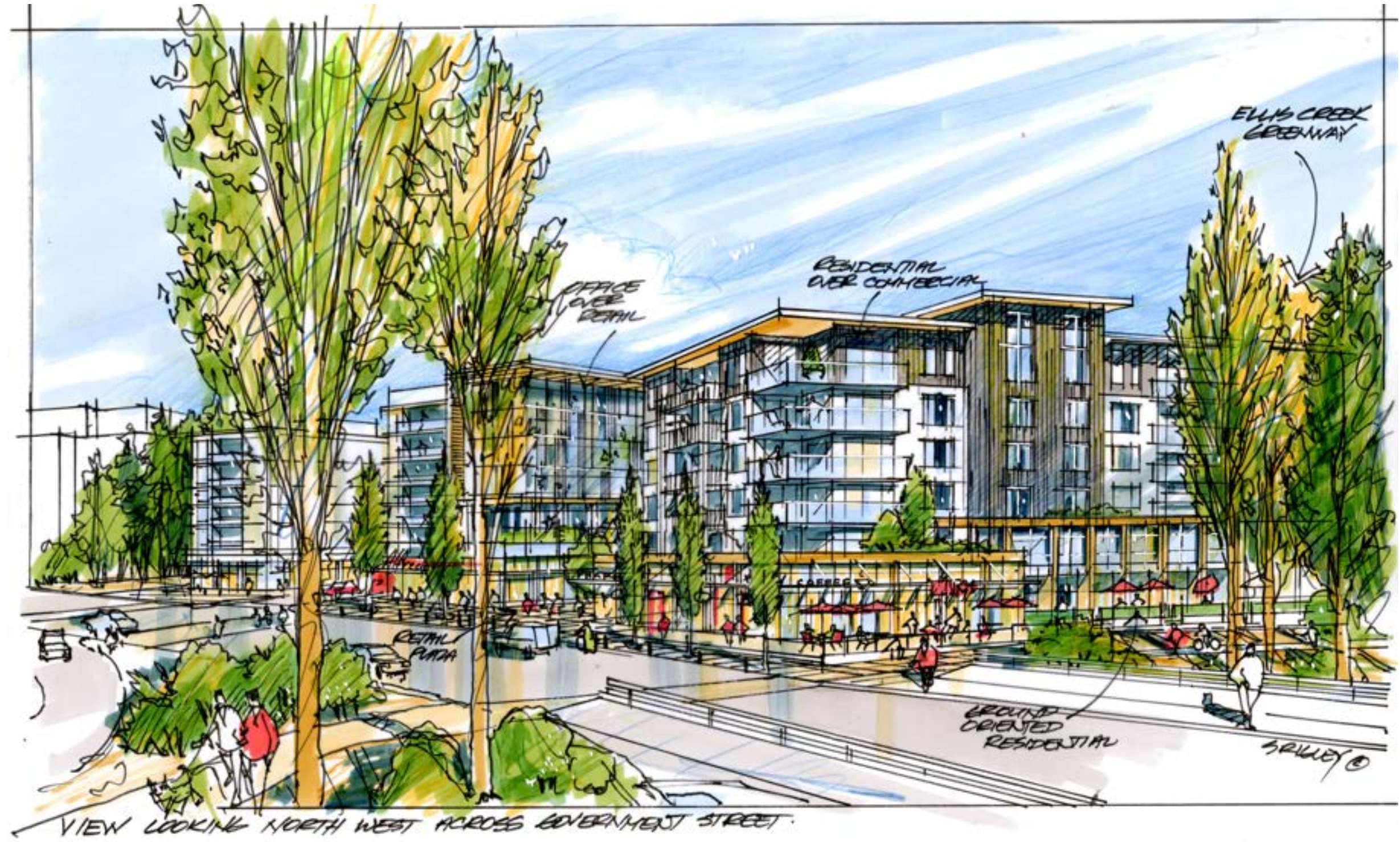
Design Vision Sketches



Design Vision Sketches



Design Vision Sketches



Basic Programmatic Massing + Typology



Basic Programmatic Height



① **OVERALL HEIGHTS**
1" = 100'-0"

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

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

1704 GOVERNMENT STREET REZONING SUBMISSION

Zoning Compliance Tables

PROJECT DESCRIPTION

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

SITE AREA

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

PROPOSED HEIGHTS

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

PROPOSED SETBACKS (MINIMUM)

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

1704 GOVERNMENT STREET REZONING SUBMISSION

Zoning Compliance Tables

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

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

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

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

1704 GOVERNMENT STREET REZONING SUBMISSION

Zoning Compliance Tables

PARKING STALLS - BICYCLE

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

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

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

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

Landscape Zoning Compliance

LANDSCAPE BUFFERS

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

PARKLAND AREA PROVIDED

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

LANDSCAPE BUFFER PLANTING APPROXIMATIONS

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

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



1 LANDSCAPE BUFFER AND PARKLAND APPROXIMATIONS

1" = 160'-0"

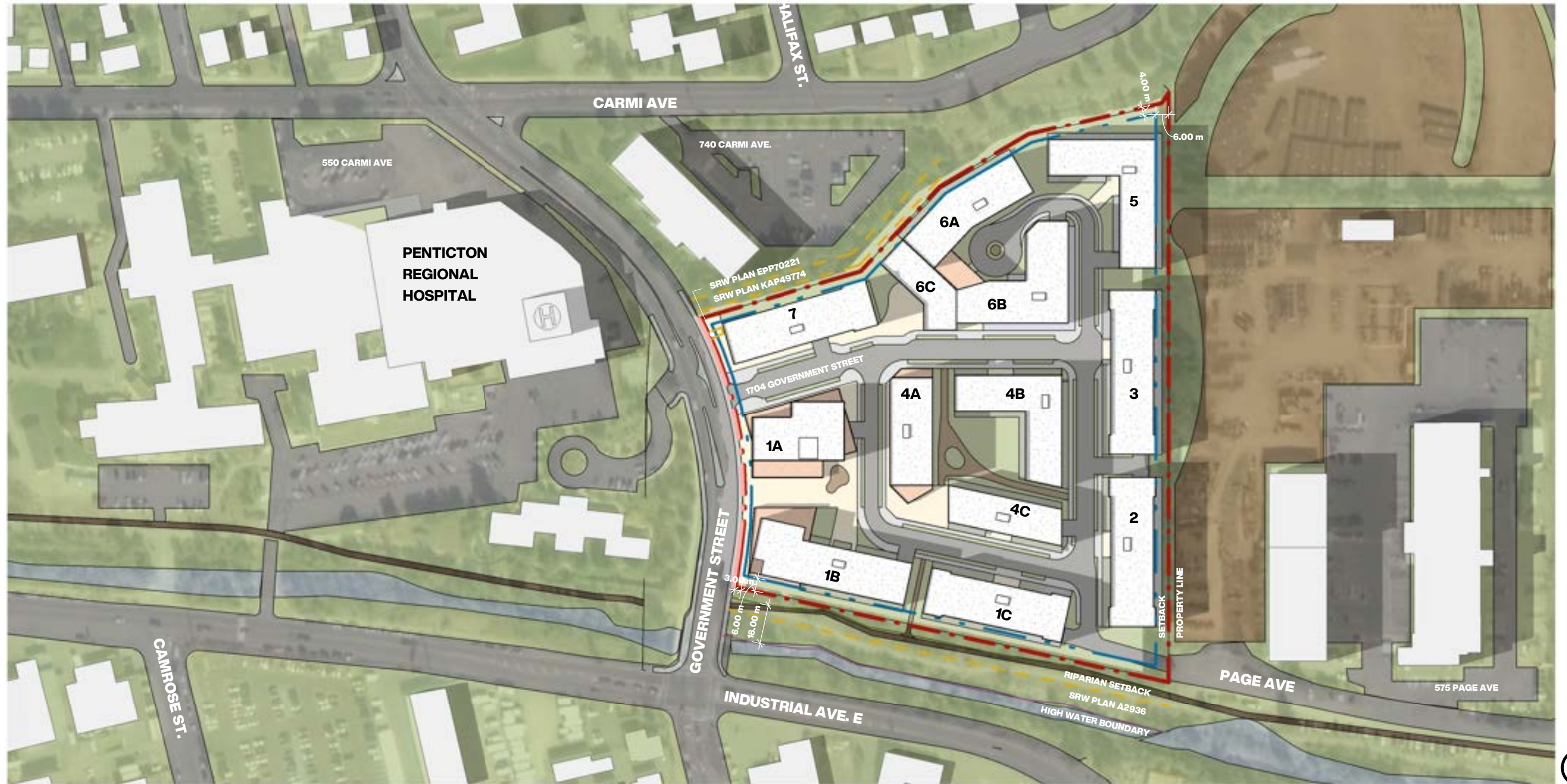
Precedent Landscape Imagery - Urban Park + Naturalized Retaining Walls



Precedent Landscape Imagery - Playgrounds

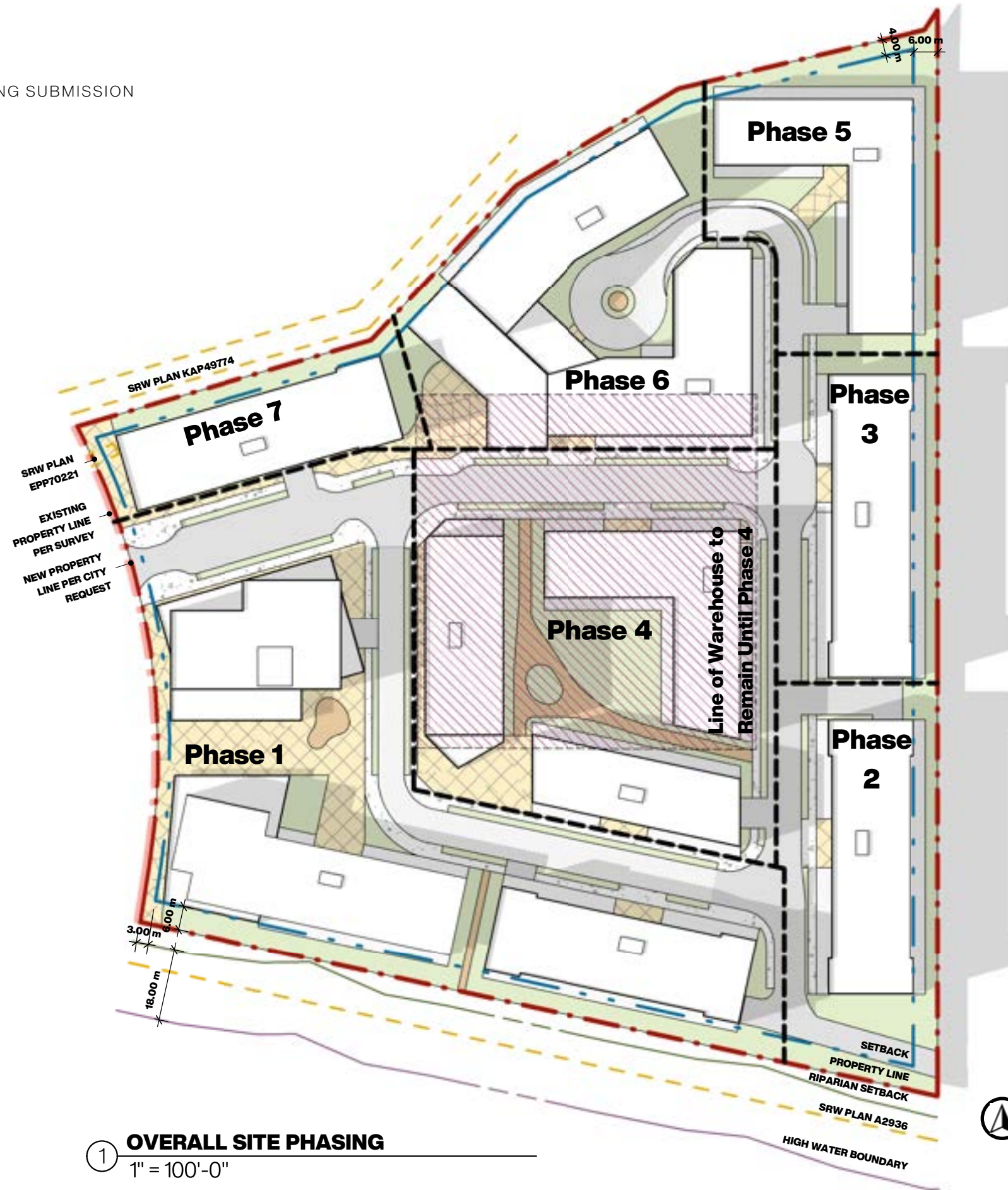


Overall Site Plan



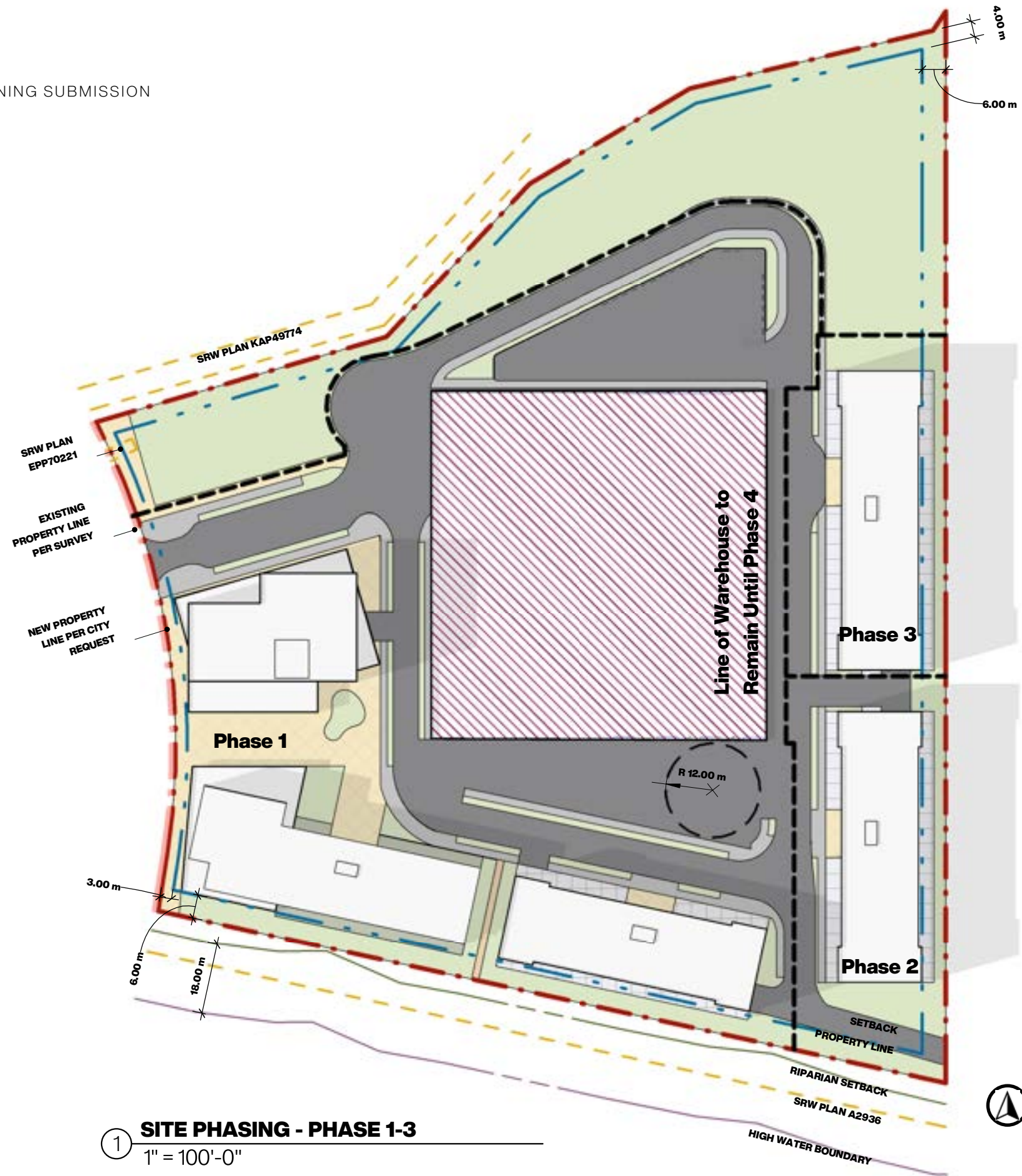
① **OVERALL SITE PLAN**
 1" = 160'-0"

Overall Phasing Plan



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

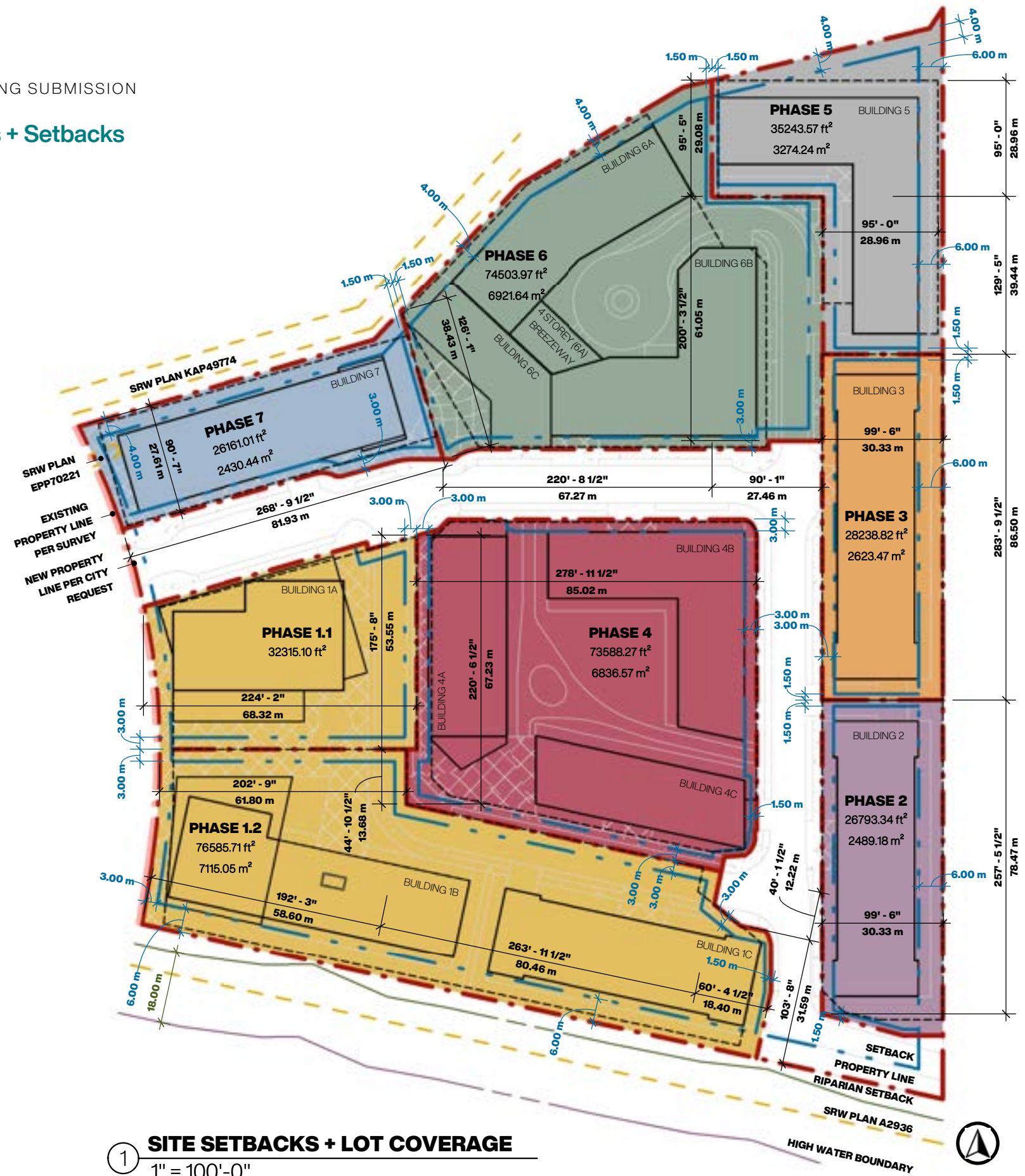
Phasing Plan - Phase 1-3



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

1704 GOVERNMENT STREET REZONING SUBMISSION

Lot Coverage, Property Lines + Setbacks



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

LEGEND	
	EXISTING PROPERTY LINE
	PROPERTY LINE
	SETBACK LINE
	EASEMENT LINE
	RIPARIAN SETBACK LINE
	HIGH WATER BOUNDARY LINE
	219' - 10" / 67.00 m LOT DIMENSION
	67.00 m SETBACK DIMENSION

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

APPROXIMATED FAR BY PHASE					
PHASE	LOT AREA		NET BUILDING AREA		OVERALL LOT FAR
	ft ²	m ²	ft ²	m ²	
Phase 1 Combined	108,901	10,117	247,598	23,003	2.27
Phase 1.1	32,315	3,002	68,188	6,335	2.11
Phase 1.2	76,586	7,115	179,410	16,668	2.34
Phase 2	26,793	2,489	84,774	7,876	3.16
Phase 3	28,239	2,623	94,133	8,745	3.33
Phase 4	73,588	6,837	218,802	20,327	2.97
Phase 5	35,244	3,274	94,629	8,791	2.69
Phase 6	74,504	6,922	240,542	22,347	3.23
Phase 7	26,161	2,430	84,154	7,818	3.22
APPROX. TOTALS	373,430	34,693	1,064,632	98,908	

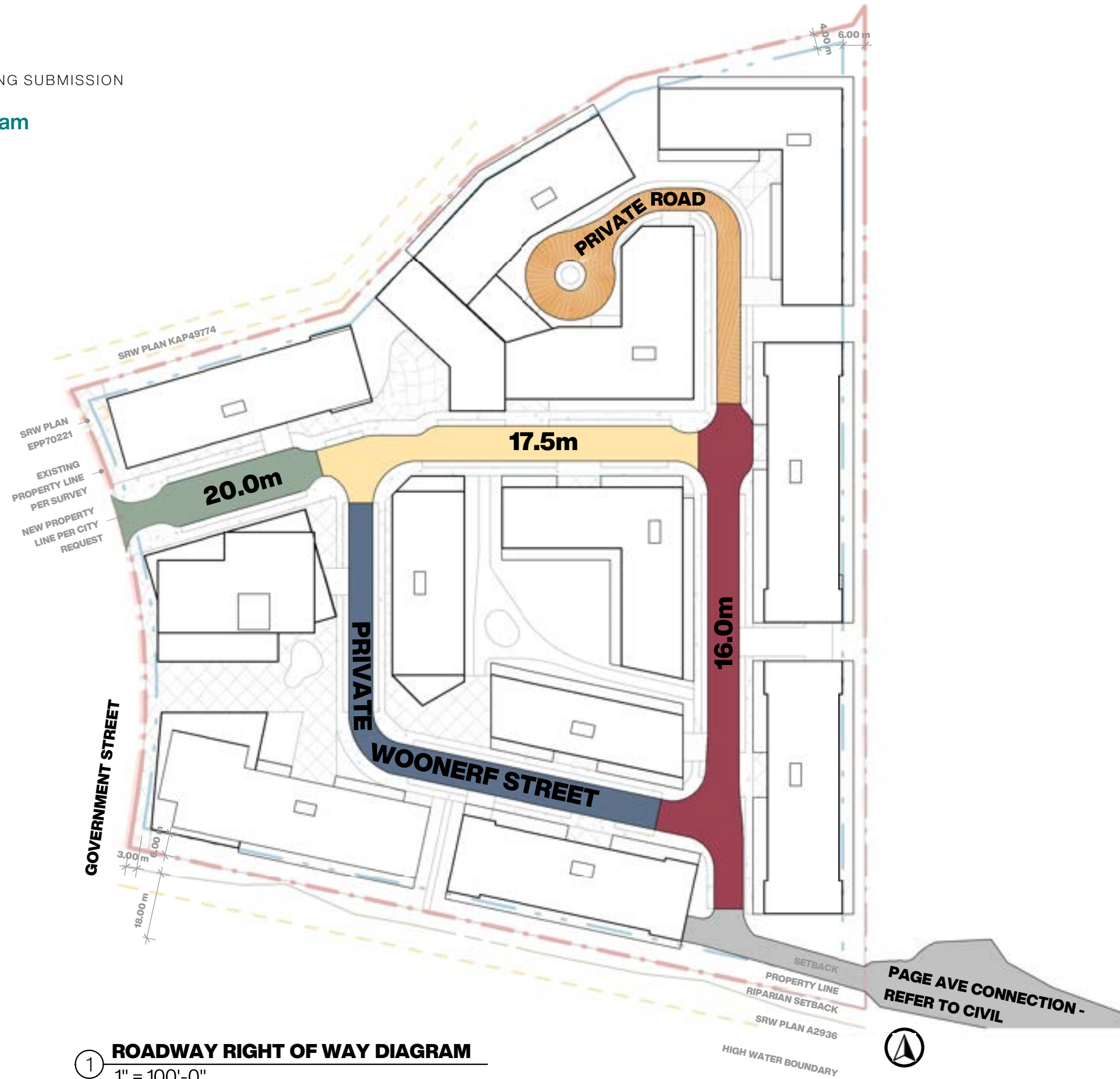
Pedestrian Connectivity



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



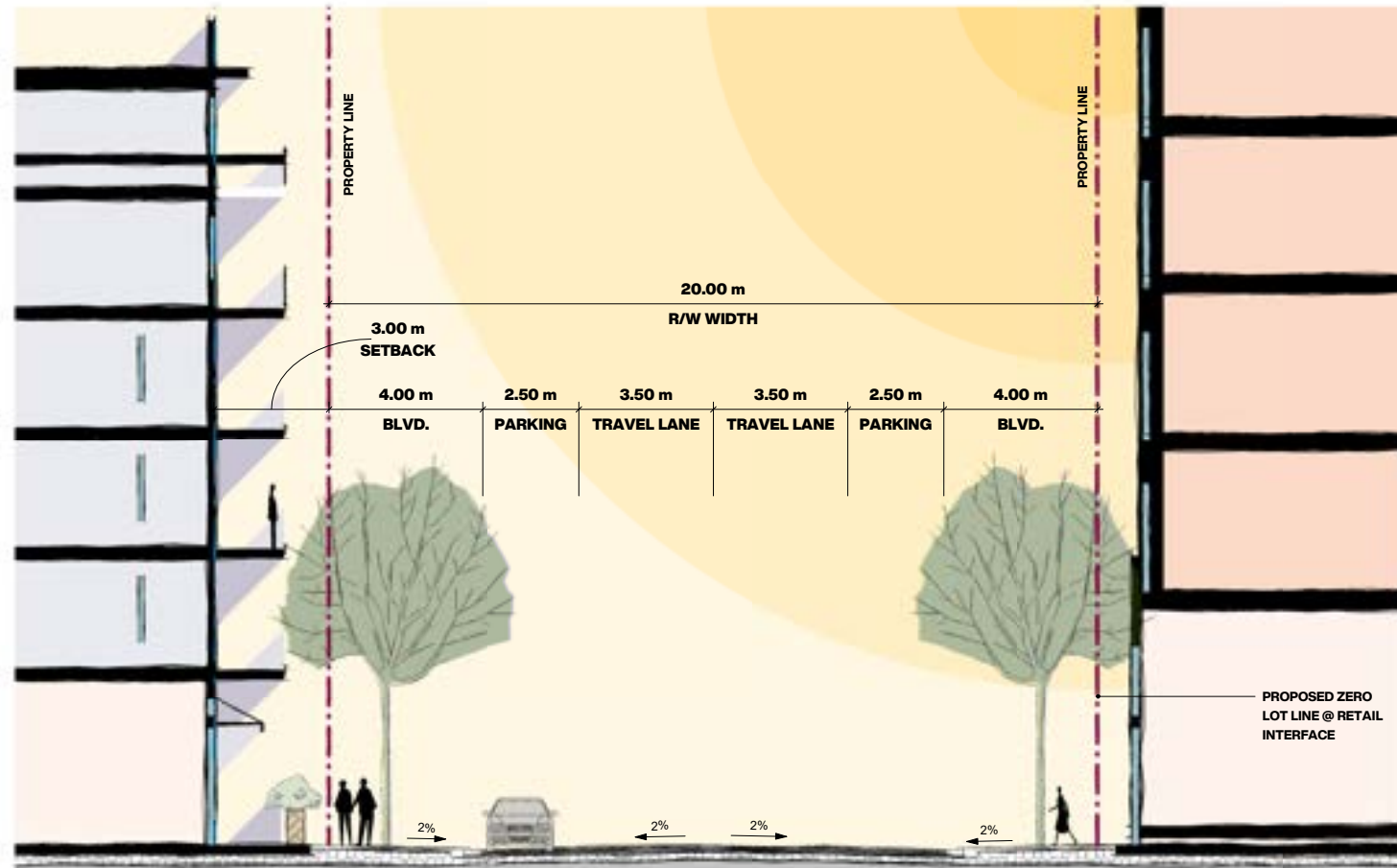
Roadway Right of Way Diagram



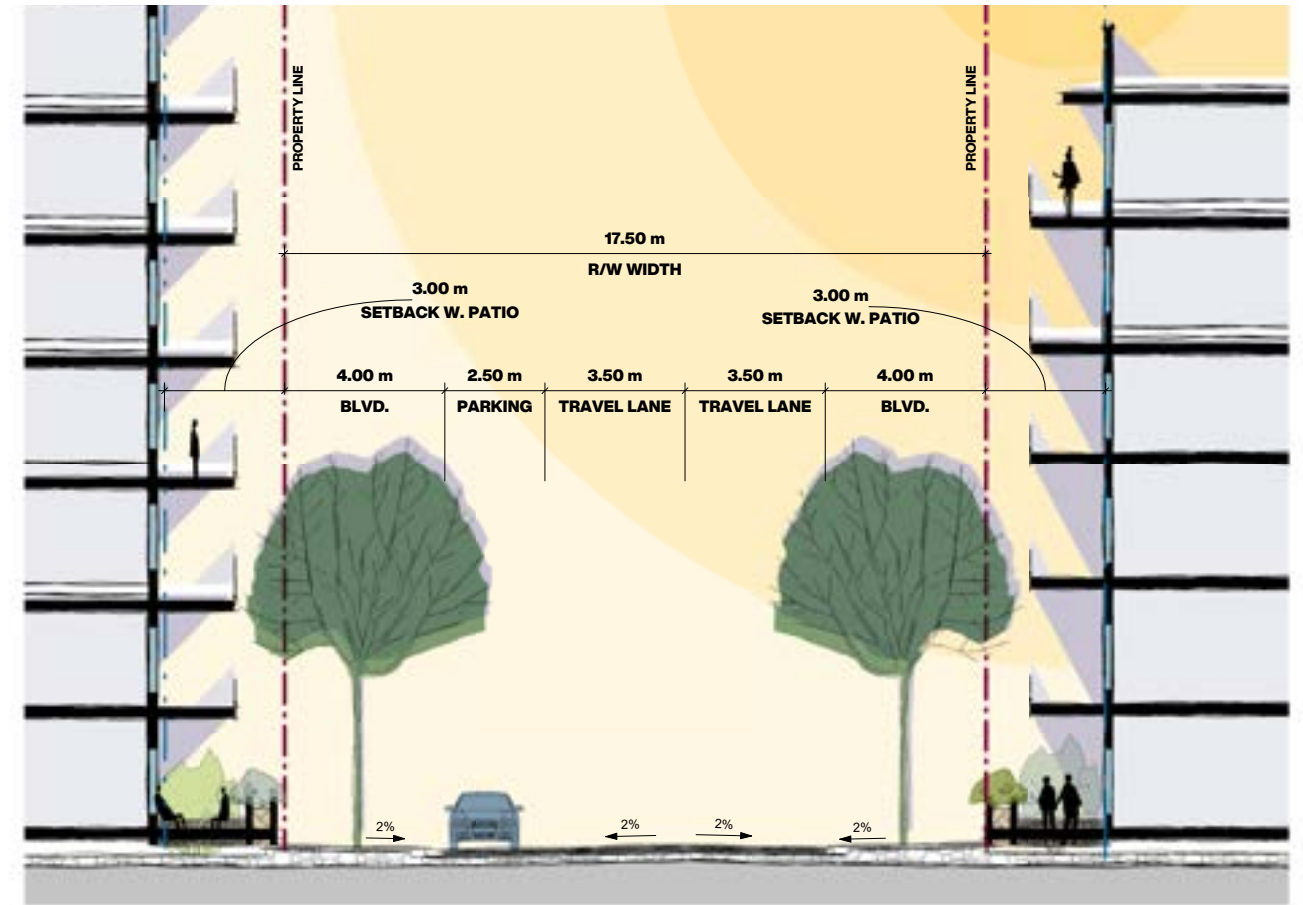
① **ROADWAY RIGHT OF WAY DIAGRAM**
 1" = 100'-0"



Roadway Right of Way Sections

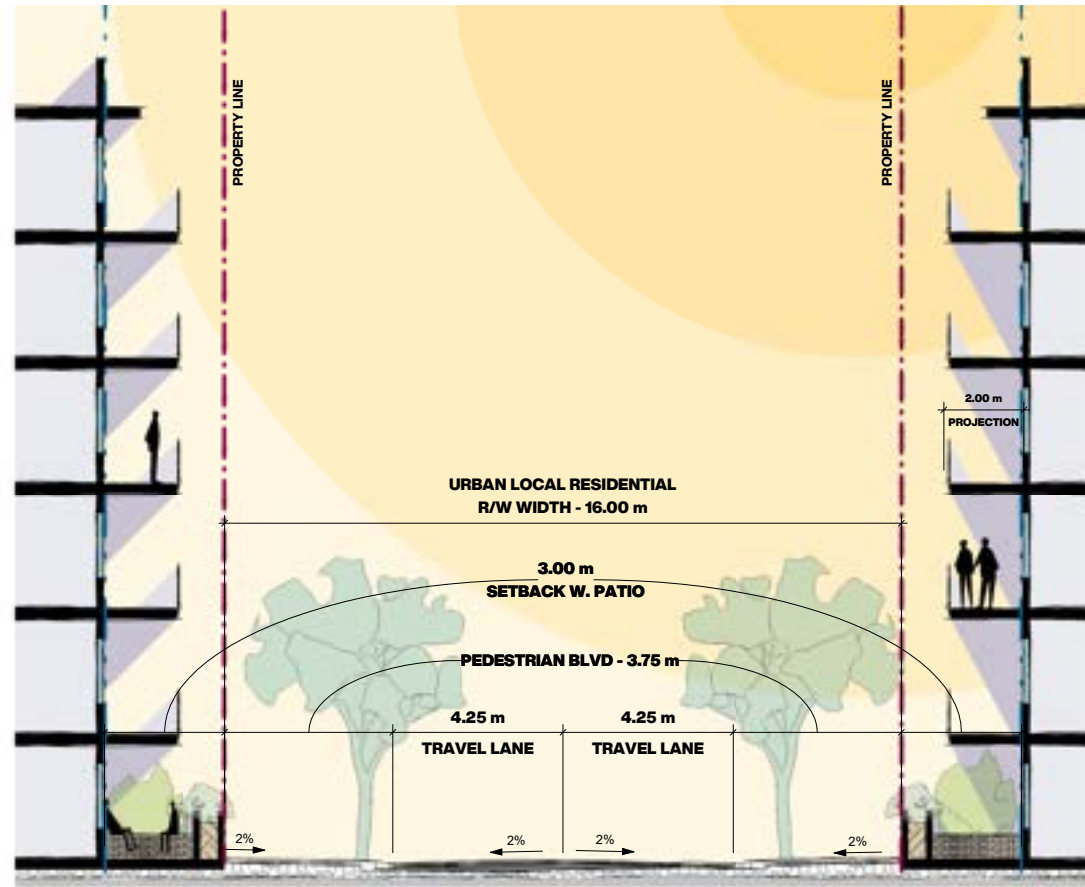


① 20m R/W WIDTH
NTS

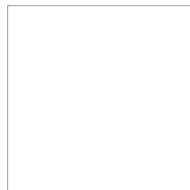


① 17.50m R/W WIDTH
1/8" = 1'-0"

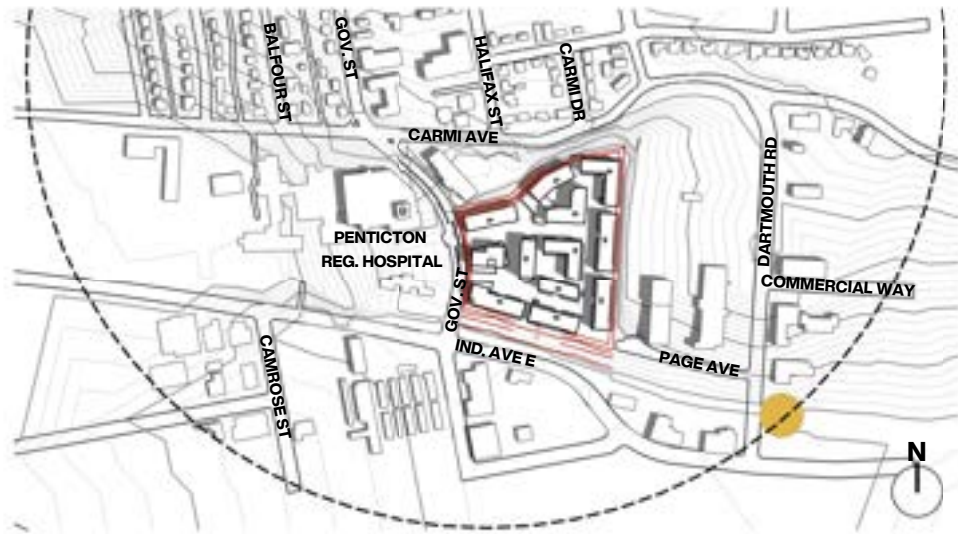
Roadway Right of Way Sections



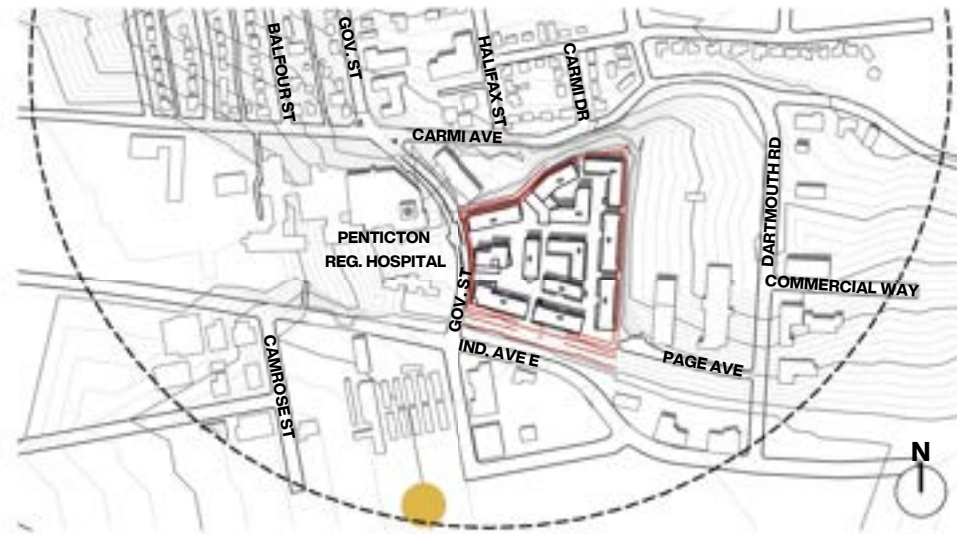
① 16m R/W WIDTH
NTS



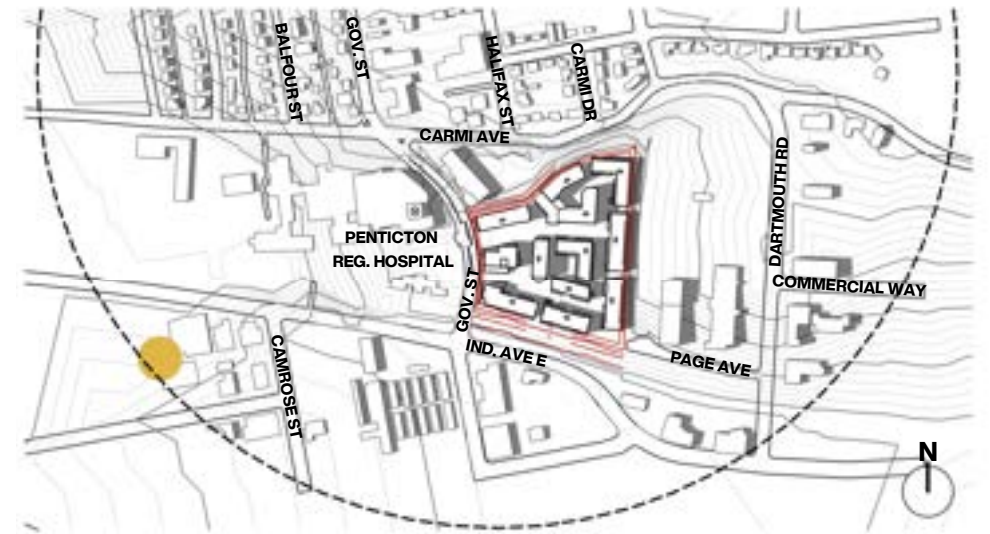
Preliminary Shadow Studies



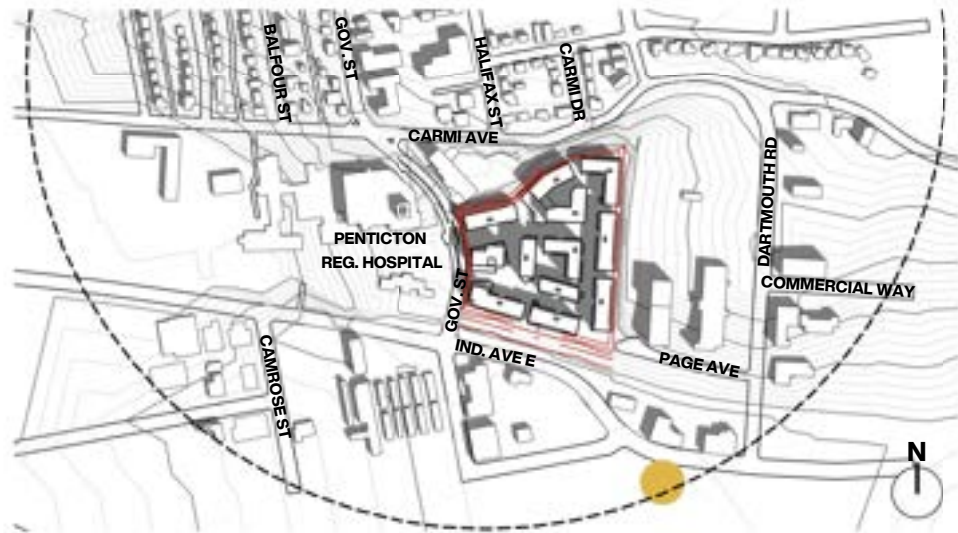
1 SUMMER SOLSTICE 9:30 AM
NTS



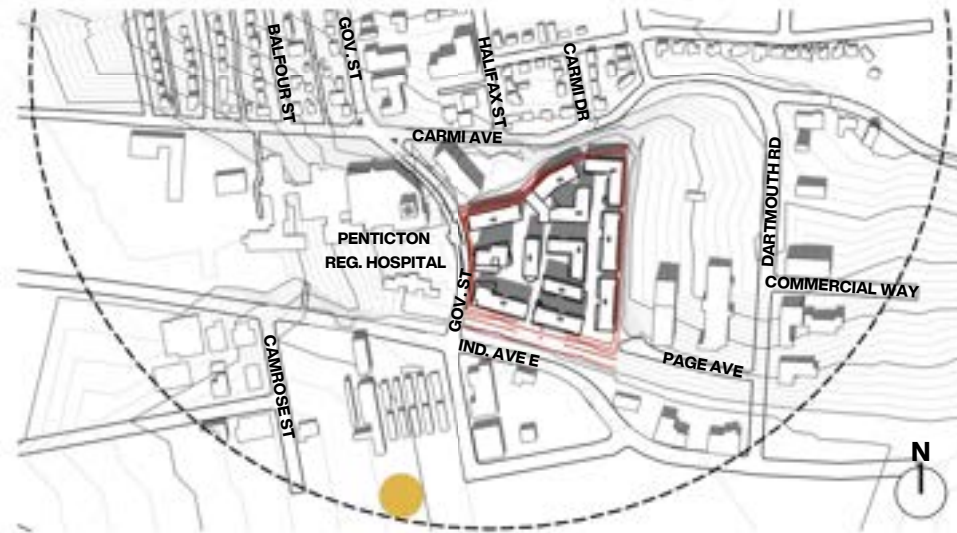
2 SUMMER SOLSTICE 12:30 PM
NTS



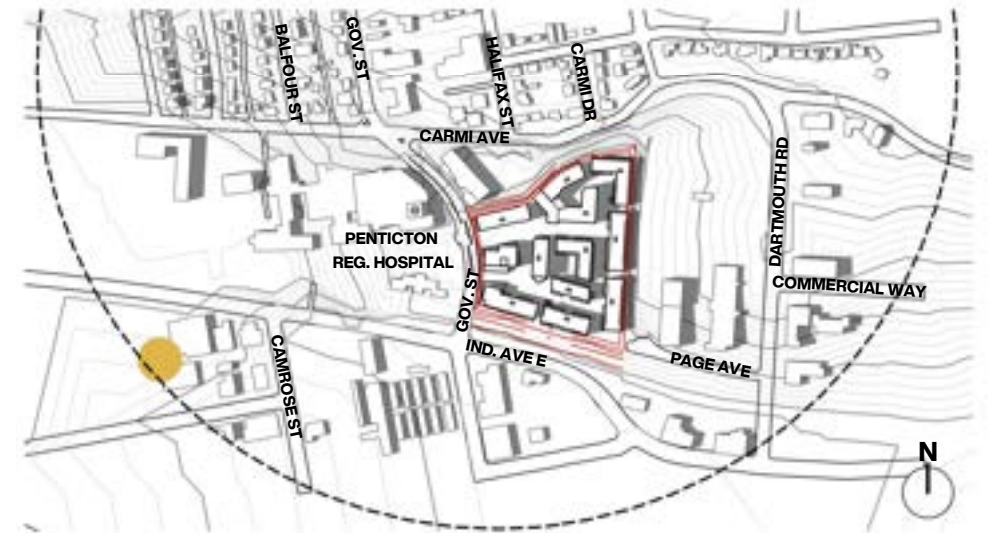
3 SUMMER SOLSTICE 3:30 PM
NTS



4 FALL EQUINOX 9:30 AM
NTS



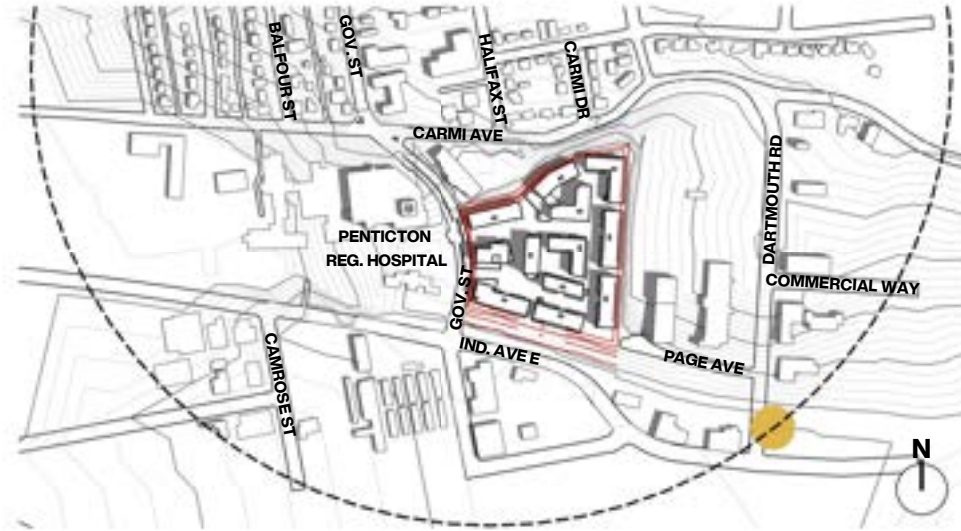
5 FALL EQUINOX 12:30 PM
NTS



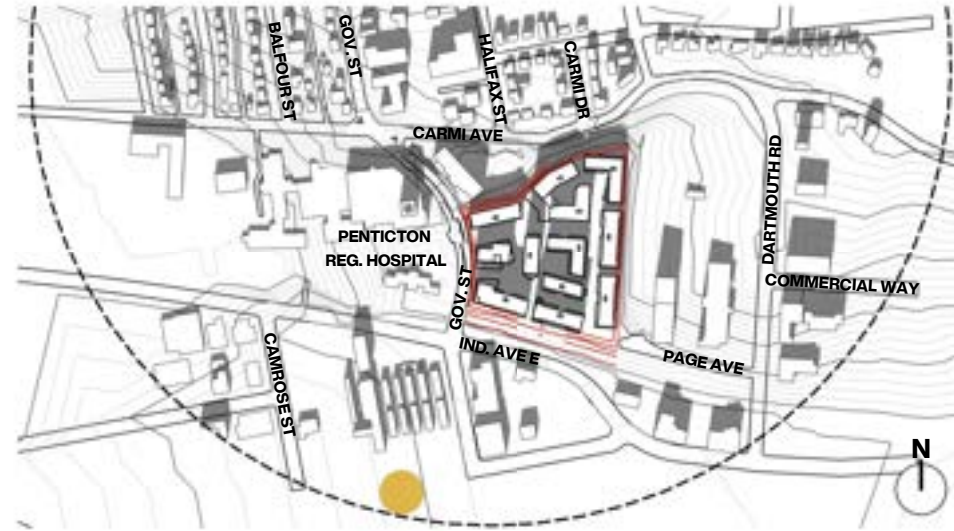
6 FALL EQUINOX 3:30 PM
NTS

1704 GOVERNMENT STREET REZONING SUBMISSION

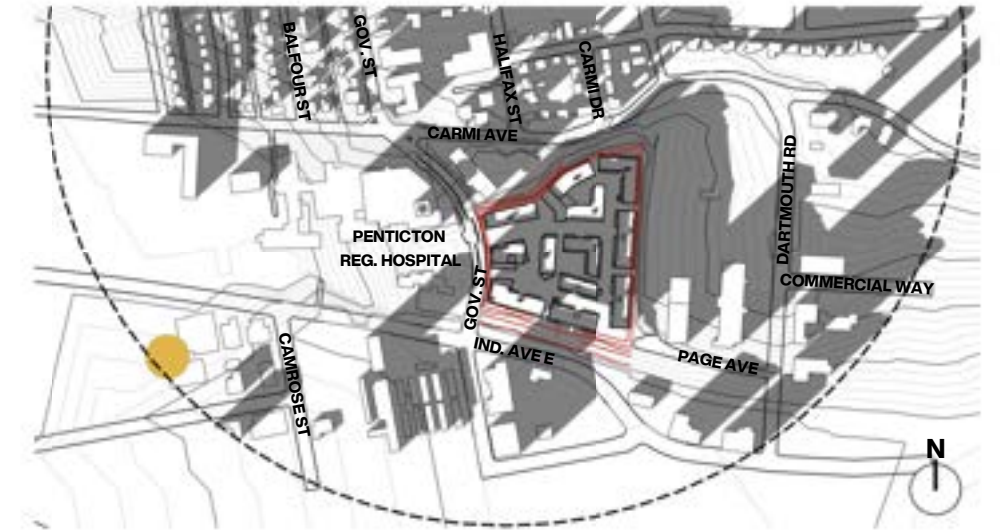
Preliminary Shadow Studies



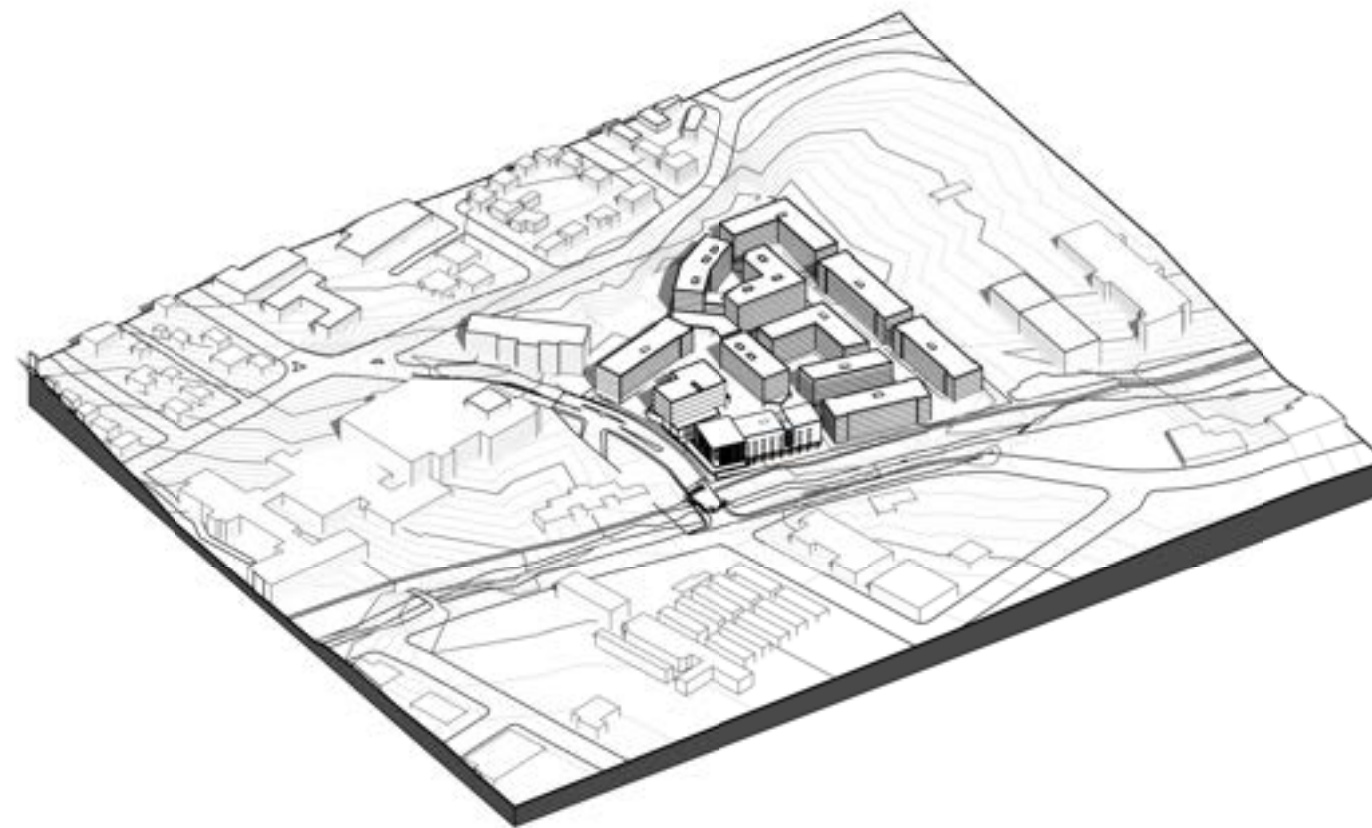
① **WINTER SOLSTICE 9:30 AM**
NTS



② **WINTER SOLSTICE 12:30 PM**
NTS

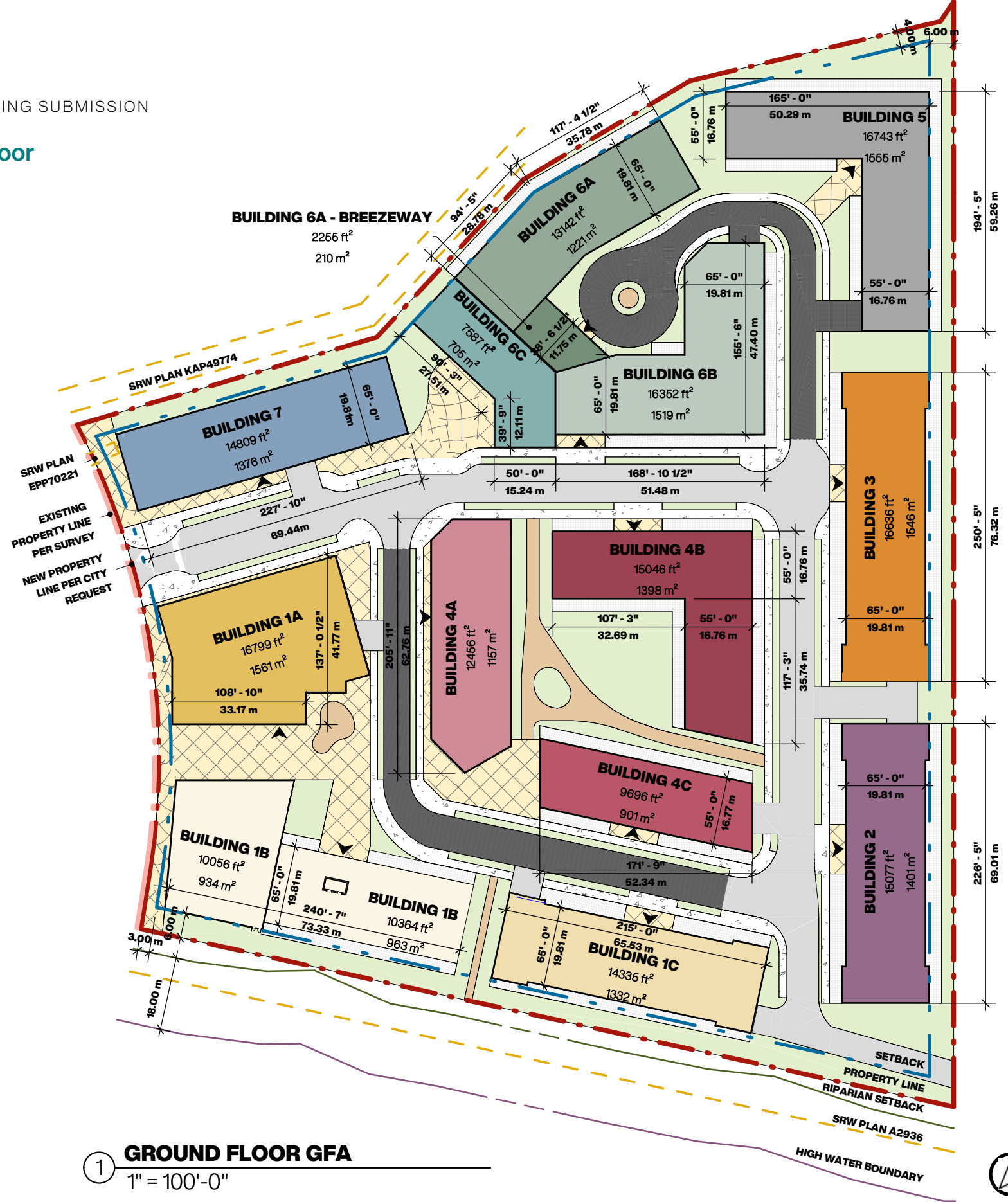


③ **WINTER SOLSTICE 3:30 PM**
NTS



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

Gross Area Plan - Ground Floor

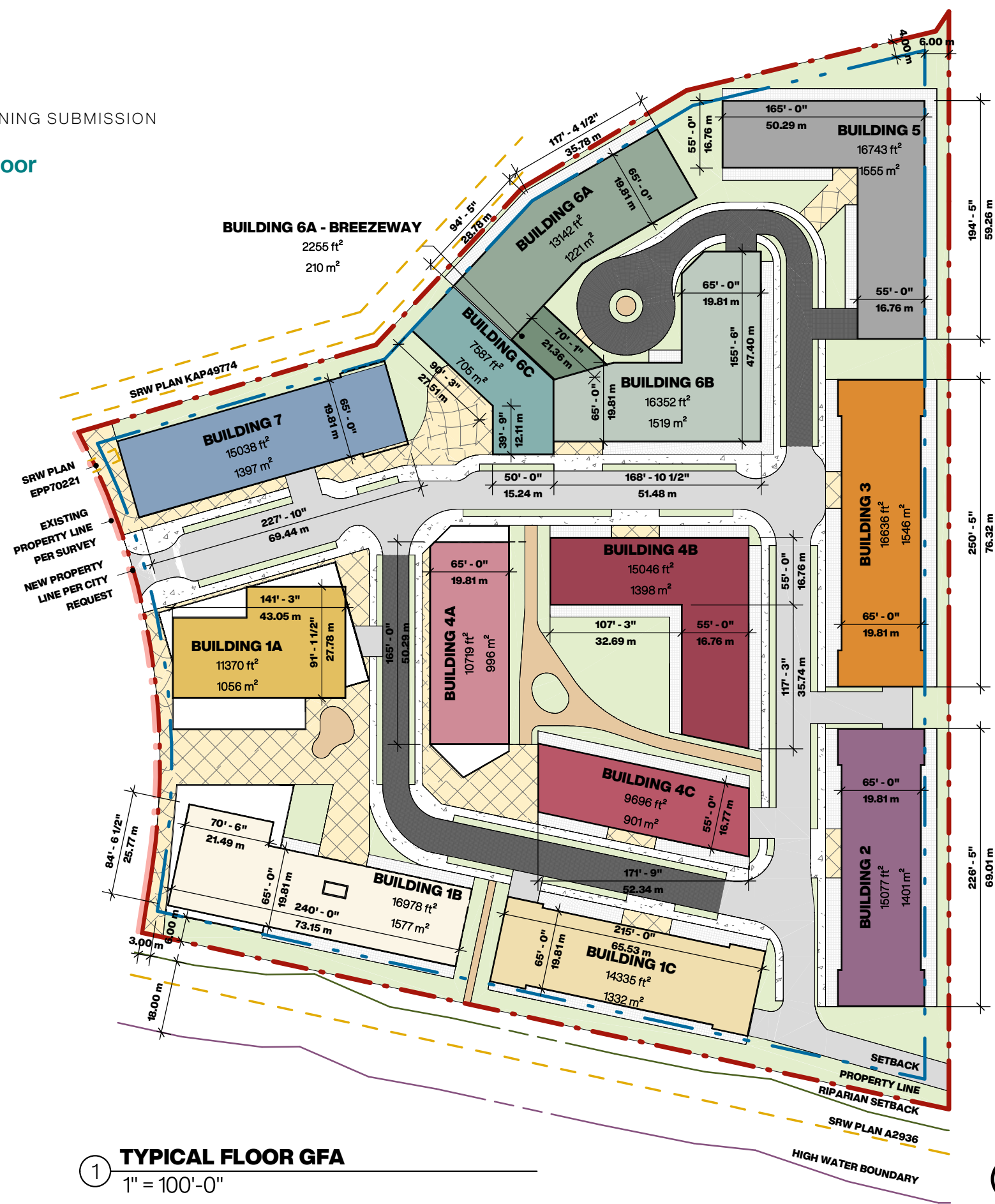


SITE LEGEND	
	PRINCIPAL LOBBY ENTRANCE
	PATIO AT GRADE
	PUBLIC ROAD
	PRIVATE ROAD
	EXISTING PROPERTY LINE
	PROPERTY LINE
	SETBACK LINE
	PARK OPEN SPACE PLANTING
	PATHWAY
	PLAZA LOBBY ENTRANCE
	SIDEWALK
	EASEMENT/SRW
	HIGH WATER BOUNDARY
	RIPARIAN ZONE

1 **GROUND FLOOR GFA**
1" = 100'-0"



Gross Area Plan - Typical Floor



1 **TYPICAL FLOOR GFA**
1" = 100'-0"

SITE LEGEND	
	PRINCIPAL LOBBY ENTRANCE
	PATIO AT GRADE
	PUBLIC ROAD
	PRIVATE ROAD
	EXISTING PROPERTY LINE
	PROPERTY LINE
	SETBACK LINE
	PARK OPEN SPACE PLANTING
	PATHWAY
	PLAZA LOBBY ENTRANCE
	SIDEWALK
	EASEMENT/SRW
	HIGH WATER BOUNDARY
	RIPARIAN ZONE

Attachment C - Official Community Plan Policy Analysis (staff)

OCP Policy Analysis

OCP Policy	Policy	Staff Comments
Policy 4.1.1.1	Focus new residential development in or adjacent to existing developed areas	The development site is located within the built-up area of the city.
Policy 4.1.1.2	Avoid development in environmentally-sensitive areas, geological hazard and flood hazard areas, on steep slopes, in agricultural areas and in areas not readily served by transit.	A 6 metre (20 foot) wide strip along the southern edge of the development site is within the Riparian Development Permit Area, associated with Ellis Creek. The developer has retained a Qualified Environmental Professional to assess the proposed development and mitigate the impacts of the development on the adjacent riparian area. The rest of the site meets all other considerations of this policy.
Policy 4.1.1.4	Ensure all new developments fully cover the cost of the infrastructure and services they require, including roads, water, sewer, storm water, and provision of parks, schools, and emergency services.	The developer will be responsible for all the costs associated with installing new infrastructure or upgrading existing infrastructure required as a direct result of the proposed development. Development Cost Charges (DCC's) paid to the city from the new development would also help fund identified infrastructure projects across the city (anticipated to be between \$13M-16M, based on current rates).
Policy 4.1.3.1	Encourage more intensive "infill" residential development in areas close to the Downtown, to employment, services and shopping, through zoning amendments for housing types compatible with existing neighbourhood character, with form and character guided by Development Permit Area Guidelines.	<p>The proposed development is adjacent to the Penticton Regional Hospital, the Interior Health office, and several other major employers in the industrial area. The proposed development is envisioned to support these adjacent employment uses through retail and office space, as well as providing new homes in close proximity.</p> <p>Each phase of the development will require a Development Permit with detailed plans showing conformance with the applicable design guidelines to ensure the form and character aligns with the OCP.</p>

OCP Policy	Policy	Staff Comments
Policy 4.1.3.4	Encourage developments that include one-bedroom and two-bedroom units in suitable neighbourhoods to enable people to downsize as they age and to provide entry-level housing for those people entering the housing market. At the same time, provide 3-bedroom units, or larger, to accommodate families	The preliminary plans submitted show a range of unit sizes, from studio- to three-bedrooms, suitable for a wide range of potential future households.
Policy 4.1.3.5	Ensure through the use of zoning that more-intensive forms of residential development are located close to transit and amenities, such as parks, schools and shopping.	The development site is located on a transit route (Government St), bike lane (Government St), and within walking distance of Carmi Elementary School and McLaren Park. A multi-use path runs along Ellis Creek at the south end of the property. The commercial corridor along Main Street is located approximately 750m to the west.
Policy 4.1.4.1	Work with the development community – architects, designers and builders – to create new residential developments that are attractive, high-quality, energy efficient, appropriately scaled and respectful of their context.	The proposed development requires further approvals prior to construction, including subdivision and development permits. At each approvals stage, city staff will work with the developer and their team of professionals to achieve the goals and guidelines of the OCP.
Policy 4.1.5.4	Ensure that all new neighbourhood developments and redevelopments of existing large sites, including bareland stratas, are fully integrated into the surrounding community through publically-accessible roads, sidewalks, trails and public park lands.	The plans submitted show a new road network through the site, with two access points (Government St and Page Ave). The plans also show pedestrian connections to the Ellis Creek pathway from the development, to Carmi Avenue, and improvements to the sidewalk and bike lane along Government Street.

OCP Policy	Policy	Staff Comments
Policy 4.1.6.1	Ensure all residential neighbourhoods in Penticton provide a range of appropriately-scaled housing types and tenures, employment opportunities such as home-based businesses, transportation options like walking and cycling, social supports such as childcare facilities, and access to green space and parks.	The proposed development would provide a range of residential unit sizes from studio to 3-bedrooms, as well as employment opportunities through retail and office uses as part of the mixed use development. The proposal also includes walking and cycling options with connections to the wider network via the Ellis Creek pathway and bike lanes on Government Street and Dartmouth Road.
Policy 4.1.6.3	Consult with Interior Health to assist in the preparation of long range plans and strategies (e.g. neighbourhood plans, and parks and transportation plans), as well as guide the review of development applications that have the potential to affect community health.	Interior Health has been involved in this proposal to date. Through the summer 2023 public engagement period, the city received a letter of support for this proposal from the Interior Health 'Healthy Built Environment' team. Other staff at Interior Health have been involved in discussions about the proposed development for potential alignment with their operational needs, supporting their staff housing challenges, and ensuring no building conflicts with the hospital helipad approach.
Policy 4.2.1.3	Design streets for daily traffic volumes rather than seasonal peak volumes when building or renewing roads. Recognize that some congestion will occur as we grow during peak volume times, but mitigate this through investments in sustainable transportation options like transit, bike routes, sidewalks and trails.	<p>The developer has submitted an updated Traffic Impact Assessment through the rezoning stage. Some upgrades will be required related to the proposed development, including frontage upgrades along Government Street, the extension of Page Avenue through the site, and an updated intersection at the Government Street access point into the development site.</p> <p>A number of additional off-site infrastructure projects were identified by staff through review of the application package and are recommended to be included in the DCC Bylaw program, to be paid for as development occurs.</p> <p>City staff will continue working with the developer on the final Traffic Impact Assessment and the detailed design of the intersection and internal road network, as requirements of the future subdivision stage.</p>

OCP Policy	Policy	Staff Comments
Policy 4.2.1.4	Reduce road widths in existing rights-of-way to create spaces that support walking, biking and transit, to increase adjacent green space and to reduce asset management costs.	Proposed roads through the site would have narrower right-of-way widths to support a more walkable and bikeable development, with boulevard landscaping and pedestrian connections to the Ellis Creek pathway along the south end of the site. Detailed road design would be completed as a condition of subdivision.
Policy 4.2.1.5	Create 'complete streets' (designed for everyone) in suitable areas that provide safe and comfortable mobility (i.e., allow for access, movement and crossing) for all users: pedestrians, cyclists, drivers, commercial vehicle operators and transit users.	The proposed development would provide new roads through the site with narrower widths. The new streets would provide access to the buildings and some would have commercial frontages. This mix of uses and narrower roadway widths helps promote active and vibrant streets within the development.
Policy 4.2.1.7	Promote walking, cycling and transit use through strategic land use planning that facilitates denser, attractive, mixed-use communities that are rich in amenities.	The proposal is for a higher-density mixed use development which would help promote walking, cycling and transit use with its central location and connections to the larger network.
Policy 4.2.2.2	Address gaps in the pedestrian network by providing sidewalks on at least one side of the street in residential neighbourhood, and commercial and mixed-use areas, using excess street rights-of-way where possible or through land acquisition if necessary. Where possible, provide sidewalks by requiring their construction or upgrades from developers.	<p>The developer will be responsible for costs associated with upgrades along this section of Government Street, including new sidewalk, bike lane, and boulevard plantings.</p> <p>New roads through the development site would be constructed at the developer's expense and would provide sidewalks, with the detailed design completed at the subdivision stage.</p>

OCP Policy	Policy	Staff Comments
Policy 4.2.2.3	Enhance and expand the trail and pathway network through capital funding for upgrades, land acquisition, wayfinding, public art, safe street crossings, and by connecting existing trail systems and establishing trail linkages in and through new neighbourhoods.	The development site is located adjacent to the existing Ellis Creek pathway. The proposal includes pedestrian connections from the development site to the pathway, connecting the development to the larger trail network in the city.
Policy 4.2.5.2	Encourage land use planning that results in neighbourhoods that can be easily serviced by transit.	This proposal for a higher-density, mixed use development at this location helps support transit use by achieving more density along a key corridor in Penticton with existing transit service (Routes #1, #3, and #16 along Government St and Routes #4 and #15 along Carmi Ave).
Policy 4.2.7.2	Explore implementation of best practice design solutions to create safe and convenient intersections	Detailed intersection design would occur as a requirement of the subdivision stage. The intersection upgrade at the Government Street access would provide pedestrian connectivity from the site to the hospital.
Policy 4.3.2.4	Discourage incompatible uses in and adjacent to industrial areas to ensure the integrity of a sound industrial land base.	The proposal would result in what is currently an industrial designated property being re-developed for a mix of residential and commercial uses. Concerns were previously raised regarding the proposed residential uses adjacent to the industrial operations next to the site. The developer has met with the industrial association and neighbouring business to discuss the proposal. Some on-site features help buffer the uses on the two properties, including a treed bank leading up to the industrial properties beside. Additional buffering such as sound attenuation may be considered at the future development permit stages.

OCP Policy	Policy	Staff Comments
Policy 4.3.3.1	Foster active communications between the City, business and other community partners through stakeholder engagement, facilitated events, and active outreach.	The city led the public engagement period for this OCP amendment application between June 26 and July 30, 2023. This involved stakeholder engagement, multiple public engagement events, and feedback opportunities. Many residents, employers, and interest groups participated in that process. While there is no public hearing for the rezoning application, written correspondence can be received and reviewed by Council prior to making a decision on the application.
Policy 4.3.5.1	Support and leverage priority industry clusters (tourism and events; wine, beer and spirit production; technology; manufacturing; agriculture), and identify new clusters as they emerge, to provide economic benefits including shared knowledge and increased innovation.	The development may support the adjacent healthcare industry employers (Penticton Regional Hospital and Interior Health office), and nearby industrial employers. The proposed commercial and residential uses in this development could support those operations through the provision of retail and office space, and providing housing options to support noted staff recruitment and retention challenges. Those housing options may include short-term needs through hotel or strata-hotel uses which may be part of this development.
Policy 4.3.6.3	Recognize that business growth is reliant on adequate housing availability, and work to develop policies that encourage housing development as outlined in section 4.1.	Housing availability and affordability has emerged as a key local issue, which the 1,000+ units in this proposed development would help address. Interior Health was one of the employers who noted the challenges of recruiting and retaining employees due to housing affordability and availability issues as part of the recently completed Housing Needs Assessment (July 2023).

OCP Policy	Policy	Staff Comments
Policy 4.3.6.6	Support business investment and worker attraction to Penticton by adhering to high-quality urban design standards, mixing compatible land uses, providing parks, trails and amenities, protecting the natural environment, and supporting active transportation to create quality neighbourhoods	The proposed development is considered to meet the intent of this policy by mixing compatible land uses on-site (residential, retail and office), with future detailed consideration of the industrial adjacency. The proposal would provide trail connections while supporting active transportation in the new development. Urban design will be guided by the OCP design guidelines at the Development Permit stage.
Policy 4.4.2.1	Identify environmentally sensitive areas and riparian areas, and protect them through application of the Environmental and Riparian Development Permit Guidelines.	A 6 metre (20 foot) wide strip along the southern end of the development site is within the Riparian Development Permit area associated with Ellis Creek. The applicant has retained a Qualified Environmental Professional early on to prepare an assessment, which will be a requirement of a future Riparian Development Permit if any works are proposed within that area of the site.
Policy 4.4.4.4	Encourage the development of compact, mixed-use neighbourhoods, where appropriate, and support transit use, walking, cycling, car sharing and low-emission vehicles.	The development proposal is for a compact mixed-use development. The site is considered appropriate for that use given its location in the built-up area of the city, location along existing transit, walking, and biking routes, and its proximity to major employers (Interior Health and the industrial area). The proposal would provide higher density at this location to support transit use, walking, and cycling, rather than being car-dependent. Custom vehicle and bicycle parking requirements are proposed for the development and the City's requirements for Electric Vehicle (EV) Ready parking shall be met, to support the use of low-emission vehicles.

Attachment D - Proposed Off-Site Infrastructure Projects Map





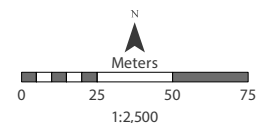
1704 Government Street

Official Community Plan Map



Legend

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



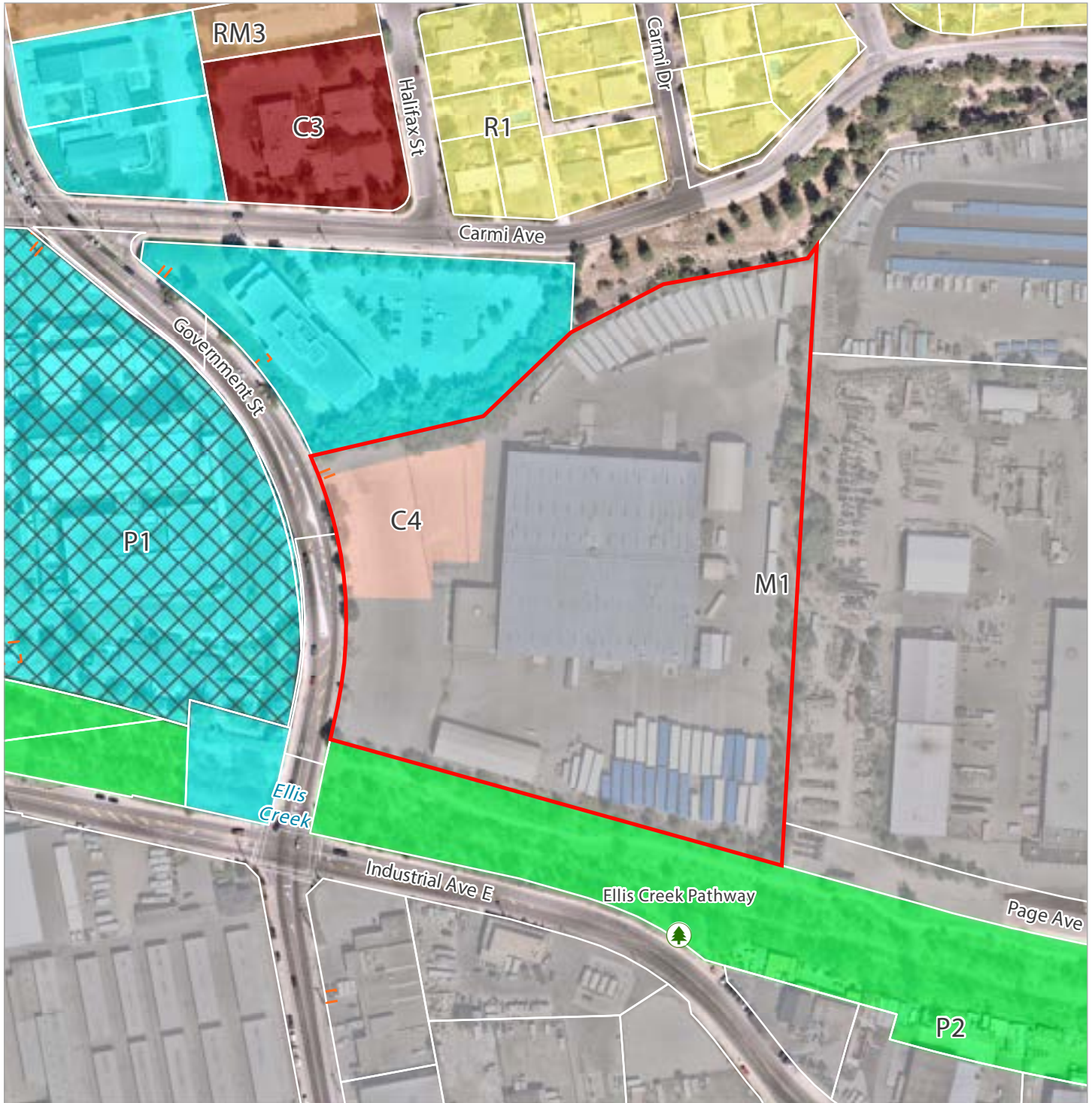
Terms of Use : The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user 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.

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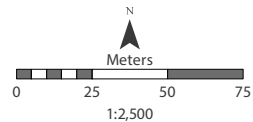
1704 Government Street

Zoning Map



Legend

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

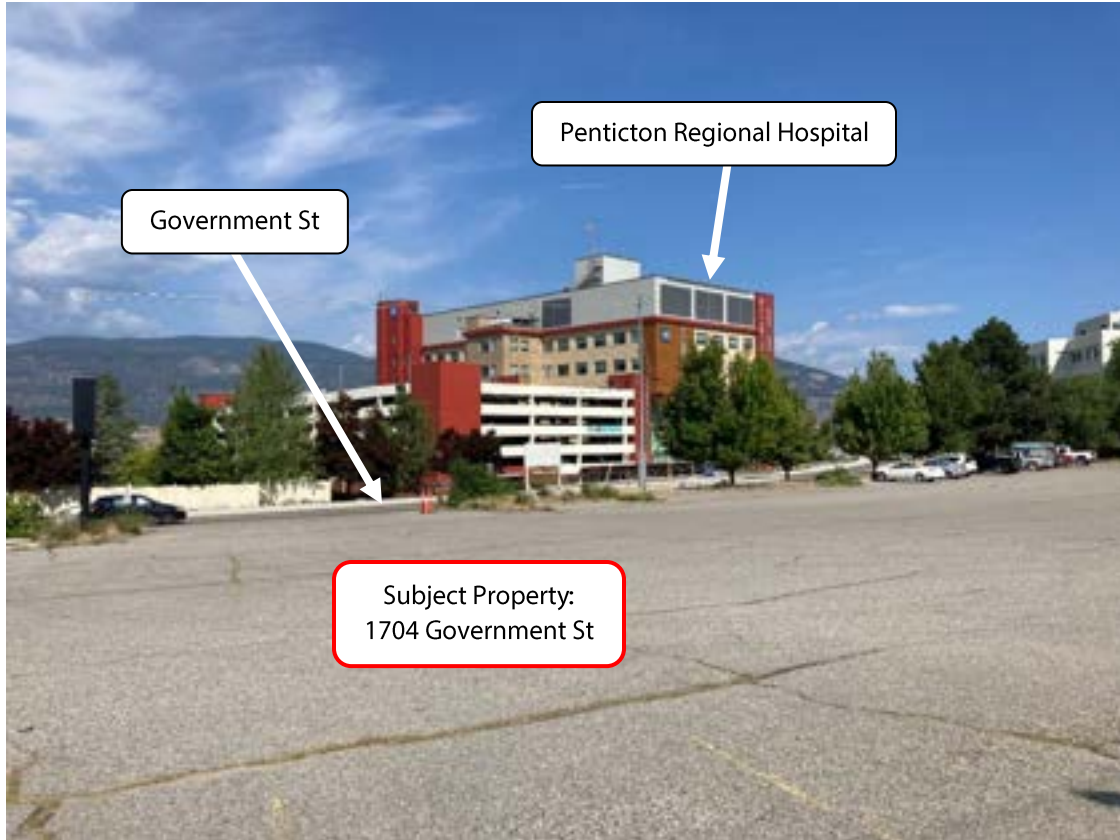


Terms of Use - The City of Penticton is a depository of public information in both printed and digital form. The source, accuracy and completeness of this information varies. As a result, the City does not warrant in any way the mapping information including the accuracy or suitability thereof. The user 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.

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Attachment G - Photos of Subject Property





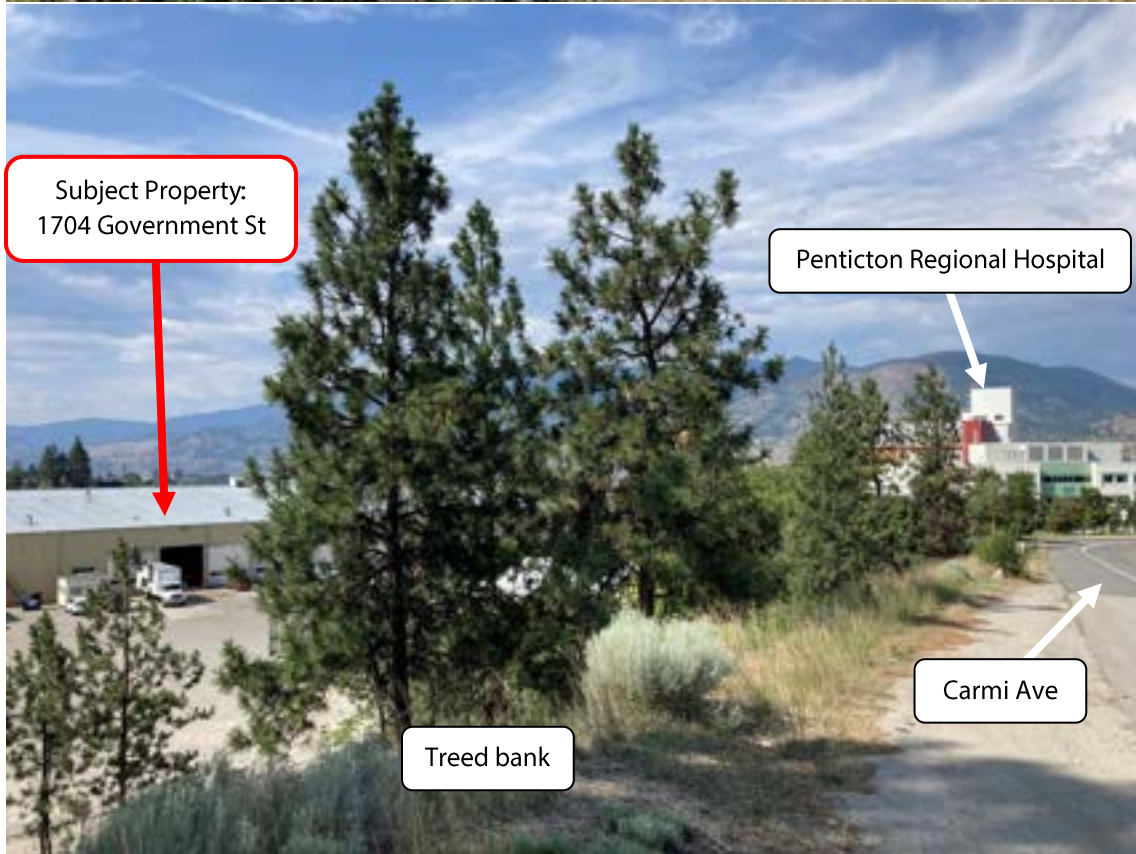


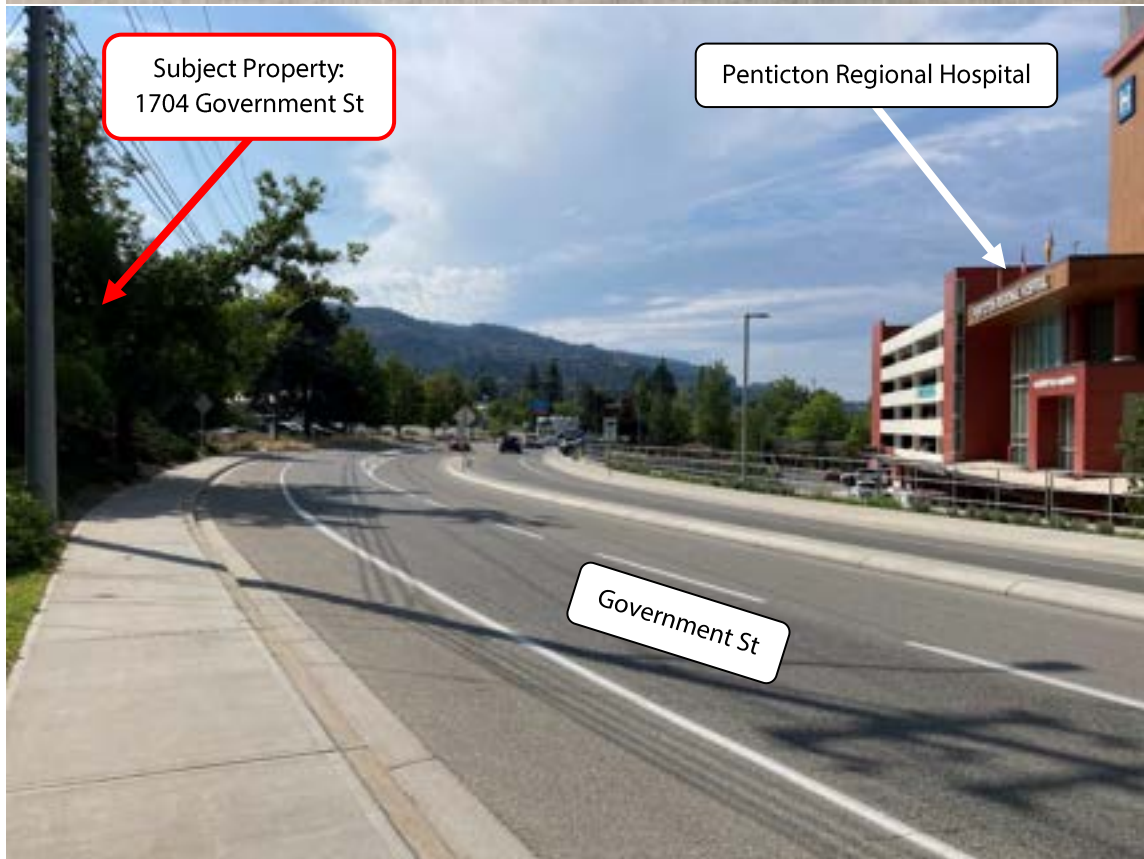
Subject Property:
1704 Government St

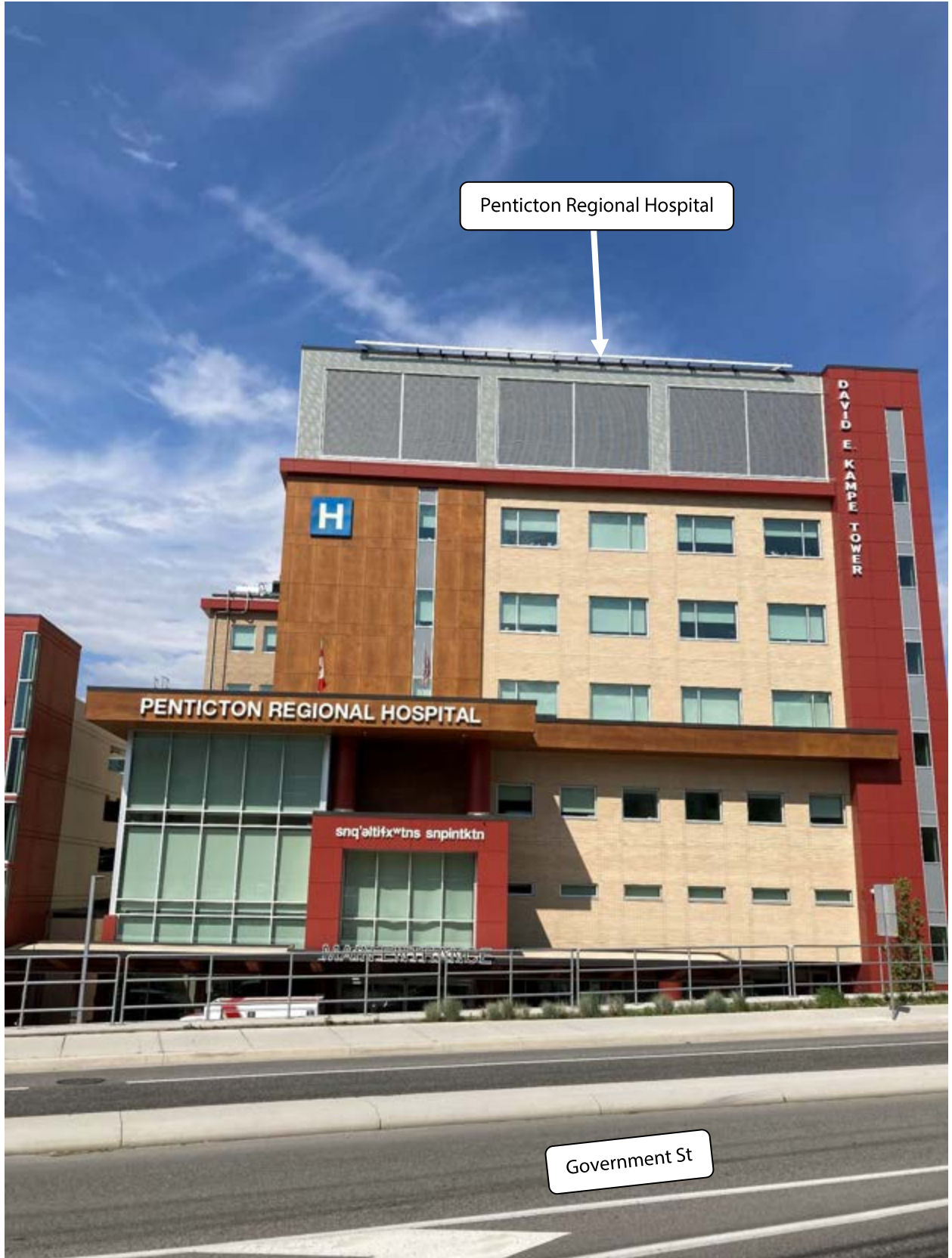
Treed bank

Peerless Trailer Manufacturer









Penticton Regional Hospital

Government St



Bylaw No. 2024-05

A Bylaw to Amend Zoning Bylaw 2023-08

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

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

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

1. **Title:**

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

2. **Amendment:**

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

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

14.9 CD9 – Comprehensive Development (1704 Government Street)

14.9.1 PURPOSE

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

14.9.2 PERMITTED USES

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

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

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

14.9.3 SUBDIVISION AND DEVELOPMENT REGULATIONS

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

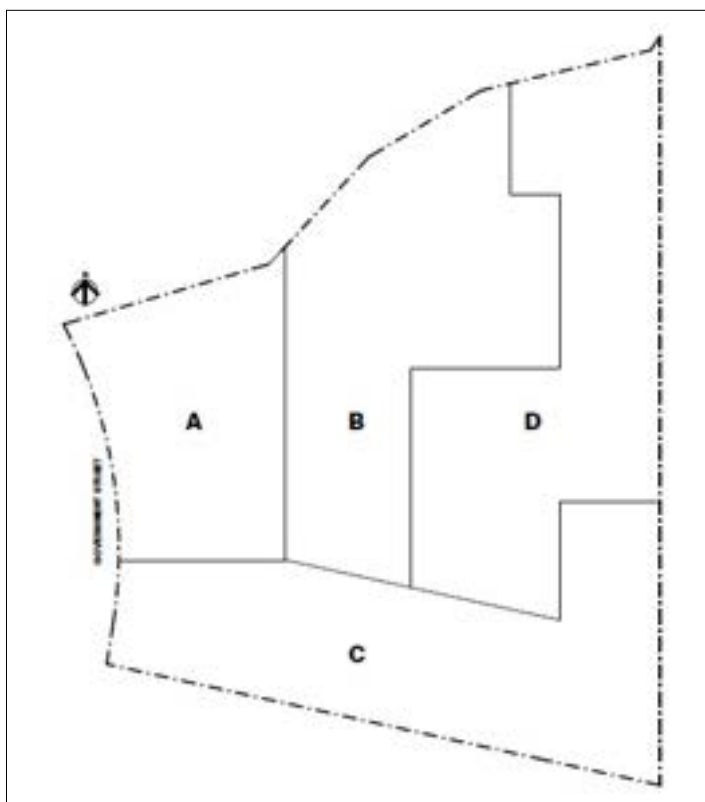


Figure 17 - Maximum Height Sub Areas – 1704 Government Street

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

14.9.4 AMENITY SPACE

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

14.9.5 OTHER REGULATIONS

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

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

14.9.6 ALLOWABLE PROJECTIONS

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

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

14.9.7 PARKING REGULATIONS

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

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

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

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

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

Use	Class 1	Class 2
Residential	0.75 per <i>dwelling unit</i>	No additional requirement

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

14.9.8 DENSITY BONUS

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

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

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

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

READ A FIRST time this day of , 2024

READ A SECOND time this day of , 2024

READ A THIRD time this day of , 2024

ADOPTED this day of , 2024

Julius Bloomfield, Mayor

Angie Collison, Corporate Officer



City of Penticton – Schedule 'A'

Zoning Amendment Bylaw No. 2024-05

Date: _____

Corporate Officer: _____

Council Report

Date: March 5, 2024
To: Anthony Haddad, City Manager
From: Jordan Hallam, Planner II
Address: 950 Westminster Avenue West
Subject: **Development Permit PL2023-9699**

File No: RMS/950 Westminster Ave W

Staff Recommendation

THAT Council approve “Development Permit PL2023-9699”, for Lot A District Lot 366 Similkameen Division Yale District Plan EPP110935, located at 950 Westminster Avenue West, a permit to allow the construction of a 3-storey, 52-room addition to an existing hotel;

AND THAT staff be directed to issue “Development Permit PL2023-9699”.

Strategic Priority Objective

Vibrant and Connected: Support vibrant and diverse activities creating opportunities for connection in community.

Proposal

The applicant is proposing to construct a 3-storey, 52-room hotel addition, to the existing 3-storey hotel. This addition would bring the total height to 6-storeys, and 87 rooms in total. The applicant is also proposing a small addition at the rear of the existing restaurant for a commercial kitchen expansion.

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 m².



Figure 1 – Property Location Map

Background

The subject property is located within the North Gateway area of Penticton, at the intersection of Westminster Ave W, and Vernon Avenue and adjacent to the Four Points by Sheraton hotel, Penticton Trade and Convention Centre (PTCC) and South Okanagan Event Centre (SOEC). The City is currently undergoing work to develop a plan to reimagine the North



Figure 2 – Renderings of the proposed development

Gateway to support objectives outlined in the OCP, which identifies the area as a ‘strategic investment area’. The property is in a desirable location for tourist accommodation, as it near the Penticton Trade and Convention Centre (PTCC), the South Okanagan Events Centre (SOEC), and other desirable amenities such as the Community Centre, Cleland Theatre, Okanagan Beach, and Lakawanna Park.

The subject property is approximately 4528.4 m² in size. It is currently zoned CT1 (Tourist Commercial) and is designated ‘Tourist Commercial by the Official Community Plan (OCP).

The City has an agreement with the property owner that was negotiated as part of a land sale of the neighbouring property, whereas a building permit must be submitted by March 31, 2024, and substantial construction must occur by October 1, 2024. The issuance of the subject development permit is the first step in this process and will keep the agreement active.

North Gateway Redevelopment and Investment Strategy

To ensure an orderly, strategic and investment ready environment within this area of the City, the ‘North Gateway Redevelopment and Investment Strategy’ was required to ensure a coordinated approach would be taken to land use, infrastructure needs and economic investment opportunities. The process is currently underway and the emerging vision that the community has identified is one that seeks to create the North Gateway as a welcoming and attractive neighbourhood, supportive of increased varieties of residential densities, tourist accommodation and commercial activity.

The concepts created so far through the process seek additional residential density of approximately 2,000 residential units, approximately 30,000 sq. ft. of new commercial/retail space and the addition of approximately 350 new hotel rooms. Within close proximity to the Penticton Trade and Convention Centre, the addition of high-quality hotel rooms and amenities are intended to support the economic activity generated through additional conventions and the proposed development (Comfort Inn & Suites) will be contributing addition to support this industry.

Within the context of the Comfort Inn & Suites proposal, and from an early policy perspective, the North Gateway looks to provide high quality building design and public realm improvements, supporting the long term vision for the area. The areas of policy that are being drafted focus around Land Use and Density, Experience & Atmosphere and Mobility and Connections. Based on the proposal submitted, staff have

provided a response to each of these focus areas and how the proposal aligns with the emerging North Gateway vision:

- *Land Use & Density:* The proposal for a three storey hotel addition (six storeys total) is supported and is within the desired height for the area. A scale of 6 storeys or higher in certain locations is something that the community has supported so far through the process. The addition to the restaurant will also support the generation of additional activity in the area, providing a supportive use for existing residents, event attendees and convention delegates.
- *The Experience:* The building design and site layout provides for an active façade and appearance to Westminster Ave W, which is intended to be the focus of mixed use and higher density development in the future.

The future of the Westminster Ave W corridor is also a major focus of the North Gateway Plan, and the proposal will support the vision of a more active mobility corridor, ensuring the protection of existing boulevard trees.

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
 - Secure storage is provided for 15 bicycles.
 - Racked bicycle parking for 20 bicycles is provided near the front entrance of the building.
- **Electrify Passenger Transportation:** Accelerate the adoption of zero-emissions vehicles
 - The development permit plans show the installation of 13 EV ready chargers.

Technical Review

The proposed hotel was reviewed by the Technical Planning Committee, a group of City staff from various departments who review development applications. The Parks Department is requiring the protection of the existing boulevard trees along Westminster Avenue West during construction of the proposed addition. The developer will be required to install a new sidewalk on Westminster Avenue West and Vernon Avenue fronting the hotel.

Parking calculation

The site specific zoning for 950 Westminster Avenue West includes a regulation regarding parking for eating and drinking establishments that states: "*Hotel required parking spaces: 0.66 spaces per room, plus 1 per seats in any eating and drinking establishment*". Staff's research into this parking calculation and has determined that the current regulation was likely included in error and was likely meant to be 1 per 4 seats, which was the historic parking calculation for restaurant uses in 2005 when the site specific provisions were put into the

bylaw. Several years ago, the parking bylaw moved away from calculations of parking ‘per seat’ and changed to square footage for ease of calculation and to align with more common practices in other communities. Mistakenly, the site specific parking regulation for 903 Vernon Avenue was never changed. As the 1 space per seat regulation will clearly result in an unreasonable amount of parking, staff are recommending that the current Zoning Bylaw requirement of 1 space per 50m² of NFA in a restaurant be used to calculate parking. Staff are recommending that this be approved by Council and specifically listed in the associated Development Permit for clarity. Staff intent to clean up this inconsistency with the rest of the Bylaw during the next Zoning Bylaw update.

Development Statistics

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

	CT1 Zone Requirement	Provided on Plans
Minimum Lot Width*:	20.0 m	97.02 m
Minimum Lot Area*:	0.4 hectares (4000 m ²)	4528.4 m ²
Maximum Lot Coverage:	40%	38.7%
Maximum Density:	1.75 Floor Area Ratio (FAR)	1.24 FAR
Vehicle Parking:	<p>Tourist Accommodation requires 0.66 spaces per room</p> <p>87 hotel rooms Total required = 57 spaces</p> <p>Restaurant requires 1 space per 50m² of Net Floor Area** 139.3 m² Net Floor Area Total required = 3 spaces</p> <p>Total required on site = 60 spaces</p> <p>1 loading space required</p>	<p>Total provided = 59 spaces – reduced by 1 by providing an additional 5 bicycle parking spaces (including 3 accessible, 8 small car)</p> <p>1 loading space provided</p>
Bicycle Parking:	<p>Class 1: 1 per 300 m² Net Floor Area, to a maximum requirement of 25</p> <p>Class 2: 1 per 300 m² Net Floor Area, to a maximum requirement of 30</p> <p>Total Required = 15 spaces of Class 1 Total Required = 15 spaces of Class 2</p>	<p>Total provided = 15 spaces of Class 1</p> <p>Total provided = 20 spaces of Class 2</p>
Level 2 Electric Vehicle (EV) Ready Chargers:	<p>Minimum 2, plus 1 for every 5 parking spaces over 10 parking spaces</p> <p>Total Required: 13 chargers</p>	<p>Total EV Ready Chargers Provided: 13 chargers</p>

	CT1 Zone Requirement	Provided on Plans
Required Setbacks		
Front Yard (Westminster Ave W):	3.0 m	26.3 m – to addition
Side Yard (east):	4.5 m	13.1 m – to addition
Side Yard (west):	4.5 m	7.53 m – to addition
Rear Yard (Vernon Ave – double fronting lot):	3.0 m	13.7 m – to addition
Maximum Building Height	40 m	23.73 m
Other Information:	<p>*Lot width and lot area are only applicable at the time of subdivision.</p> <p>**Staff proposing the usage of the current 2023-08 Zoning Bylaw parking requirement for restaurant, not the site specific requirement of 1 parking space per seat.</p>	

Analysis

Development Permit

The subject property is considered within the Commercial and Mixed Use Development Permit Area. The intent of this development permit area is to encourage a wide range of developments that can support both commercial only use and mixed-use (e.g., retail, office, residential) preserving affordable forms of commercial development and allowing for people to move into higher-density, higher-amenity neighbourhoods. Staff have completed an in-depth analysis of how the proposed development conforms to the guidelines (Attachment ‘D’). The applicants have also provided an analysis of how the development plans meet the guidelines (Attachment ‘F’).

The proposed development demonstrates a strong conformance with the applicable Development Permit guidelines. The proposed development has been designed with the OCP policies in mind. As such, staff recommend that Council approve the Development Permit.

In addition, staff consider that the proposed development is supported through the following OCP Policies:

OCP Goal 4.1.1	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.
Staff Comment	The proposed development is located in an existing area of the City and will utilize existing City infrastructure and services.
OCP Goal 4.3.1	Strategic Investment Areas Focus economic development and infrastructure investment in strategic areas to support existing public infrastructure and assets, and to encourage private investment.
OCP Policy 4.3.1.1	The northern gateway to intensify development around the SOEC/Community Centre/Memorial Arena campus and City parkland/beaches, to enhance the entryway to the city and the downtown, to support the established Lakeshore/Riverside tourist commercial precinct and to create opportunities for walking and cycling.

Staff Comment	The subject property is located in the area of the City known as the north gateway, which is a focal point and entranceway to the City and the downtown. This area is identified for targeted investment, which the proposed development will contribute towards.
OCP Policy 4.3.2.1	Encourage high quality commercial development by applying Development Permit Area Guidelines, updating and enforcing regulatory bylaws and fostering initiatives that improve the quality and infrastructure of commercial areas.
Staff Comment	Staff have worked diligently with the applicant(s) to ensure the proposal is aligned with the Zoning Bylaw, OCP and Development Permit Area Guidelines, to ensure a development that contributes positively to the community. This includes an appealing and interesting design, façade facing towards Westminster Ave W, an active frontage with appropriate bike and vehicle parking, and landscaping, among others.
OCP Policy 4.3.2.3	Encourage intensification of vacant or underused service commercial parcels before designating additional service commercial areas.
Staff Comment	The subject is already zoned appropriately for the hotel and restaurant uses proposed and is also aligned with the OCP land use designation on the property. The proposed development does not require any rezoning to occur and therefore makes use of existing (tourist) commercial lands.
OCP Policy 4.3.5.1	Support and leverage priority industry clusters (tourism and events; wine, beer and spirit production; technology; manufacturing; agriculture), and identify new clusters as they emerge, to provide economic benefits including shared knowledge and increased innovation.

Summary

In summary, Staff consider that the proposed development shows a strong conformance to the development permit guidelines, and the development is closely aligned with the OCP designation for the subject property. The proposal will also contribute to the vision of the North Gateway Plan, with this property representing a key development in the area and hopefully acting as a catalyst for more tourist commercial development and other investment to follow. Given the above, staff recommend that Council support the Development Permit and that Council direct staff to issue the permit.

Alternate Recommendations

Council may consider that the proposed hotel addition is not aligned with the applicable OCP development permit 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 PL2023-9699”.

Attachments

- Attachment A – Zoning Map
- Attachment B – Official Community Plan Map

- Attachment C – Photos of Property
- Attachment D – Development Permit Analysis (staff)
- Attachment E – Letter of Intent
- Attachment F – Development Permit Analysis (applicant)
- Attachment G – Draft Development Permit PL2023-9699

Respectfully submitted,

Jordan Hallam
Planner II

Director of Development Services <i>BL</i>	GM of Infrastructure <i>KD</i>	Director of Community Services <i>KJ</i>	City Manager <i>JH</i>
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Attachment A – Zoning Map



Attachment B – Official Community Plan Map



Attachment C – Photos of Property







Attachment D – Development Permit Analysis (staff)

Development Permit Analysis

The proposed development is located within the Commercial and Mixed-Use Development Permit Area. The following analysis demonstrates how the proposal is aligned with this development permit area.

Guideline G2 Siting of buildings should support strong street definition by minimizing front yard setbacks while sensitively transitioning to neighbouring building setbacks.

- The existing hotel is approximately 9.5 m from Westminster Ave W, which supports an active frontage with the public realm along Westminster Ave W.

Guideline G9 Pedestrian connectivity to adjacent properties is encouraged.

- The proposed development incorporates pedestrian connections from the property to Westminster Ave W and Vernon Ave, tying into existing pedestrian networks. This provides ideal pedestrian opportunities for walking to desired services and amenities in the area including the Penticton Trade and Convention Centre, South Okanagan Events Centre, Okanagan Lake, Lakawanna Park, Riverside Plaza, and others.

Guideline G15 Fencing facing an active public realm should be lowered and transparent or semi-transparent.

- The applicant has designed the front of the property to not have any fencing over 1.2m in height. Fencing along other property lines has been noted as 1.8m in some areas, which is permitted by Zoning Bylaw No. 2023-08 and assists with buffering between private properties.

Guideline G19 All multifamily developments should accommodate sustainable modes of transportation.

- The proposed development has included bicycle parking for patrons and employees. The applicant has also provided 5 additional Class 2 bicycle spaces than required by the Zoning Bylaw.

Guideline G35 Tree planting...

- The applicant has proposed an extensive landscaping plan that includes all sides of the development as well as internally through parking areas.

Guideline G38 Screening and Buffering

- The applicant has proposed considerable amounts of landscaping throughout the development, including in parking areas to break up hard surfacing and along the street frontages.

Guideline G41 Softscapes

- The applicant has engaged a landscaping professional to complete the landscaping plan, ensuring that appropriate landscaping is provided, context of the Okanagan, and that each plant has enough spacing to survive long term on the property where it is placed.

Guideline G58 Garbage/recycling areas and other similar structures should be located out of public view in areas that mitigate noise impacts and which do not conflict with pedestrian traffic.

- The applicant is proposing screening around all garbage and refuse areas to ensure minimal conflict with neighbouring properties and public realm.

Guideline CM1 Retail building frontages...

- The proposed development has retail (restaurant) entrances visible and accessible from the street.

Guideline CM4 Locate parking areas to the rear or interior of a site rather than between the street and building.

- The proposal has all parking at the rear of the property, with access from the front and rear of the site.

Guideline CM6 Provide off-street parking access from secondary streets if lane access is not possible.

- The proposed design has vehicle access from Vernon Ave, in addition to the main access from Westminster Ave W.

Guideline CM9 Clearly signed and generously sized entries to indicate primary pedestrian entrances.

- The proposed design includes prominent signage at the Westminster Ave W access, indicating the hotel and restaurant uses on the property.

Attachment E – Letter of Intent

**950 Westminster Avenue, Penticton
Hotel Penticton Addition / Development**



City of Penticton Residents, Planning Department and Council

Re: Letter of Intent

The development proposes a 6-storey 51 suite addition to the existing Hotel Penticton, zoned CT1 (Tourist Commercial). This would bring the hotel's capacity up to 86 suites. As listed in the zoning analysis table, all general & site-specific zoning criteria is met, with the exception of 2 proposed variances.

Proposed Variance 1:

To allow an increase of the maximum allowable fascia sign area from 2.51 Sq. M to 3.14 Sq. M. This calculation is based on Signage Bylaw 8.1.1 which states "The total area of a fascia sign shall not exceed 1.0 Sq. M for each lineal meter of building wall to which the sign is affixed." This variance is being requested to fit the scale of the building's mass and make the hotel brand identifiable from a distance, as many hotels require visibility from roadways.

Proposed Variance 2:

To allow a reduction in the rear yard setback from 4.5m to 3.0m. This variance is being requested due to the width of the boulevard between the property line and edge of Vernon Avenue being quite generous. The development is introducing a new landscaped boulevard and public sidewalk to connect around the property to improve the city's pedestrian experience and formalize the boundaries of the property. The only building area utilizing this requested rear yard setback is a single storey addition to the rear of the existing restaurant, as illustrated in the Site Plan.

The development will provide additional accommodation capacity to support the tourism sector of the Penticton area while rejuvenating a unique city landmark. The original "Skiers Motor Hotel" built in the late 1960's was, at the time, an ambitious and modern building form to appear in the budding cityscape. The distinct curved building has long been a recognized destination and the proposed renovation / addition aims to take this building into the future with the hotel operator.

The proposed massing of the addition projects beyond the front elevation of the existing building creating a prominent statement. By adding a flat roof which connects back to the existing level 3 balcony elevation, a covered entrance is formed to mark the main entrance of the hotel. Above the existing roof line a half-storey gap appears below the soffit of the new 4th storey, which gives a generous break in the front elevation's bold mass. At the rear of the building, the mass of Level 2 to Level 6 is suspended off the ground to allow additional surface parking. This elevation is less animated than the front of the building but takes cues from the blue colour scheme into the window units and the large blue panels of the East elevation.

Amenity improvements include a new roof terrace, gymnasium, and breakfast area. The existing indoor swimming pool and meeting spaces will be retained and improved within the project.

Landscape improvements are planned for various around the property and all existing mature boulevard trees along Westminster Avenue are to be retained. New green roofs are also planned on top of the meeting room and surrounding the roof terrace.

The proposed parking layouts are very similar in the front yard but take advantage of a more organized rear yard. With the addition of public sidewalks and boulevards, the parking lots can be accessed from the front and rear yards.

BLUEGREEN ARCHITECTURE
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blugreenarchitecture.com

**950 Westminster Avenue, Penticton
Hotel Penticton Addition / Development**



As this is a triangular corner lot, the only neighbouring building to the East is also a 6-storey hotel. A grouping of single-family homes on the South side of Vernon Avenue will likely not be affected by increased traffic as this appears to not be a well utilized through road.

The garbage / recycling enclosure, also serving the attached restaurant, is located on an independent driveway off Vernon Avenue. This driveway acts as more defined and formal place for daily functions of the building such as deliveries and maintenance. This location is the best possible option in terms of being farthest away from all adjacent properties and out of sight.

The development has kept neighbourhood, occupant, and general public safety in mind. Building-mounted lighting is provided at any shadowed alcoves and along exterior sidewalks for security and wayfinding. The decks and windows encircling the building provide passive surveillance of the property on all sides.

Sincerely,

Clark Webb
Bluegreen Architecture Inc.
(778) 738-3858
cwebb@bluegreenarch.com

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950 Westminster Avenue, Penticton

Hotel Penticton Addition / Development

Re: Development Permit Analysis

Revised Jan 12, 2024, where noted in red text



Site Planning

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

This development looks to efficiently use the remaining site footprint and street access to support additional hotel capacity and compliment the historic Hotel Penticton. The existing site is generally flat and fully developed.

- The existing building's curved exterior walls have been a unique landmark since the building's construction in the 1970s
- A notable existing site feature to be retained are the large mature boulevard trees
- *A new green roof area is proposed surrounding the Level 6 rooftop terrace.*

G2 Applications shall include a comprehensive site plan - considering adjacent and neighbourhood character analysis - to demonstrate that the development is sensitive to and integrated within its context and surrounding uses and neighbours. All site / landscape plans should incorporate the boulevard.

- The existing boulevard trees are being retained.
- At the building's South property line, abutting Vernon Avenue, the existing fully paved rear yard transitions to the street without any clear boundary. A proper boulevard and sidewalk will be added all the way to the property's Southeast corner.
- This new sidewalk will also be added around the intersection of Vernon Avenue and Westminster Avenue to continue all the way to the property's Northeast corner where it connects the existing sidewalk.
- The single neighbouring building is the newly constructed Four Points Sheraton Hotel, which has a similar use, mass and height as the proposed development.

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

The 4 existing south facing suite balconies have direct access to solar gains. Remaining suites with balconies are North facing. No private or semi-private open spaces are planned at grade.

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

Given the building height and sightlines above many other developments nearby, views to the mountains are easily achieved.

Framing Space

G5 Siting of buildings should support strong street definition by minimizing front yard setbacks while sensitively transitioning to neighbouring building setbacks.

- The addition of the building, from Level 3-6, is closer to the front yard than the existing building, which give it bold presence while complimenting the existing building's form.
- The existing building along with improved access and parking layouts mainly govern how the addition is sited on this property.
- The buffer between the existing building and the East Neighbouring building is approximately 12m due to the presence of a side yard drive isle leading to the rear.

G6 Building placement and orientation should respect significant public water, mountain and ridgeline views.

The subject property is a fair distance away from any water or land features therefore only partial views to Western land features will be blocked to a handful of guests within the neighbouring hotel. The current allowable *site specific* height for this CT1 zoned property is 40m and the proposed building height is 16.8m.

G7 All designs shall consider CPTED principles and balance the reduction of crime and nuisance opportunities with other objectives to maximize the enjoyment of the built environment.

All building entrances and exits are to be well lit and the building design does not create any dark alcoves where people can hide. The landscape design is planned to be quite open and some windows provide passive surveillance of the surrounding building grounds and remaining "blind spots" are to have active illumination and video surveillance,

G8 Secondary buildings should create comfortable and social, semi-public and semi-private spaces within interior courtyards and/or side-yards.

There are no secondary buildings as part of design.

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

There are no specific neighbouring properties to provide a direct pedestrian connection in this way. The 3 primary property lines abut a private property to the East, Vernon Avenue to the South and Westminster Avenue to the North. As the two abutting streets primarily receive vehicle traffic, the remaining pedestrian traffic can enjoy the public boulevards which create a buffer to the building and parking areas.

G10 Development of larger parcels should provide pedestrian connections to adjacent public areas and create an effective street-fronting block scale of 60m-190m.

There are no adjacent public areas on this property.

G11 Barrier-free pedestrian walkways to primary building entrances must be provided from municipal sidewalks, parking areas, storage, garbage and amenity areas.
All new sidewalks have curb cuts to accommodate public wheelchair travel and level access to the building's main entrance facing Westminster Avenue.

G12 Where feasible, indicate pedestrian ways with continuity of paving treatments or paving materials.

There are continuous concrete sidewalks providing access to all the building's entries and exits without any significant grade changes or more than 1 step. Broom finished concrete walkways are planned for the typical walkway surfaces and paver accents are located near the main entrance.

G13 Entry to ground-level residential units should be no more than 1.8m (6.0 ft.) above the grade of adjacent public sidewalks and walkways (see Figure G14).

This requirement is met as there is only a single curb entry step to hotel suites at grade.

G14 The outdoor space of a residential unit should be raised no more than 1.2m (3.9 ft.) above adjacent public sidewalks and a "front stair" pedestrian connection shall be provided (see Figure 5-2).

There are no ground floor residential units, only hotel suites.

G15 Fencing facing an active public realm should be lowered and transparent or semi-transparent.

No fencing is proposed facing the active public realm.

Cars and Parking

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

- Off-street parking and servicing access should be provided from the rear lane (where one exists) to free the street for uninterrupted pedestrian circulation and boulevard landscaping

Service vehicle, passenger vehicle & pedestrian access is available to the rear of the building.

- Where possible, shared automobile accesses should be considered to optimize land use, and to reduce impermeable surface coverage and sidewalk crossings.

All parking can be accessed from the front or rear of the building as there is a drive isle in the East side yard. The surface of parking areas is to be asphalt due to high traffic and snow removal requirements. Storm water will be managed as per the civil engineer.

G17 On-site parking location and design should minimize visual impact and provide safe connections for pedestrians:

- Outdoor surface parking areas should incorporate pathways that provide safe, accessible and comfortable pedestrian connections to entries/destinations.

Given the short distance between public sidewalks and building entrances / exits, no additional surface treatments to the parking or drive isles are proposed.

G18 Attached parking structures, their access and associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize visual impact to the public realm.

No parking structures are proposed for this project.

G19 All multifamily developments should accommodate sustainable modes of transportation through:

- Provision of bike parking and/or safe storage of alternative transportation/ mobility equipment (bikes, mobility scooters, etc.).
- Provision of electric vehicle charging stations.
- Internal circulation and/or upgrades to adjacent rights-of-way to accommodate alternative transportation (e.g., multi-use pathways, separated bike lanes, etc.).

This multifamily guideline does not apply to the proposed project.

Design for Our Climate

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

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

- The careful decision to renovate and add to an existing building, rather than demolish and start new, has significant benefits to reducing life cycle of the building and

- Slender deciduous trees along the building's South elevation are planned for summer shading and winter solar gains.

- *A new green roof is proposed surrounding the roof top terrace.* The primary benefits of green roofs include lower surface temperatures, storm water retention, and support of minor wildlife habitats.

Orientation and Massing

G21 Orientation of buildings should face public spaces (e.g., street and lane) with a preference for ground-oriented types (e.g., a front door for everyone or every business).
The building's main entrance fronts onto Westminster Avenue.

G22 Massing of larger buildings should be composed of multiple volumes to reduce visual impact on the pedestrian realm.

The massing of the new building elements atop the existing building is designed to make a prominent statement, just as the original "Skiers Motor Hotel" did in the 1970s.

G23 Articulation of building mass should include horizontal (minor) setbacks and step backs (along upper storeys) to provide visual interest and enrich the pedestrian experience. Balconies and/or cantilevered upper floors may be considered as a means to breaking up massing while promoting overlook and/or weather protection.

Although the top 3 storeys project beyond the front elevation of the existing building, the design incorporates horizontal flat roofs at the same elevation as balcony floors to create a covered entrance. There is also a half-storey break between the roof of the existing building and the soffit of the new 4th storey floor.

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 7 street facing hotel suites at grade, directly adjacent to parking, have a shared walkway for access and a vehicle buffer. These existing units are intended for direct drive up access as you would see at a typical motel.

G25 Where appropriate, stepped massing should be utilized to transition and improve the relationship between developments of differing scale. In areas where there is an OCP Land Use Designation change, adjacent building heights should not be greater than one-and-a-half storeys higher than existing adjacent development with additional storeys terraced back with a minimum step back of 3.0 metres. (see Figure 5-6).

The site is already zoned CT1 and is neighbored by a new 6 storey hotel. There is no neighbouring property to the West to draw reference from.

G26 Building designs should minimize impacts on the privacy of adjacent dwellings, including private open spaces.

The proposed project is not directly adjacent to any residential dwellings. The nearest houses are across Vernon Avenue and there are only 2 proposed windows facing towards them.

Eyes on Street

G27 Development should activate the public realm (e.g., sidewalks) and shared open spaces by placing active uses at street-level.

New sidewalks and boulevards are being introduced as part of this project, which will naturally improve pedestrian and public interaction.

G28 Entries should be visible and clearly identifiable from the fronting public street. The main building entrance faces Westminster Avenue and is framed below the new building mass and colonnade. This entrance feature will be easily identifiable from the street. The main floor lobby, reception, gym and lounge space will also be visible directly from the street which further engages guests and the public.

G29 Development should orient windows, porches, balconies and patios toward the public realm, allowing for casual overlook of parks, open spaces, and parking areas (see Figure 5-7).

While working with the constraints of the location, property and existing building, some windows and balconies have favourable views and allow semi-private interaction with the public realm.

G30 Extensive blank walls (over 5m in length, including retaining walls) along the street should be avoided.

No extensive blank walls face the street

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.).

A mixture of 6 cladding materials help to frame different functions of the building such as entry, inset existing suites, new suites, ground level suites etc. Seasonal outdoor potted plants will be encouraged near the main entrance.

Design with Nature

G32 Stream and Riparian Protection (see Riparian DPA section)- Sites adjacent to creeks, lakes and wetlands should retain or enhance fish and/or riparian habitat, through:

- Retention, enhancement and restoration of trees and shrubs that shade streams and stabilize soil, with a preference for native species;
- Management of post-development total yearly flow, magnitude (in individual events), and duration to mimic pre-development conditions; and,
- Management/restriction of access to protect stream banks and meet Riparian Area Regulations (RAR)

This project is not near any significant natural features or riparian areas.

G33 Water Conservation and Plant Maintenance: Xeriscaping, Irrigation & Mulching
- Employ xeriscaping principles (see Glossary) in landscape design that reduce the

need for supplemental water from irrigation. - Employ strategies such as stormwater management reuse (including rain gardens and water reclamation) to minimize impact on infrastructure and the use of potable water. - Encourage landscaping using native drought-tolerant plant species rather than water-hungry varieties. - All trees and vegetated landscaping should be irrigated using a sub-surface irrigation system, programmed to maximize efficient water use (e.g., drip irrigation). - Where appropriate, increased depth of top soil is recommended as a means to retain water and ensure more drought-tolerant landscapes. - Trees should be planted to provide shading for shrubs and grasses and south and west faces of buildings. - Where appropriate, mulching may further reduce irrigation demand by retaining soil moisture. [Refer to the landscape plan and water conservation report](#)

Enhance the Urban Forest

G34 Tree Retention: New development should retain, where possible, existing mature and native trees and protect their root systems; • Pre- and post-development tree surveys are required must be undertaken.

[All existing boulevard trees are to be retained.](#)

G35 Tree planting: Where space permits, landscaped areas, boulevards and setback areas adjacent to streets should be planted with trees with appropriate soil volumes to ensure longevity. - All areas with planted trees must be irrigated - All development fronting a public street shall plant a landscaped area fronting the public road with regularly spaced street trees no further than 10 metres apart, and at least 2.5 meters tall at the time of planting. - The planting of additional trees is strongly encouraged, particularly if existing trees cannot be preserved, in order to maintain and expand the urban forest canopy.

[Refer to landscape plan. The proposed project plans for a variety of shrubs, tall grasses and trees.](#)

Functional Use of Landscapes

G36 Habitat: Designs should provide for and/or enhance habitat value (e.g., birds, pollinators, etc.) through the use of selected plant material (food & nutrients) and/or structural/grading improvements (e.g., hibernacula, pools, etc.). [Refer to landscape plan. The proposed green roof also have the ability to host small scale habitats.](#)

G37 Stormwater management: Mitigate impacts of runoff by diverting stormwater to infiltration galleries or other appropriate green infrastructure. [Options for on-site storm water retention are planned with the project's civil engineer. This includes all surface parking and drive isles where asphalt slopes to on site catch basins. The proposed green roof will retain and slow a portion of the building's roof storm water.](#)

G38 Screening & Buffering

- Where appropriate (and in consideration of FireSmart principles and native ecosystems), screen walls and/ or landscape buffers (e.g., berms, shrub beds, hedges and/or trees) should be used to manage transitions and/or conflict between incompatible uses (e.g., industrial uses and/or parking); - Buffer design should complement neighbourhood character and landscape setting (refer to “Materials Selection – Hardscapes and Softscapes”) - Notwithstanding the screening regulations in the Zoning Bylaw, landscape buffers should be utilized to reduce the visual impact of service areas and surface parking, including:
 - Planting between internal collectors (not used for direct access to parking stalls) and aisles that provide direct access to parking stalls; - Planting at the end of aisles; - Planting between each block of 4 parking spaces; and, - Planting around utility kiosks, containers and/or dumpsters.
- A garbage enclosure at the rear of the building, facing Vernon Avenue, is to have screening. Refer to the concept renderings.
- Shrubs, perennials and ornamental grasses are proposed to obscure the parking areas from views along Vernon Avenue and a privacy fence is proposed along the Eastern property lines to obscure side yard parking.

G39 Defining the Public and Private Realms: - Clearly signaled transitions between the public (e.g., street, sidewalk), semi-public (e.g., walkways, ramp, stair), semi-private (e.g., stoop, balcony) and private (e.g., entry) realms shall be clearly defined to enhance both the privacy of residences and the pedestrian experience, and may include: Landscape terracing (e.g., grading, retaining), Structures (e.g., fences, pergolas, trellises), Planting (e.g., low hedges) and/or changes in surfacing materials.

Due to the primary use of this building supporting short stays for guests, there are fewer defining elements between the public, private and semi-private realms on the exterior of the building. Guests will receive privacy within the building through means of built form, secure access, window coverings, etc. 9 units above the ground level have balconies and 8 units are accessed at grade from the exterior.

G40 Landscape designs should support shading strategies (passive cooling) with deciduous plantings that allow increased solar gain in winter months; - Landscape designs should accommodate windbreaks (perpendicular to the direction of winter prevailing winds) to reduce heat loss in winter.

- Refer item G20 and the landscape plan and plant list for specifics.

Materials Selection – Softscapes & Hardscapes

G41 Softscapes

- Plant materials (size) and planting densities should be designed to meet and exceed the British Columbia Landscape and Nursery Association (BCLNA) Standards; - Landscape designs should consider opportunities for seasonal interest (e.g., colourful foliage and/or flowering at various times of the year). - Structural diversity in plant palette composition – including combinations of groundcovers, shrubs of various heights and trees – is encouraged. - Landscape design shall consider aesthetic qualities, plant suitability and soil volumes to ensure “right plant, right place” and to maximize growth to maturity of plants and trees. - Plant selection should emphasize local/native plants and/or similarly hardy/well-adapted plants to Penticton’s desert climate. - Invasive species are prohibited. - Synthetic turf is prohibited.

[Refer to landscape plan and plant list for specifics.](#)

G42 Hardscapes

- Material selection should reflect an extension of overall functional design and should emphasize local, natural, climate appropriate materials. -Landscape construction should prioritize robust, durable and easily-maintained materials. - Retaining walls should use natural-looking textures and natural colours. - Colours should complement Penticton’s natural setting and associated palette. - Minimize the use of impervious surfaces and/or incorporate rainwater management strategies where surface runoff is captured. - Where feasible, minimize the use of low albedo (heat-absorbing) surfacing materials to reduce heat island effect (i.e., use lighter-coloured, more reflective materials). [Refer to landscape plan. Hard surfacing includes asphalt, concrete sidewalks and precast pavers at grade and precast pavers or composite decking on the roof terrace.](#)

Special Considerations

Corner Lots

G43 Address both fronting streets in a pedestrian-friendly way, preferably with pedestrian entrances and/or windows on both facades;
[Both primary elevations of the building have sidewalks, entrances and windows.](#)

G44 Support wayfinding by framing views (or open space) and/or utilizing landmark architectural elements (if appropriate);
[The existing Hotel Penticton is an appropriate landmark in the area due it’s distinct curved mass which, in our opinion, is a well known amongst locals and easily found by visitors. From an East or West approach along Westminster Avenue, the existing building with it’s new addition will retain prominence for years to come.](#)

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.

Pedestrian traffic does not appear very active along the vehicle centric corridors at this area of the City.

Public Art

G46 Opportunities for the inclusion of public art should be explored in public and semi-public open spaces, especially plazas.

N/A

G47 Historical references should be carefully and collaboratively chosen

N/A

Lighting

G48 Lighting shall be provided for all building entrances, walkways, driveways, parking areas and loading areas and should be sufficient to provide clear orientation, personal safety and site security, including allowing for overlook from adjacent buildings.

- The scale and intensity of lighting should be adapted to its setting and application: -

Lighting design shall prioritize pedestrian-scaled lighting while ensuring vehicular access and parking is sufficiently lit for safe maneuvering; - Light fixtures should utilize “cut-off” (zero intensity at or above an angle of 90°) luminaires to minimize glare; -

Warmer light sources (<4000k) are strongly encouraged.

Building-mounted lighting is to be provided along all exterior sidewalks for security and wayfinding. Specific light fixtures and luminaires will be selected in consultation with electrical consultant at building permit submission. Existing street lighting is provided in the boulevard which will cast light into the front parking areas.

G49 Minimize light pollution through the use of full cut-off lighting, avoiding light reflectance, and directing lighting downwards. Exceptions may be made for signage and architectural lighting (e.g., enhancing special features or aesthetic qualities).

Specific light fixtures and luminaires will be selected in consultation with electrical consultant at building permit submission. Consideration will be made to reduce light pollution.

G50 Avoid lighting that illuminates streams, wetlands, lakes and other natural areas.

N/A

G51 Avoid negative light impacts on neighbours.

The closest neighbours which may be affected by 24 hour security lighting are private residences across Vernon Avenue. Specific light fixtures and luminaires will be selected in consultation with electrical consultant that reduce any excess light travelling horizontally towards these neighbours.

Signage

G52 Signage should complement overall form and character as an extension of associated building and landscape designs.

See elevations and 3D views, building addressing will be at the front entry facing the street. There is no commercial signage planned as part of this project.

G53 All signage shall comply to the City of Penticton's Sign Bylaw, (which regulates the number, size, type, form, appearance and location of signs).

Building address signage will be designed in accordance with applicable bylaws.

Typically fire departments review and approve the proposed addressing for these kinds of parameters at building permit stage.

Utilities, Mechanical Services and Servicing

G54 Mechanical / Utility cabinets and transformer pads (units) shall be located at the rear of the property, behind the building.

The location of existing equipment is not to be changed. If additional services require upgrade, all service feeds are to the rear of the building.

G55 Where this is unachievable, units may be located at the edge of the front yard and must be incorporated into landscaped areas and screened from the street.

N/A

G56 Units shall not obstruct private views onto public space that might otherwise provide safety through passive surveillance.

We do not have any mechanical units obstructing private views of the public realm.

G57 Units shall not be installed in riparian setbacks (SPEA) and Environmental Protection areas

This project is not near a riparian setback or Environmental Protection Area

Waste Management

G58 Garbage/recycling areas and other similar structures should be located out of public view in areas that mitigate noise impacts and which do not conflict with pedestrian traffic.

The garbage / recycling enclosure is located at the rear of the building, facing Vernon Avenue. A proposed public sidewalk let-down is planned for garbage / recycling truck access.

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

The garbage / recycling enclosure is proposed to be constructed with durable white slats that compliment the colour of the building.

G60 Clear access to refuse/recycling areas must be provided. The garbage / recycling enclosure is located directly outside a service entrance from the back-of house rooms on the main floor. Access to the garbage / recycling enclosure from the road is gained by crossing the public sidewalk let-down for drive-in and back-up access. Overhead power lines on Vernon Avenue restrict the type of equipment to standard steel dumpsters and front-loading trucks.

Fences

G61 Fencing located along a street edge should be low and/or not create a solid barrier (i.e. it should be visually transparent).

The only privacy fencing is a recently installed existing located along the Eastern property lines as this is the only neighbouring property.

G62 Fencing along the street edge should be supplemented with low profile landscape plantings.

There is no fencing planned for the street facing property lines.

G63 All plans should show intended fencing.

N/A

5.3.2.7 Multi-family Guidelines

N/A

Development Permit

Permit Number: DP PL2023-9699

Owner Name

Owner Address

Conditions of Permit

1. This permit is issued subject to compliance with all of the bylaws of the City, except as specifically varied or supplemented by this Permit.
2. This permit applies to:
 - Legal: Lot A District Lot 366 Similkameen Division Yale District Plan EPP110935
 - Civic: 950 Westminster Avenue West
 - PID: 031-445-560
3. This permit has been issued in accordance with Section 489 of the *Local Government Act*, to permit the construction of a three (3) storey hotel addition, and restaurant addition as shown in the plans attached in Schedule 'A'.
4. In accordance with Section 489 of the *Local Government Act*, the following provisions of the City of Penticton Zoning Bylaw No. 2023-08 are varied by this permit:
 - a. Section: 11.10.4.2.j: required parking shall be provided at the rate of 1 space per 50 m² for a restaurant use.
5. In accordance with Section 502 of the *Local Government Act* a deposit or irrevocable letter of credit, in the amount of \$_____ must be deposited prior to, or in conjunction with, an application for a building permit for the development authorized by this permit. The City may apply all or part of the above-noted security in accordance with Section 502 of the *Local Government Act*, to undertake works or other activities required to:
 - a. correct an unsafe condition that has resulted from a contravention of this permit,
 - b. satisfy the landscaping requirements of this permit as shown in Schedule 'A' or otherwise required by this permit, or
 - c. repair damage to the natural environment that has resulted from a contravention of this permit.
6. The holder of this permit shall be eligible for a refund of the security described under Condition 5 only if:
 - a. The permit has lapsed as described under Condition 9, 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.

- 7. 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

- 8. 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'.
- 9. 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.
- 10. **This permit is not a building permit. In order to proceed with this development, the holder of this permit must hold a valid building permit issued by the Building Inspection Department.**
- 11. This permit does not constitute any other municipal, provincial or federal approval. The holder of this permit is responsible to obtain any additional municipal, federal, or provincial approvals prior to commencing the development authorized by this permit.
- 12. This permit does not include off-site infrastructure costs that may be required at the building permit stage, such as Development Cost Charges (DCC's), road improvements and electrical servicing. There may be substantial infrastructure and servicing costs payable at a later date. For more information on servicing and infrastructure requirements please contact the Development Engineering Department at (250) 490-2501. For more information on electrical servicing costs, please contact the Electric Utility at (250) 490-2535.

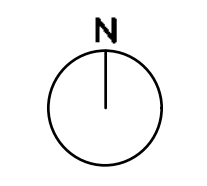
Authorized by City Council, the 5th day of March, 2024.

Issued this ____ day of March, 2024.

 Angela Collison
 Corporate Officer

Approved pursuant to section 505(2) of the *Local Government Act* this
 _____ day of _____, 20____

 for Minister of Transportation & Infrastructure



PROJECT TITLE
GILL HOTEL

LOCATION
 Penticton, BC

PROJECT TITLE
**CONCEPTUAL
 LANDSCAPE PLAN**

NO.	DESCRIPTION	QTY
1	MALLUS 'RED JEWEL FLOWERING CRAB'	5
2	BERBERIS THUNBERGII 'MONRY'	43
3	CORNUS ALBA 'SIBIRICA VARIEGATA'	10
4	EUONYMUS ALATUS 'COMPACTA'	10
5	HYDRANGEA MACROPHYLLA 'BALMER'	16

NO.	DESCRIPTION	QTY
6	ACHILLEA FILIPENDULINA 'MOONSHINE'	34
7	ASTILBE JAPONICA 'PEACH BLOSSOM'	34
8	CALAMAGROSIS ACUTIFLORA 'KARL FOERSTER'	19
9	HEMEROCALLIS 'RUBY STELLA'	34
10	MISCANTHUS SINENSIS 'GRACILLUMUS'	12
11	NEPETA X FAASSENII 'WALKER'S LOW'	28

TOTAL AREA: 142 SQM



L1/1

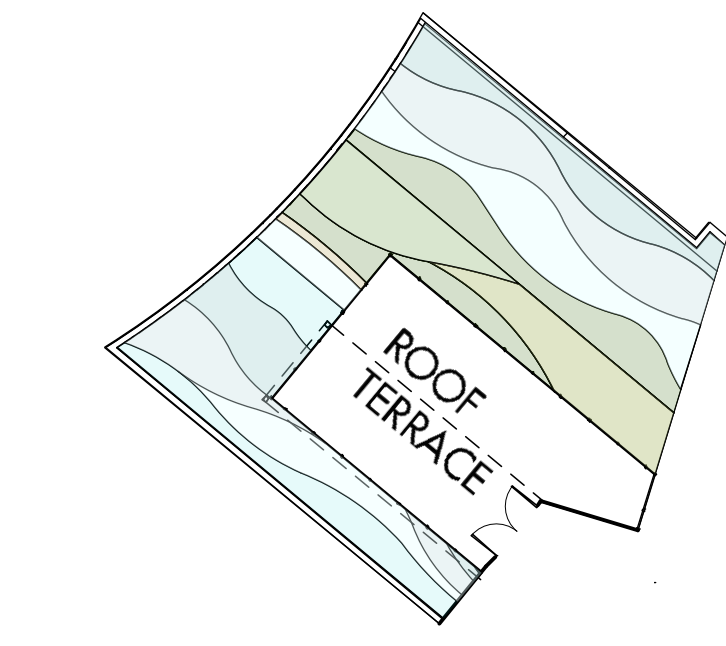
NOT FOR CONSTRUCTION
 This plan is for informational purposes only and should not be used for construction without the approval of the relevant authorities.

PLANT LIST *QUANTITIES ESTIMATED ONLY, NOT FOR PRICING*

BOTANICAL NAME	COMMON NAME	QTY	SIZE/SPACING & REMARKS
TREES			
MALLUS 'RED JEWEL FLOWERING CRAB'	RED JEWEL FLOWERING CRAB	5	5cm CAL
SHRUBS			
BERBERIS THUNBERGII 'MONRY'	SUNSATON JAPANESE BARBERRY	43	#02 CONT. /1.2M O.C. SPACING
CORNUS ALBA 'SIBIRICA VARIEGATA'	SIBIRIAN VARIEGATED DOGWOOD	10	#02 CONT. /2.5M O.C. SPACING
EUONYMUS ALATUS 'COMPACTA'	DWARF BURNING BUSH	10	#02 CONT. /2.5M O.C. SPACING
HYDRANGEA MACROPHYLLA 'BALMER'	ENDLESS SUMMER HYDRANGEA	16	#02 CONT. /2.0M O.C. SPACING
PERENNIALS & GRASSES			
ACHILLEA FILIPENDULINA 'MOONSHINE'	MOONSHINE YARROW	34	#02 CONT. /0.9M O.C. SPACING
ASTILBE JAPONICA 'PEACH BLOSSOM'	PEACH BLOSSOM ASTILBE	34	#02 CONT. /0.9M O.C. SPACING
CALAMAGROSIS ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	19	#02 CONT. /1.2M O.C. SPACING
HEMEROCALLIS 'RUBY STELLA'	RUBY STELLA DAYLILY	34	#02 CONT. /0.9M O.C. SPACING
MISCANTHUS SINENSIS 'GRACILLUMUS'	GRACILLUMUS MAIDEN GRASS	12	#02 CONT. /1.5M O.C. SPACING
NEPETA X FAASSENII 'WALKER'S LOW'	WALKER'S LOW CATMINT	28	#02 CONT. /1.0M O.C. SPACING
EXTENSIVE GREEN ROOF PLANTING			
ARTEMESIA SCHIDTIANA 'NANA'	SILVER MOUND ARTEMESIA		
SEDUM TETRACITUM	CHINESE STONECROP		
SEDUM KAMTSCHATICUM	RUSSIAN STONECROP		
SEDUM KAMTSCHATICUM 'VARIEGATUM'	VARIEGATED RUSSIAN STONECROP		
SEDUM HISPANICUM	BLUE CARPET STONECROP		
SEDUM ERYTHROSTICTUM	FROSTY MORN STONECROP		
SEDUM HYBRIDA	BLUE ELF STONECROP		
SEDUM SUNSPARKLER	BLUE PEARL STONECROP		
SEDUM REFLEXUM	BLUE SPRUCE STONECROP		
SEDUM SPECTABILE	SHOWY STONECROP		
		TOTAL AREA:	142 SQM

NOTES

1. PLANT MATERIAL AND CONSTRUCTION METHODS SHALL MEET OR EXCEED CANADIAN LANDSCAPE STANDARDS.
2. ALL SOFT LANDSCAPE AREAS SHALL BE WATERED BY A FULLY AUTOMATIC TIMED UNDERGROUND IRRIGATION SYSTEM.
3. TREE AND SHRUB BEDS TO BE DRESSED IN A MINIMUM 75mm NATURAL WOOD MULCH WITH WEED BARRIER FABRIC.
4. TREE AND SHRUB BEDS TO RECEIVE A MINIMUM 300mm DEPTH TOPSOIL PLACEMENT.
5. TURF BOULEVARD TO HAVE A MINIMUM OF 500mm DEPTH GROWING MEDIUM, PER CITY OF PENTICTON REQUIREMENTS.
6. SITE GRADING AND DRAINAGE WILL ENSURE THAT ALL STRUCTURES HAVE POSITIVE DRAINAGE AND THAT NO WATER OR LOOSE IMPEDIMENTS WILL BE DISCHARGED FROM THE LOT ONTO ADJACENT PUBLIC, COMMON, OR PRIVATE PROPERTIES.



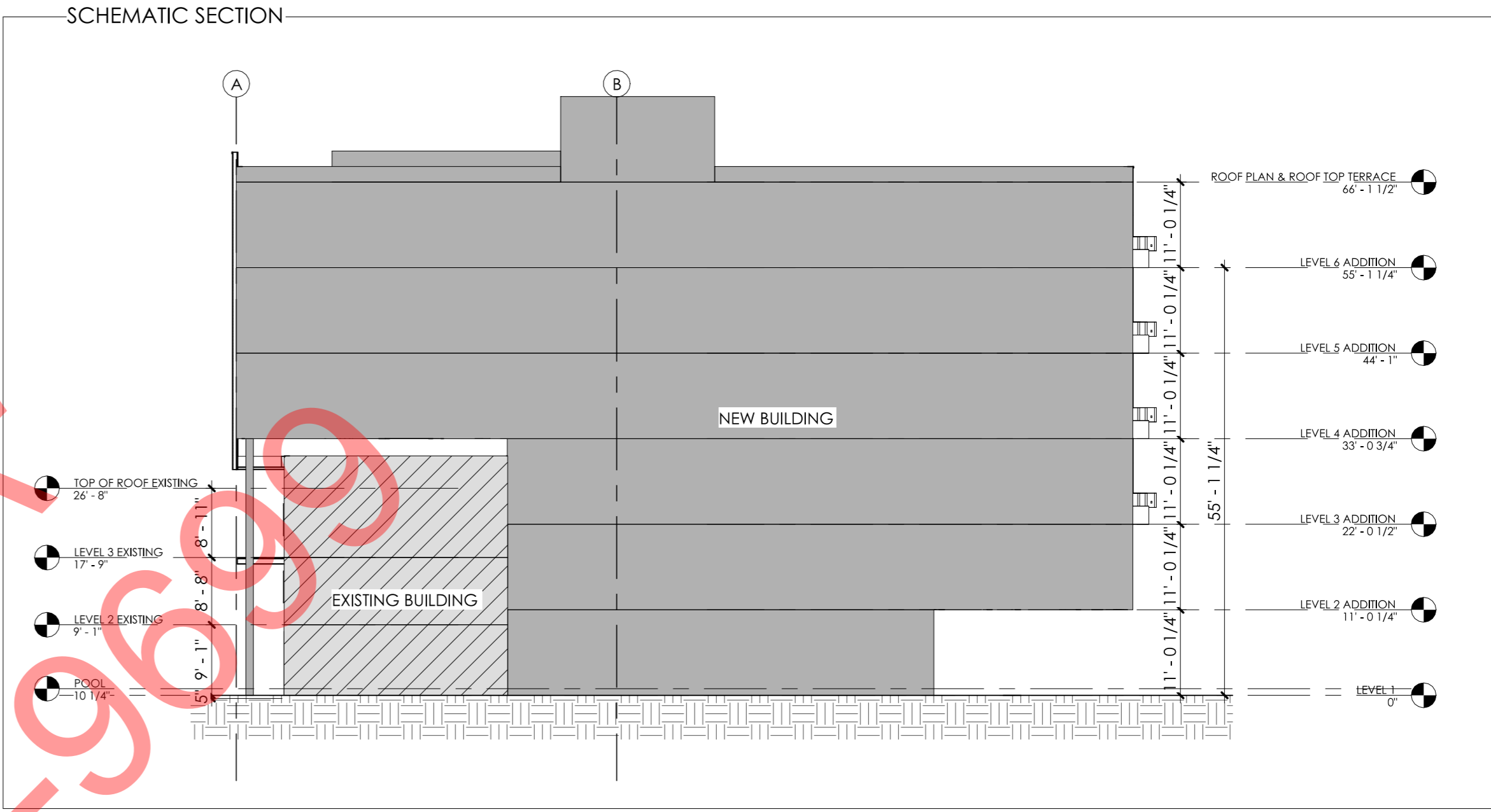
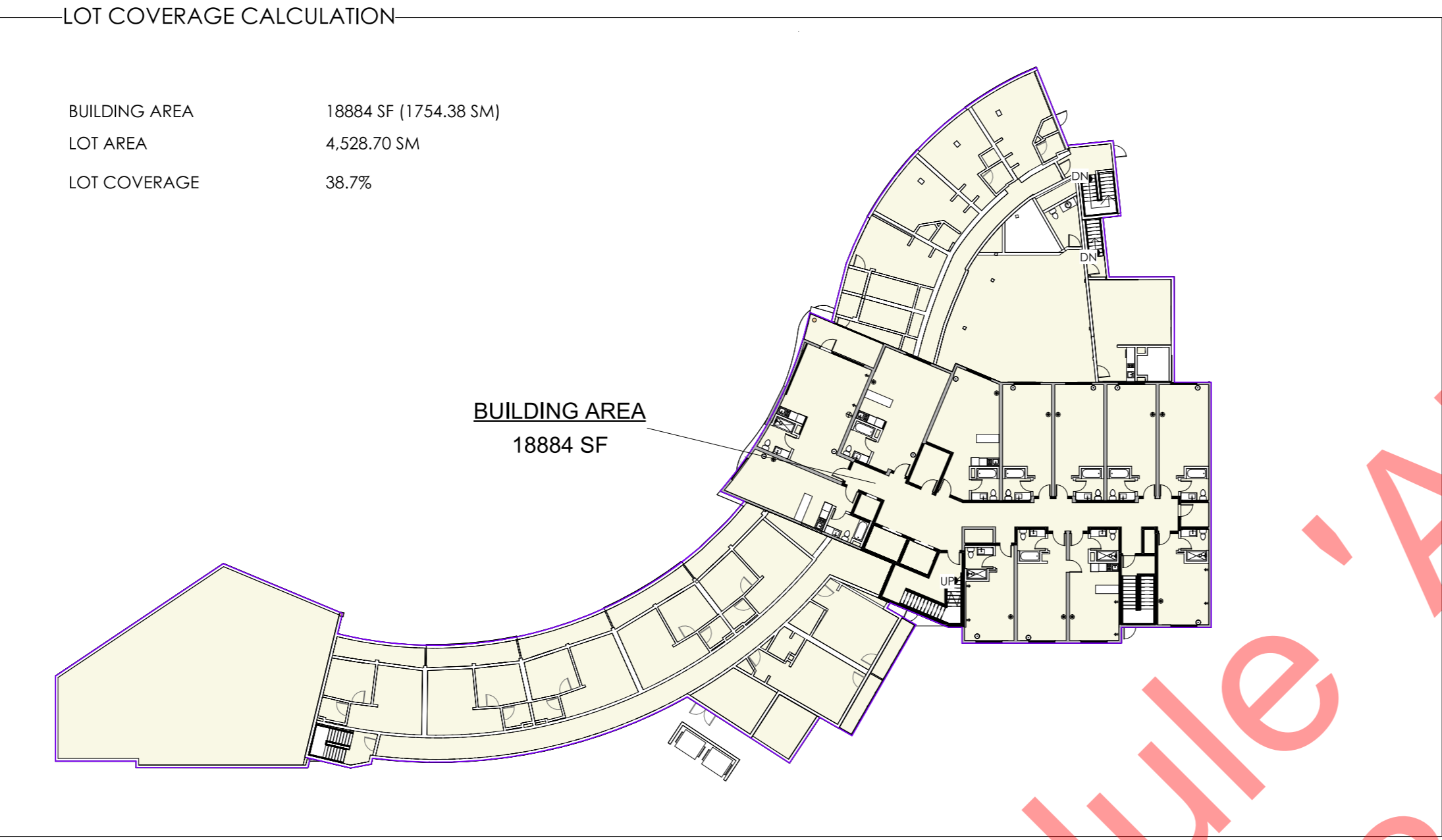
1 GREEN ROOF @ LEVEL 6
 Scale: 1:250

Zoning Analysis		
	Required	Proposed
Existing Zoning: CT1 (TOURIST COMMERCIAL)		
Min Lot Area	930sq.m	4,528.70sq.m
Min. Lot Width	20.0m	96.29m
Maximum Lot Coverage:	1,811.48sq.m (40%)	1,754.38sq.m (38.7%)
Front Setback:	3.0m	
Side Setback:	4.5m	
Rear Street Setback:	4.5m	
Level 1 Floor Area:	-	1,244.39sq.m
Level 2 Floor Area:	-	1,336.60sq.m
Level 3 Floor Area:	-	1,143.82sq.m
Level 4 Floor Area:	-	588.08sq.m
Level 5 Floor Area:	-	588.08sq.m
Level 6 Floor Area:	-	588.08sq.m
Roof Top Area:	-	38.93sq.m
Total Floor Area:	-	5,597.97sq.m
Max. Floor Area Ratio:	1.75	1.24
Max. Building Height	40m	16.80m
NET Floor Area		4,643 sq.m
Existing Rooms		35
New Proposed Rooms		52
Parking Calculations:	(0.66 * 87) + 3 = 59 spaces	59
Accessible Parking:	3	3
Loading Space:	-	-
Bicycle Parking:	15 class 1 + 15 class 2	16 class 1 + 15 class 2

HOTEL PENTICTON

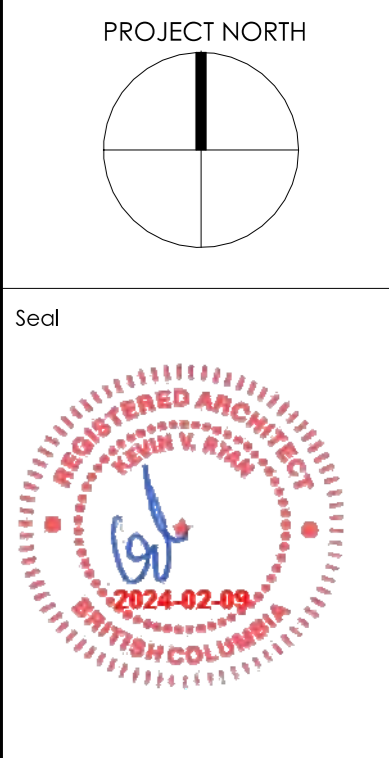
FAR CALCULATION

FAR	
Name	Area
LEVEL 1 FLOOR AREA	13985 SF
LEVEL 1 FLOOR AREA	163 SF
LEVEL 2 FLOOR AREA	14387 SF
LEVEL 3 FLOOR AREA	12312 SF
LEVEL 4 FLOOR AREA	6330 SF
LEVEL 5 FLOOR AREA	6331 SF
LEVEL 6 FLOOR AREA	6330 SF
TOP OF ROOF FLOOR AREA	419 SF
TOTAL FLOOR AREA	60,256.00 SF (5,597.97 SM)
LOT AREA	4,528.70 SF
FAR	1.24



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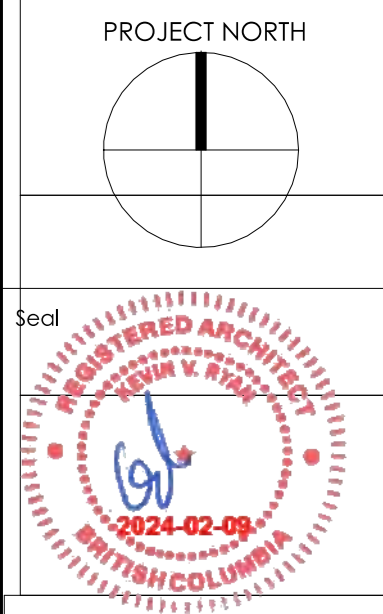
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RECORD OF ISSUES		
NO.	DATE	DESCRIPTION
1	2023.12.04	ISSUED FOR DEVELOPMENT PERMIT
2	2024.01.12	D.P. - REVISION 1
3	2024.02.06	D.P. - REVISION 2

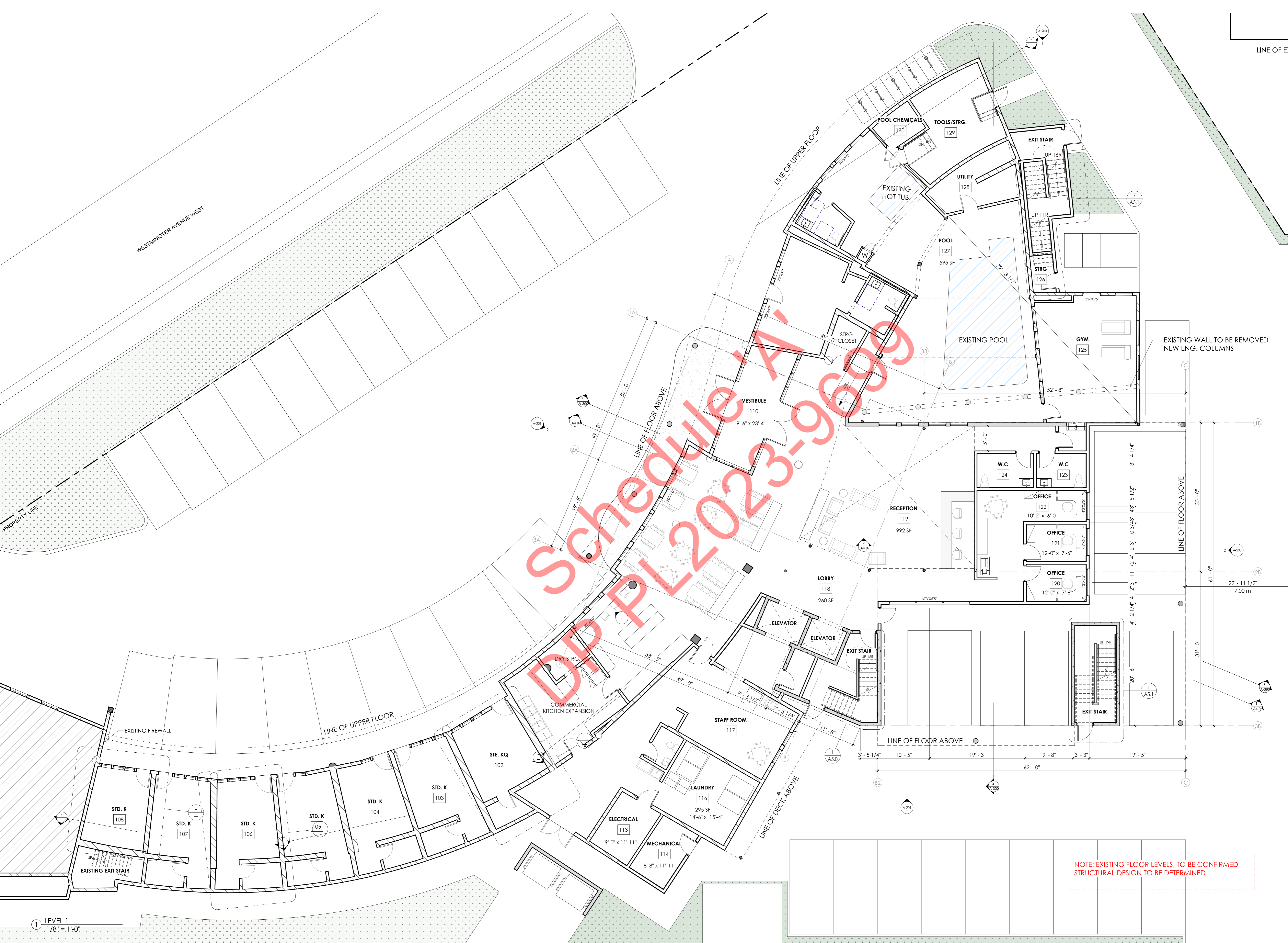
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION
Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
ZONING INFO		
Job Number	23,1154	
Date	06/02/2024	
Scale	As Indicated	
Revision Number	A	
Drawing Number	A-002	

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3	2024.02.06	D.P. - REVISION 2

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION
Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
LEVEL 1		
Job Number	23.1154	
Date	06/02/2024	
Scale	1/8" = 1'-0"	
Revision Number	A	
Drawing Number	A-100	



WESTMINSTER AVENUE WEST

LINE OF EXIS

PROJECT NORTH

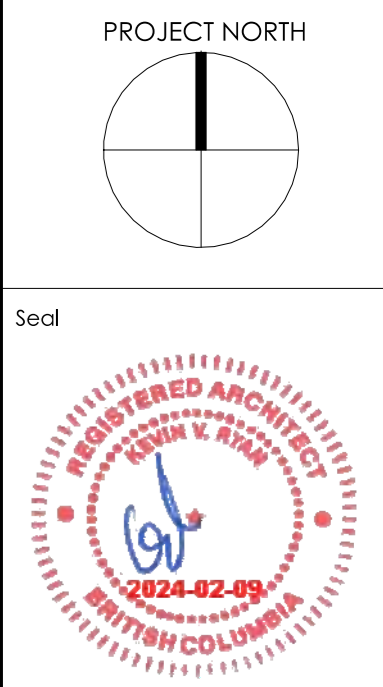
EXISTING WALL TO BE REMOVED
 NEW ENG. COLUMNS

NOTE: EXISTING FLOOR LEVELS, TO BE CONFIRMED
 STRUCTURAL DESIGN TO BE DETERMINED

LEVEL 1
 1/8" = 1'-0"

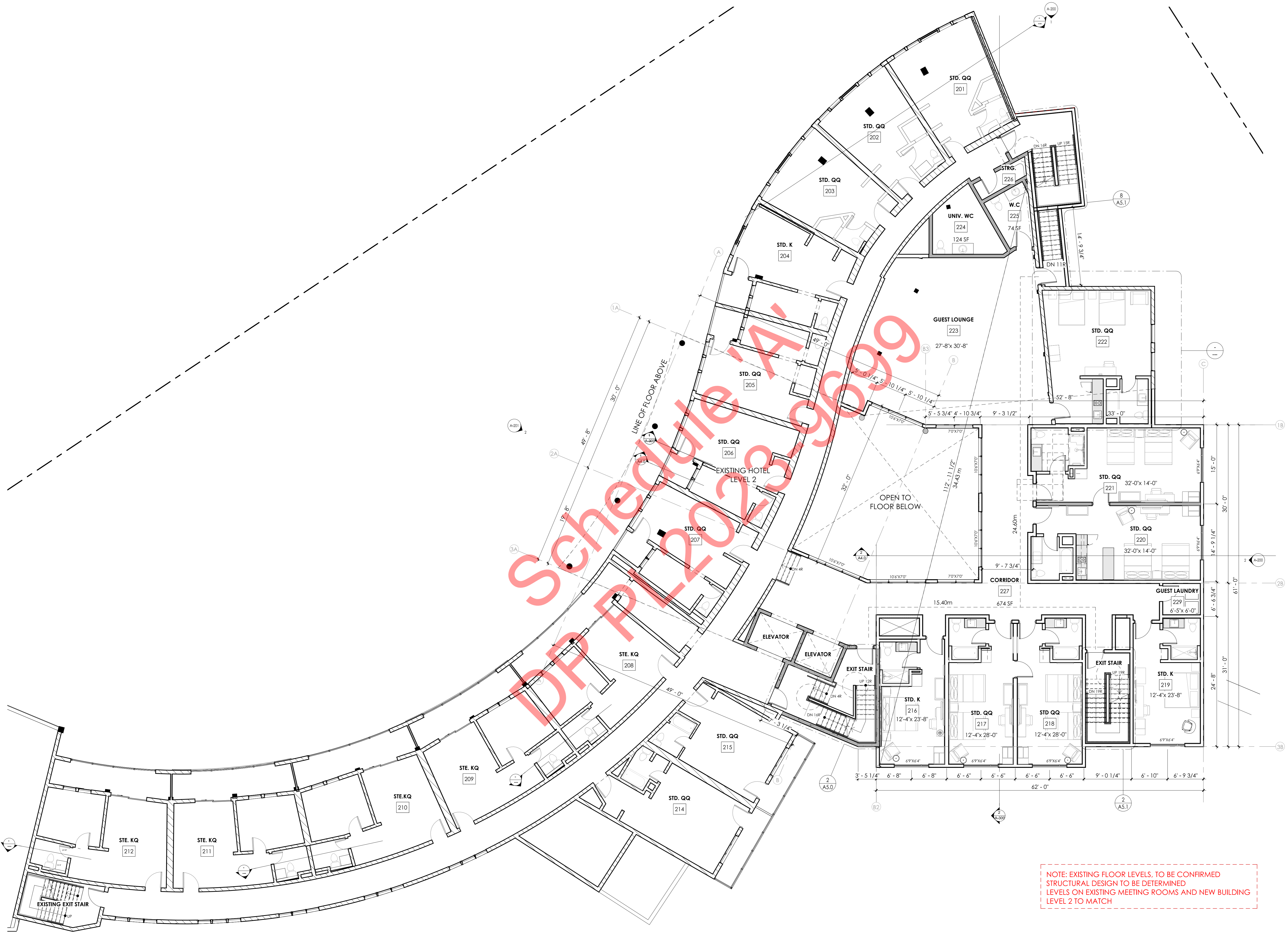
DP PL 2023-9699

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2	2024.01.12	D.P. - REVISION 1
3	2024.02.06	D.P. - REVISION 2

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION
Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
LEVEL 2		
Job Number 23.1154		
Date 06/02/2024		
Scale 1/8" = 1'-0"		
Revision Number A		
Drawing Number		

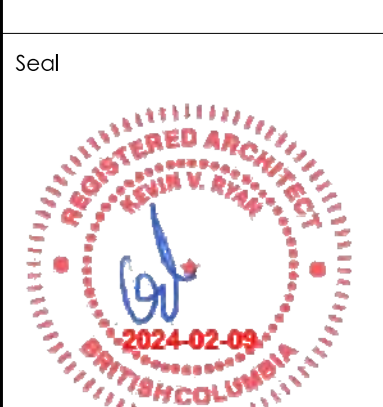
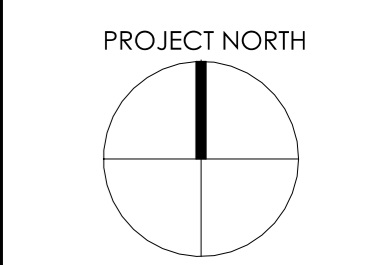


NOTE: EXISTING FLOOR LEVELS, TO BE CONFIRMED
 STRUCTURAL DESIGN TO BE DETERMINED
 LEVELS ON EXISTING MEETING ROOMS AND NEW BUILDING
 LEVEL 2 TO MATCH

1 LEVEL 2
 1/8" = 1'-0"

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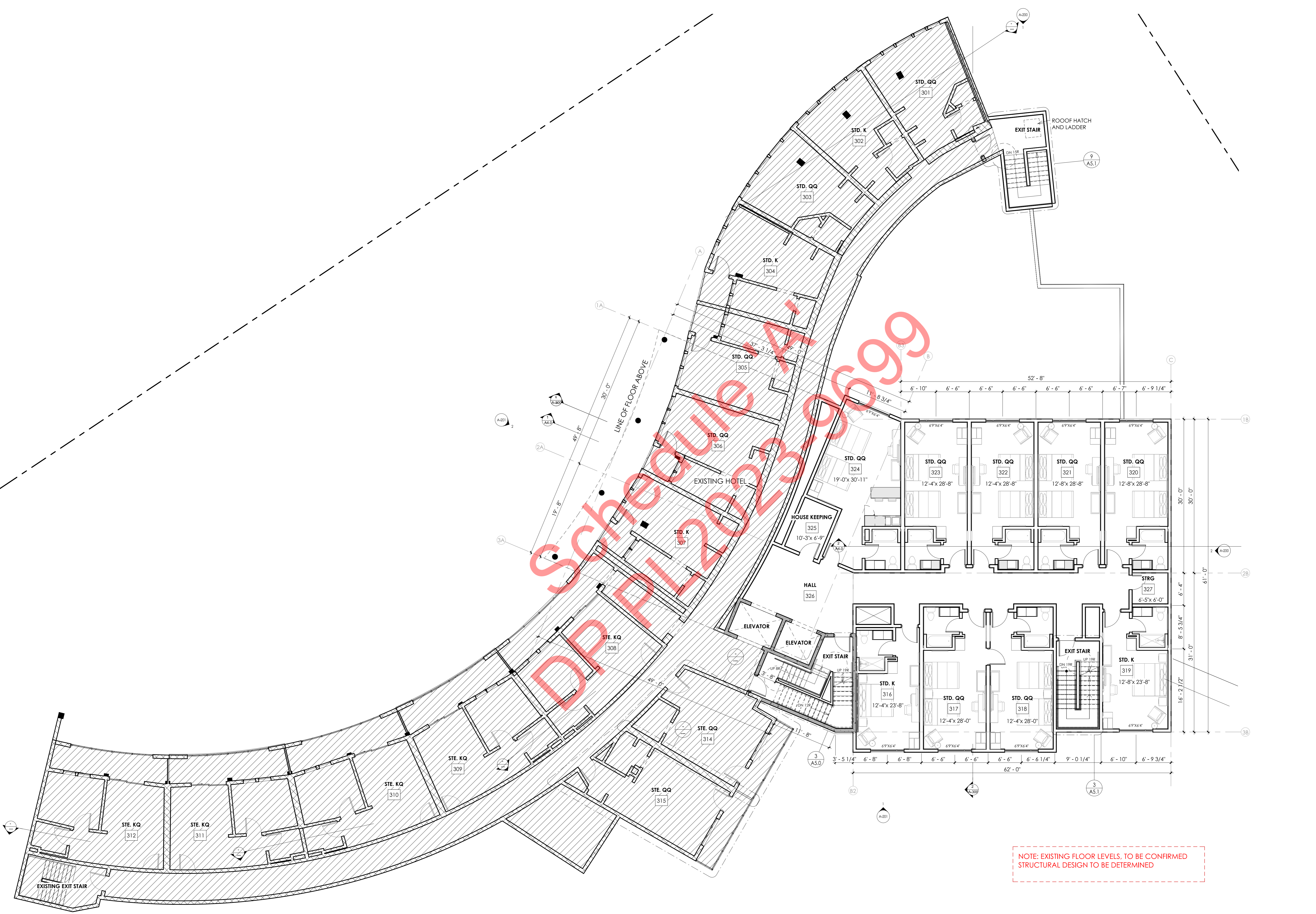
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NO.	DATE	DESCRIPTION
1	2023.12.04	ISSUED FOR DEVELOPMENT PERMIT
2	2024.01.12	D.P. - REVISION 1
3	2024.02.06	D.P. - REVISION 2

RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION
Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
LEVEL 3		
Job Number 23.1154		
Date 06/02/2024		
Scale 1/8" = 1'-0"		
Revision Number A		
Drawing Number		
A-102		

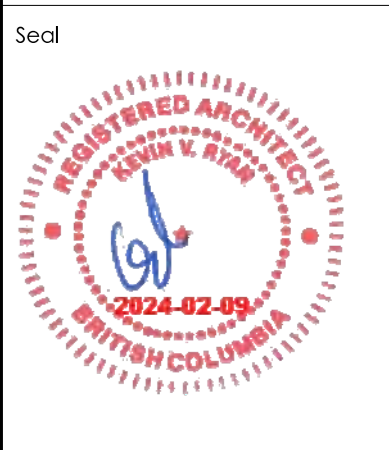
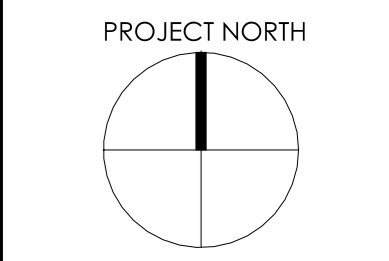
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION
Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
LEVEL 3		
Job Number 23.1154		
Date 06/02/2024		
Scale 1/8" = 1'-0"		
Revision Number A		
Drawing Number		
A-102		



1 LEVEL 3
1/8" = 1'-0"

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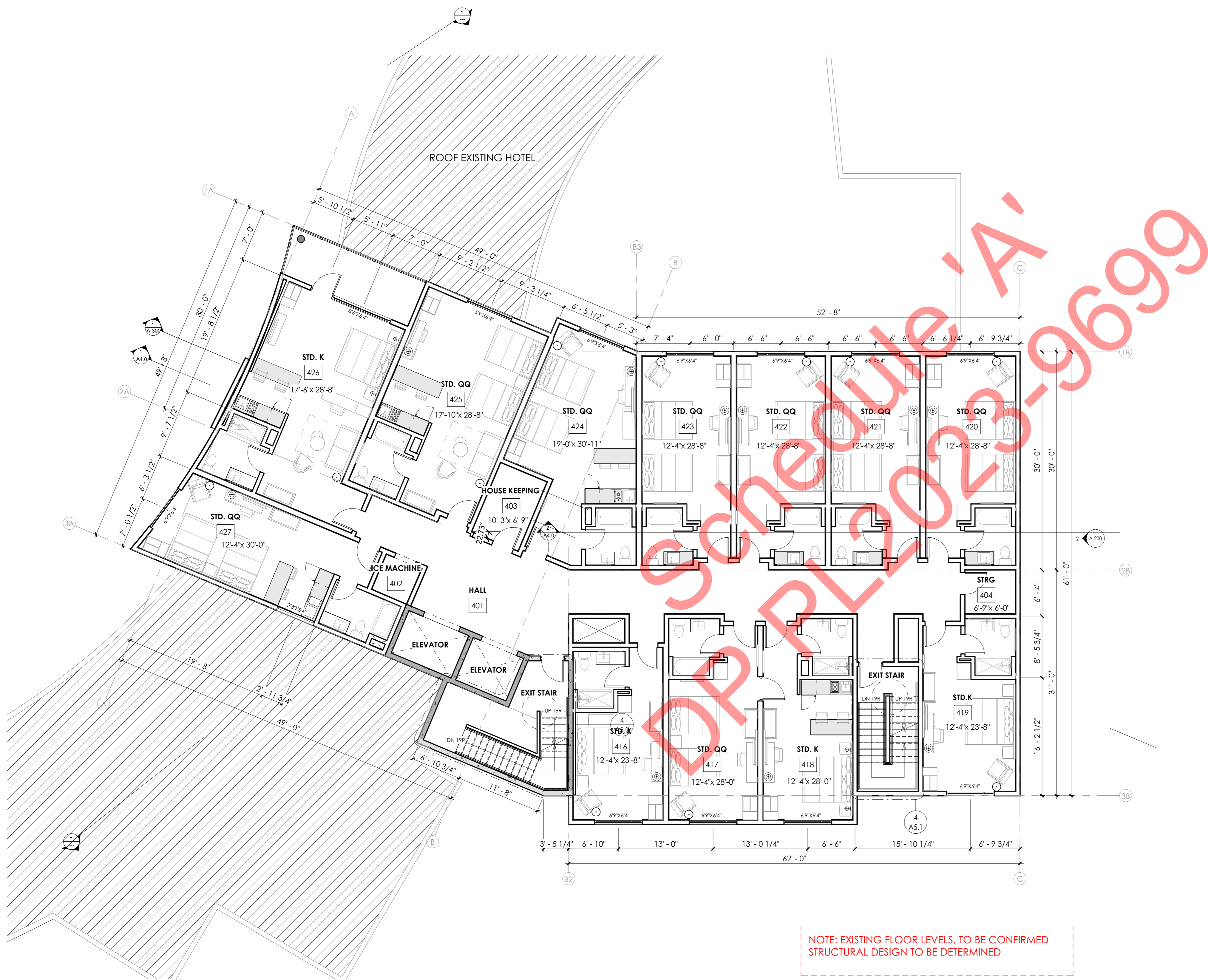
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RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION

Project
HOTEL PENTICTON
 950 WESTMINSTER AVENUE

Sheet Title
LEVEL 4

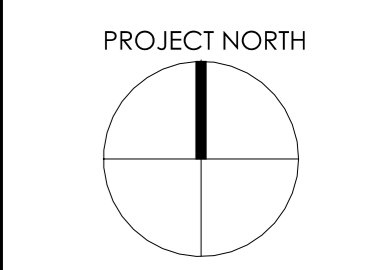
Job Number 23.1154
 Date 06/02/2024
 Scale 1/8" = 1'-0"
 Revision Number A
 Drawing Number



1 LEVEL 4
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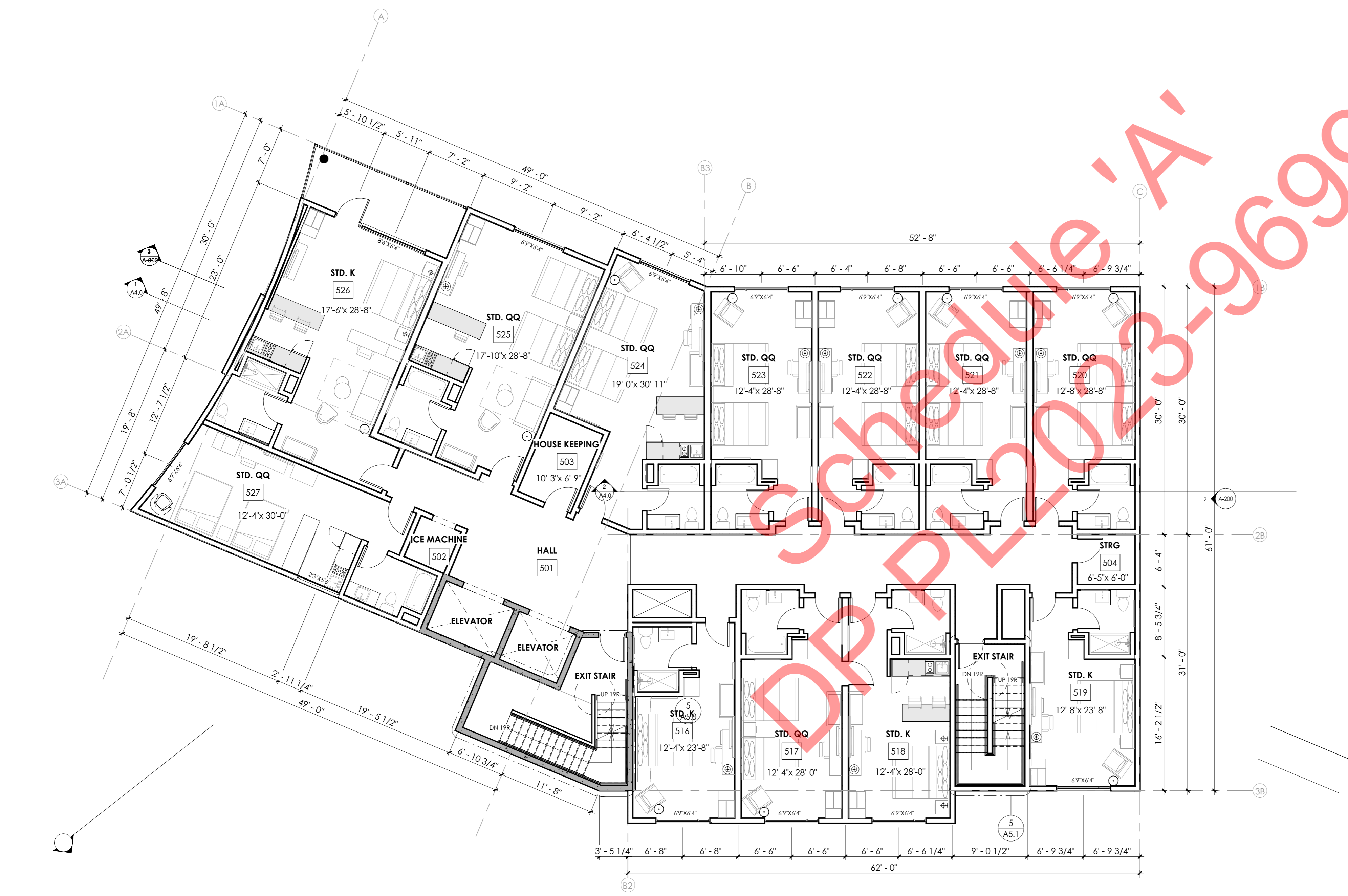
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RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION
Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
LEVEL 5		
Job Number 23.1154		
Date 06/02/2024		
Scale 1/8" = 1'-0"		
Revision Number A		
Drawing Number		

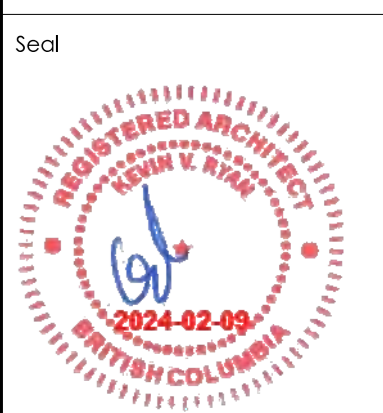
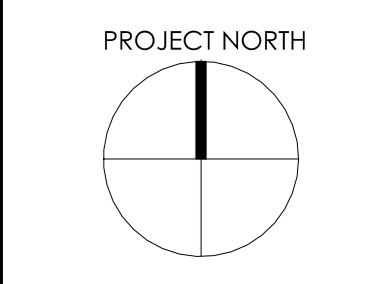


1 LEVEL 5
 1/8" = 1'-0"

NOTE: EXISTING FLOOR LEVELS, TO BE CONFIRMED
 STRUCTURAL DESIGN TO BE DETERMINED

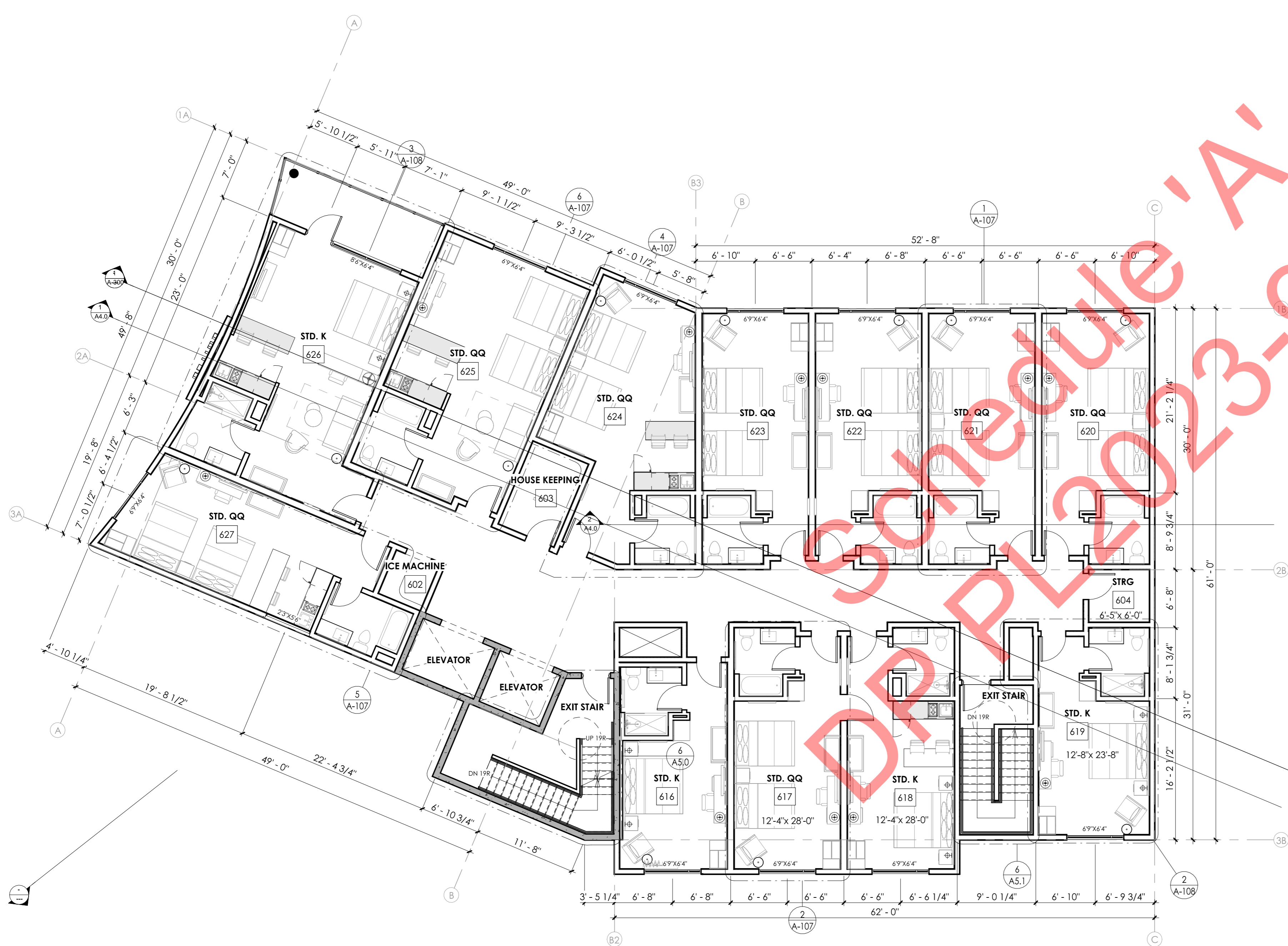
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RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION
Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
LEVEL 6		
Job Number	23.1154	
Date	06/02/2024	
Scale	1/8" = 1'-0"	
Revision Number	A	
Drawing Number	A-105	

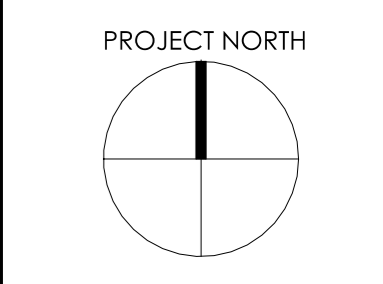


NOTE: EXISTING FLOOR LEVELS, TO BE CONFIRMED
 STRUCTURAL DESIGN TO BE DETERMINED

1 LEVEL 6
 1/8" = 1'-0"

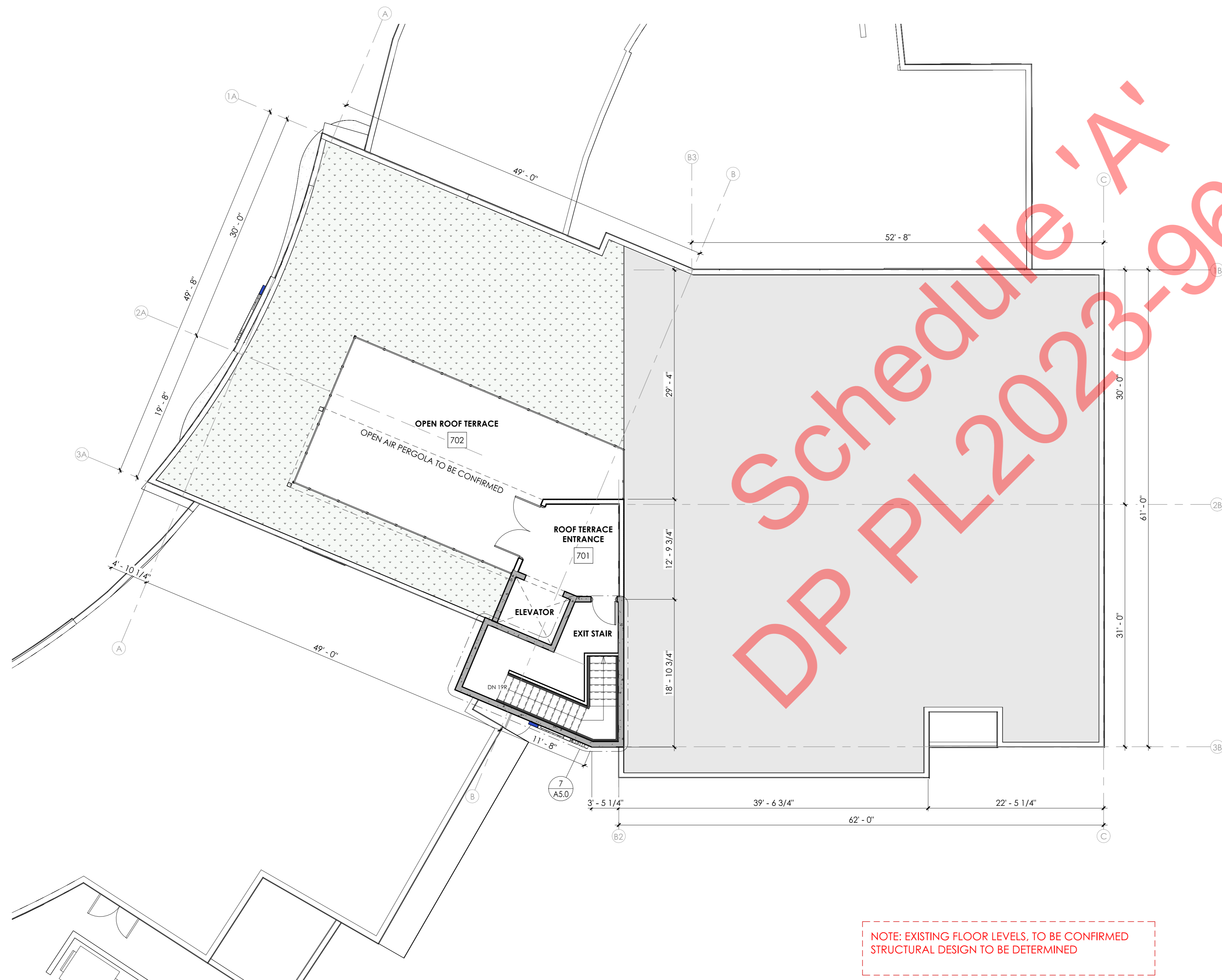
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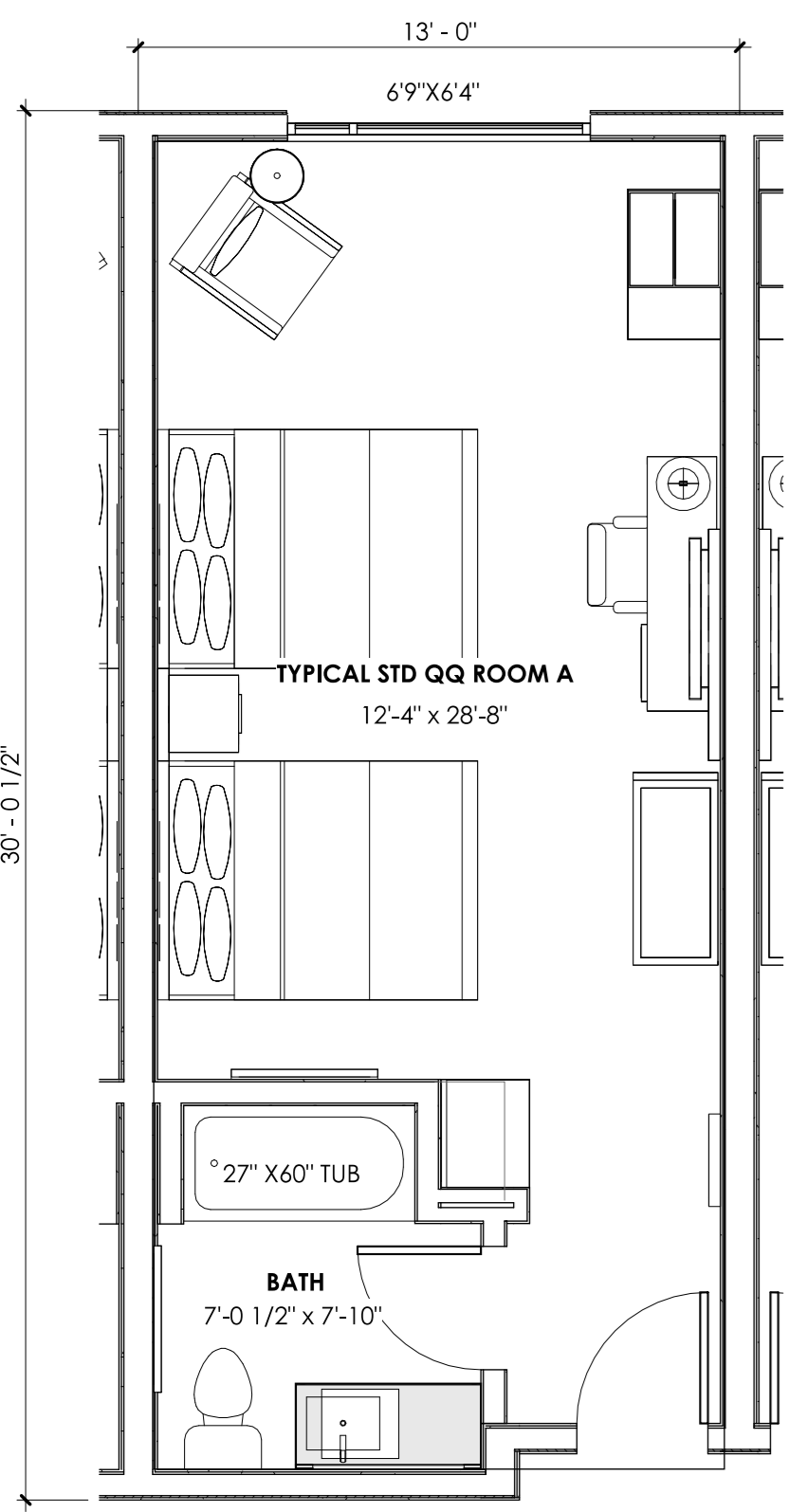
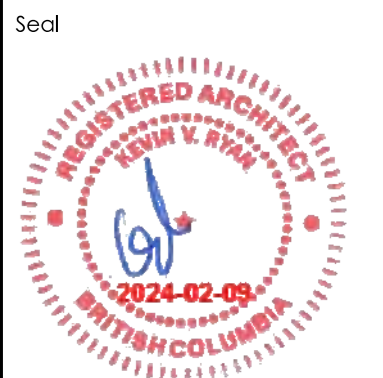
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION
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HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
TOP OF ROOF		
Job Number	23.1154	
Date	06/02/2024	
Scale	1/8" = 1'-0"	
Revision Number	A	
Drawing Number		



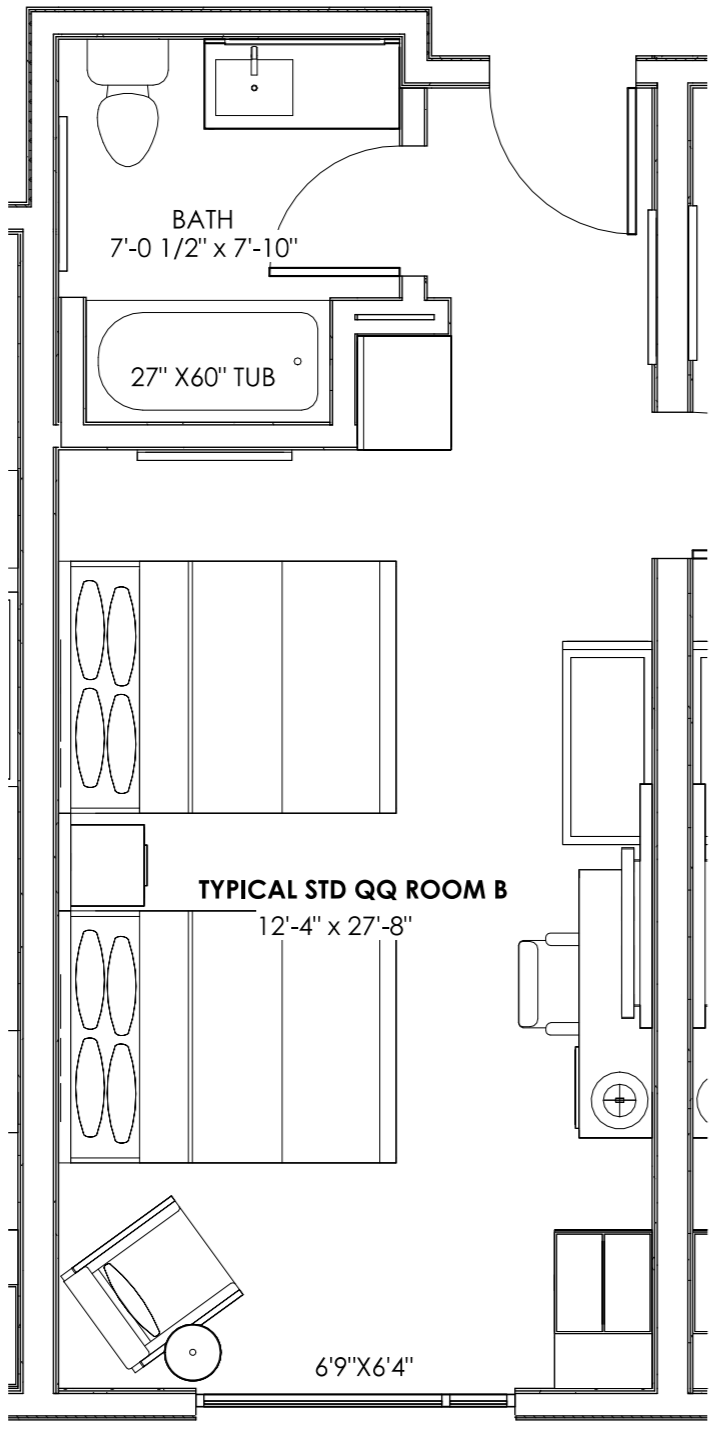
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1 ROOF PLAN & ROOF TOP TERRACE
 1/8" = 1'-0"

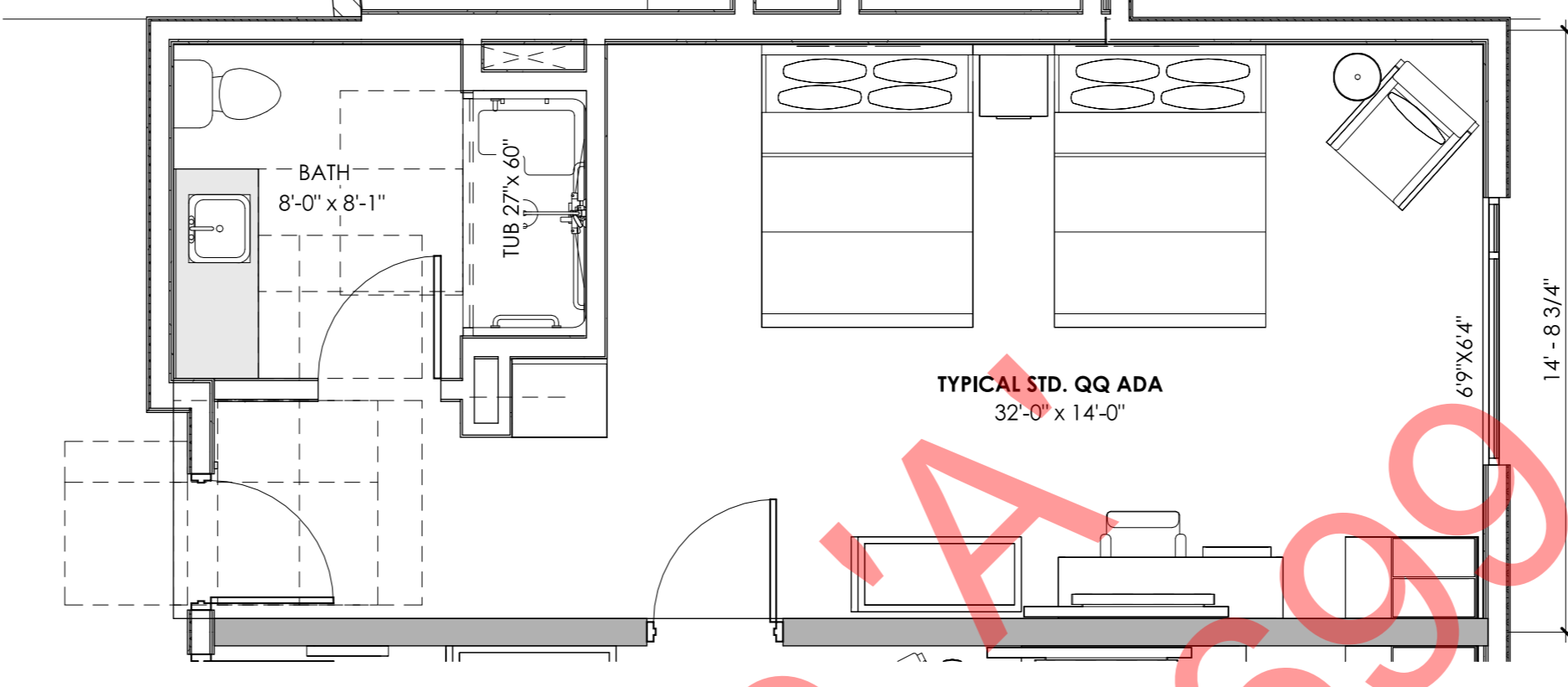
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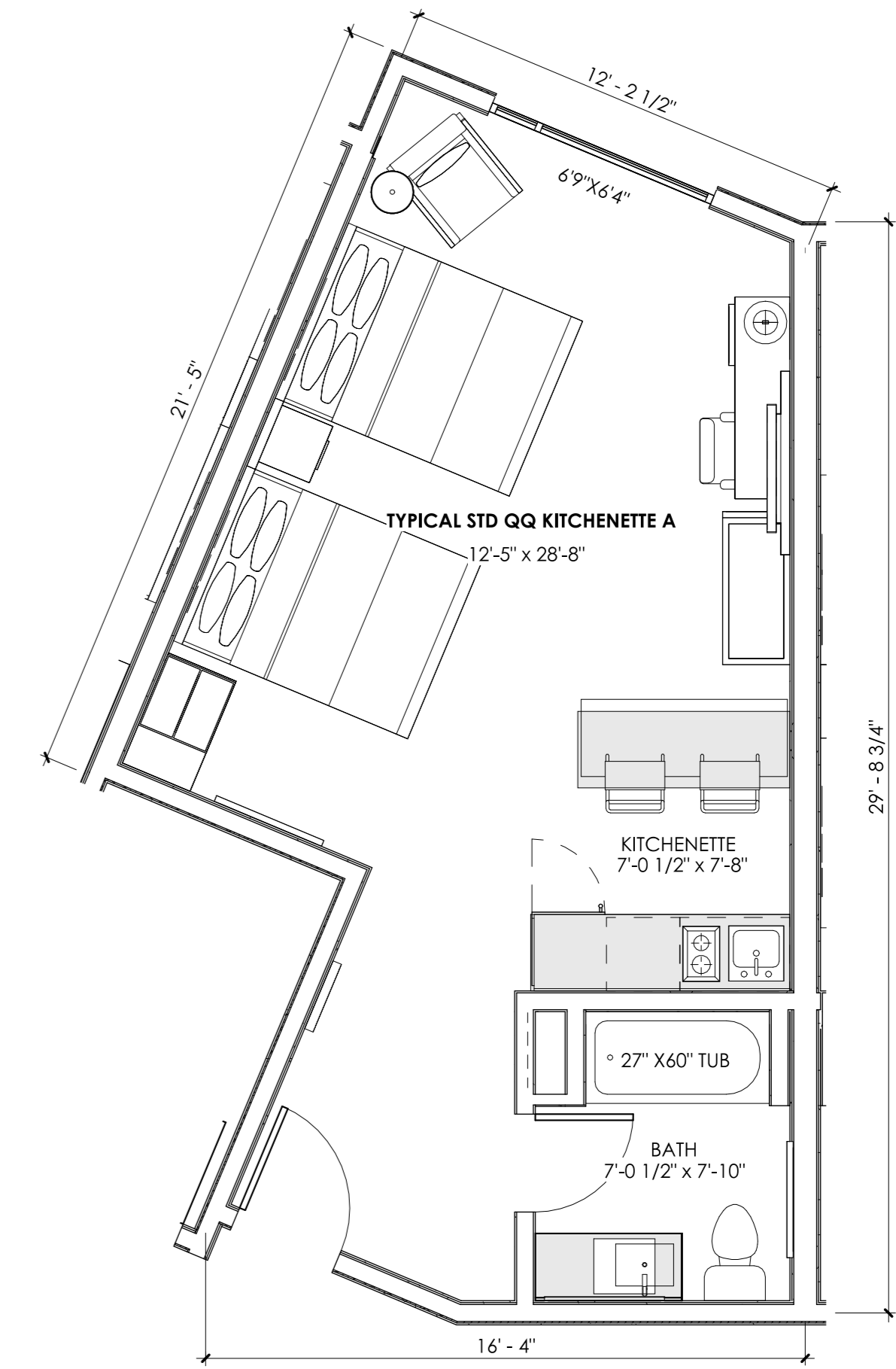
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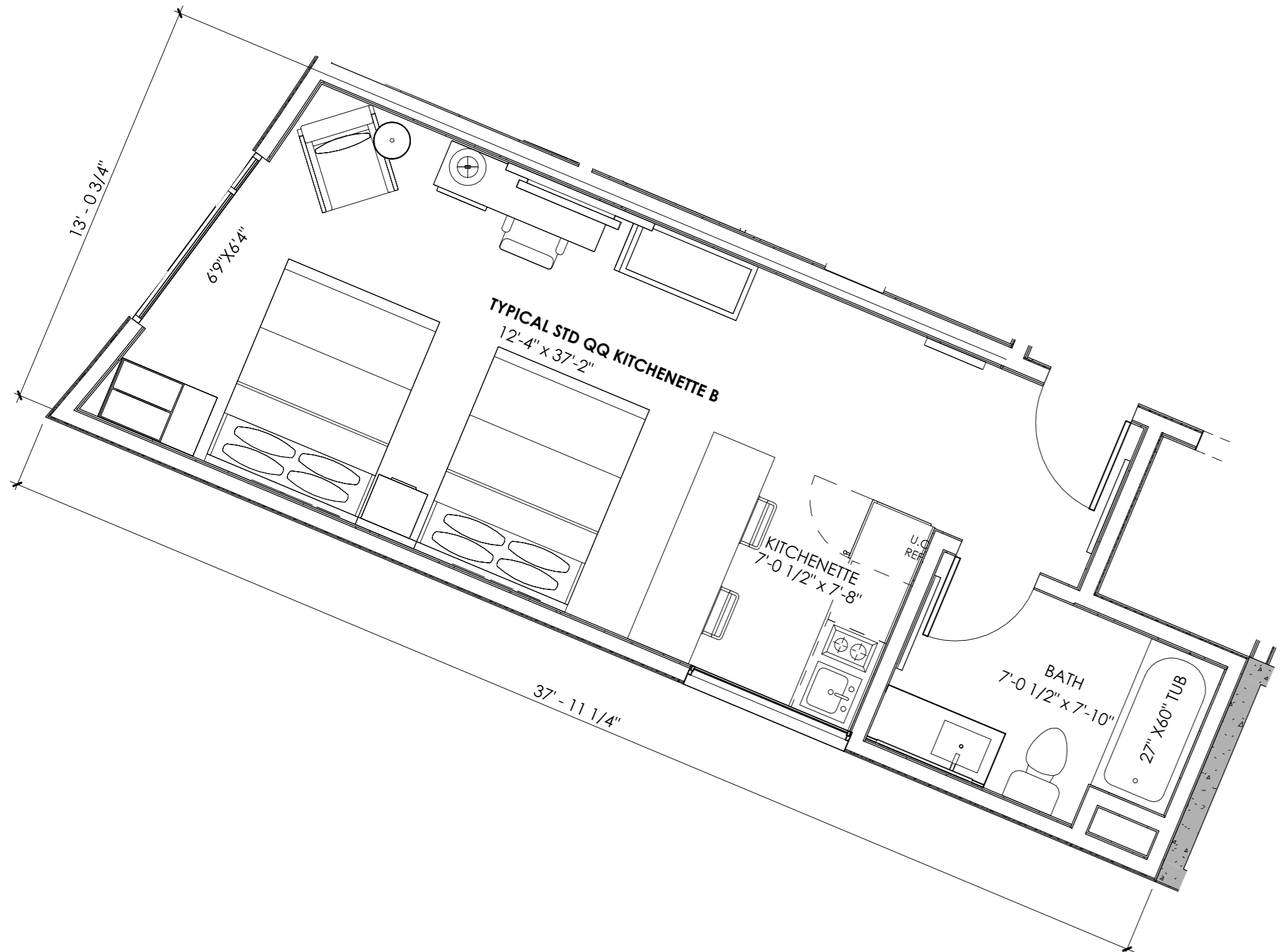
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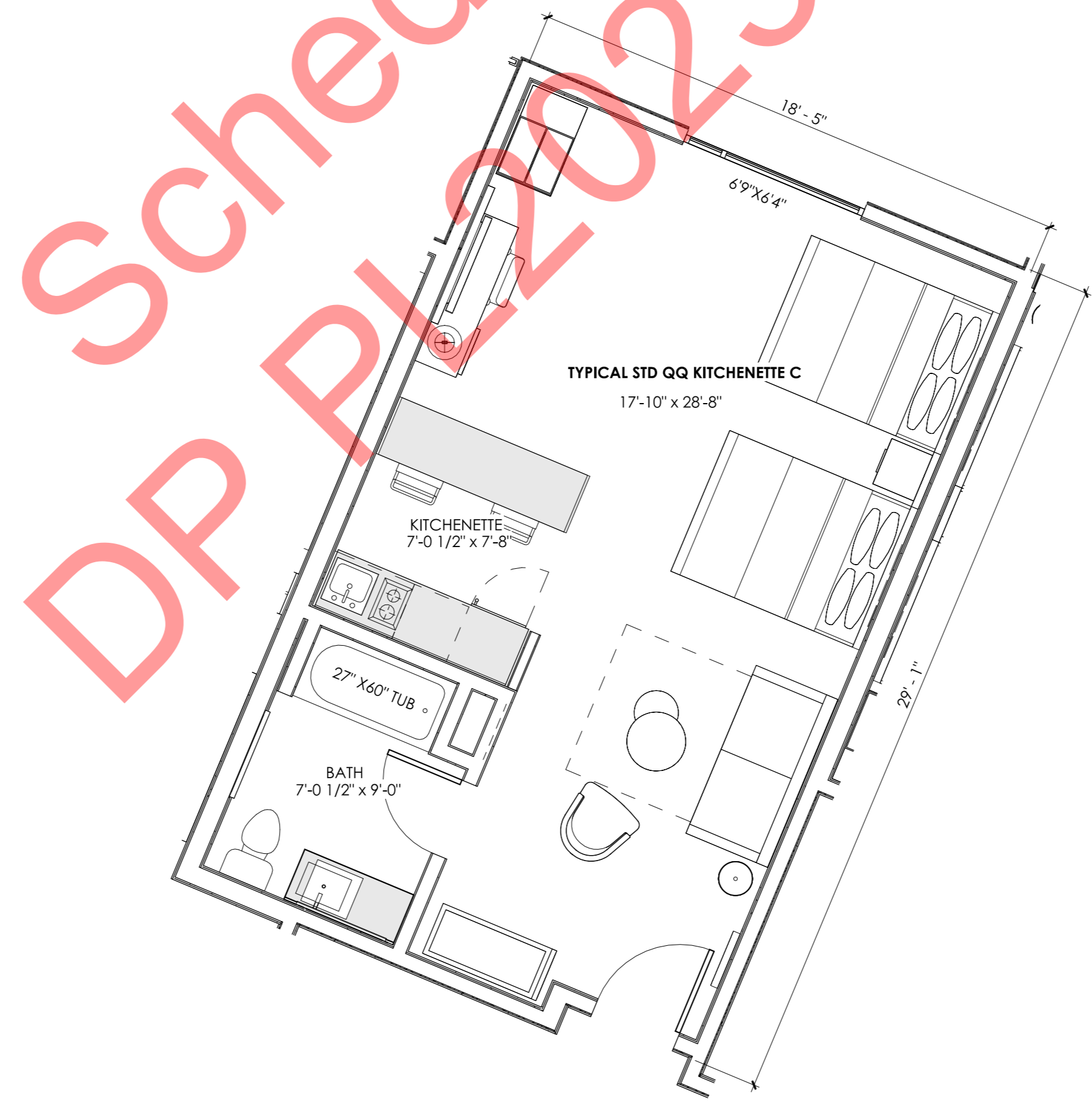
3 TYPICAL STD. QQ ADA ROOM 41.80sq.m
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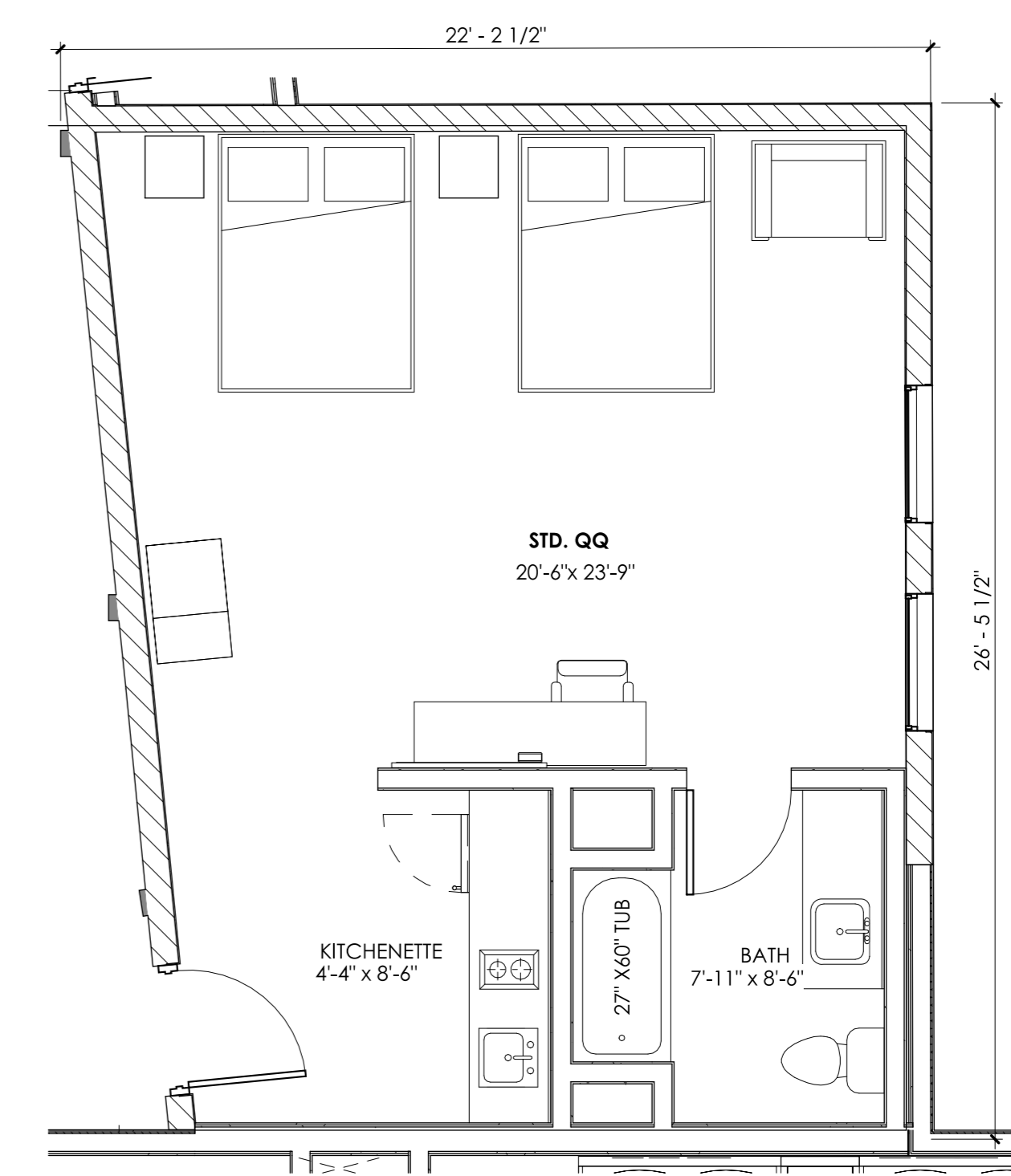
4 TYPICAL STD. QQ KITCHENETTE A 41.50sq.m
 1/4" = 1'-0"



5 TYPICAL STD. QQ KITCHENETTE B 38.18sq.m
 1/4" = 1'-0"



6 TYPICAL STD. QQ KITCHENETTE C 47.55sq.m
 1/4" = 1'-0"



7 TYPICAL STD. QQ KITCHENETTE D 45.42sq.m
 1/4" = 1'-0"

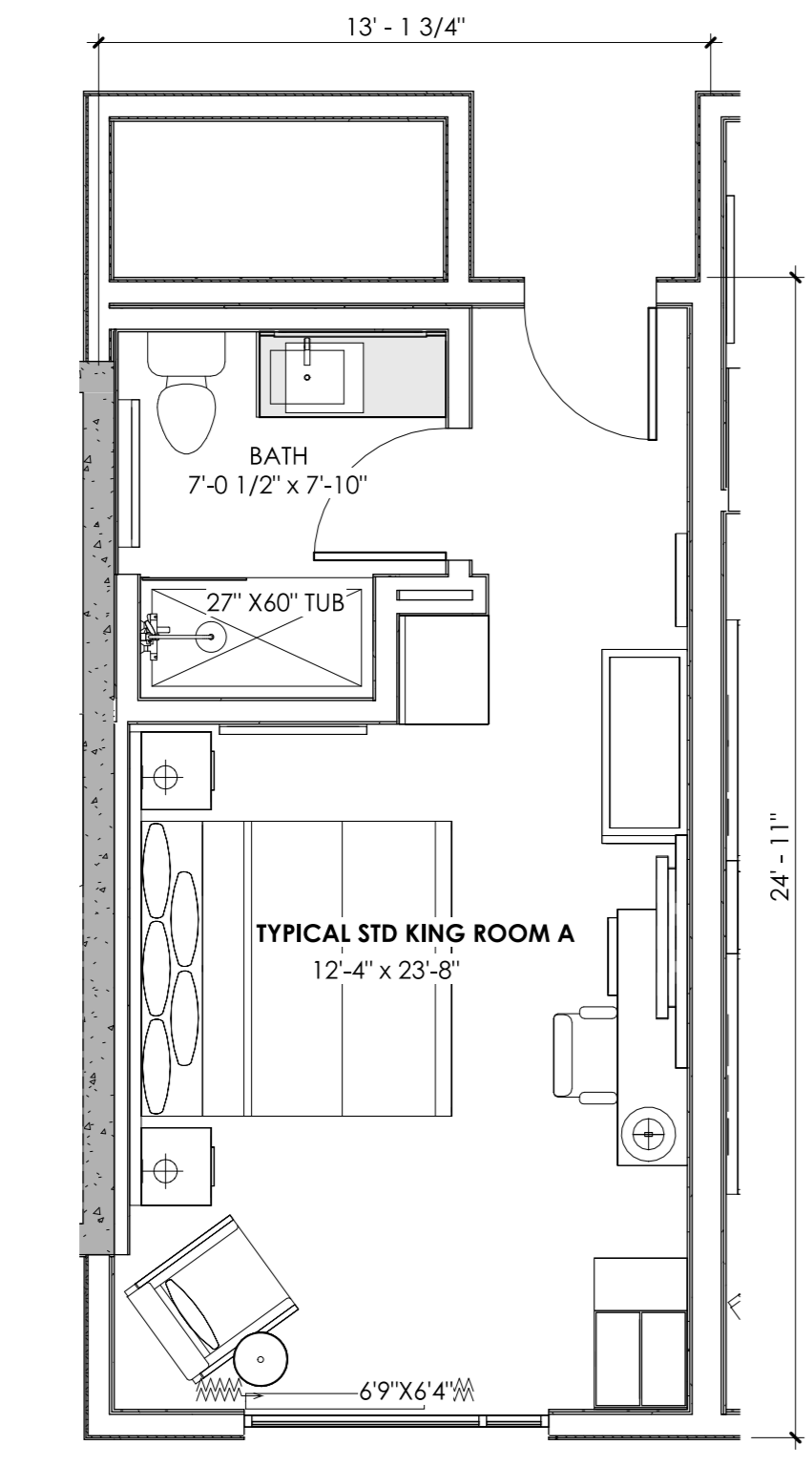
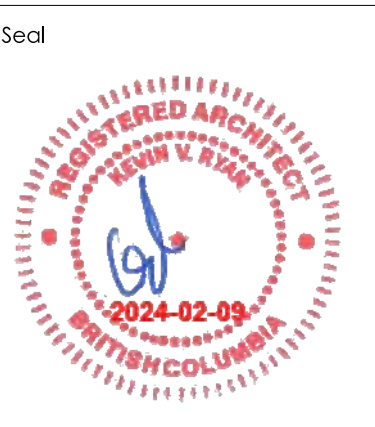
RECORD OF ISSUES		
NO.	DATE	DESCRIPTION
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RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION
Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
SUITE PLANS		

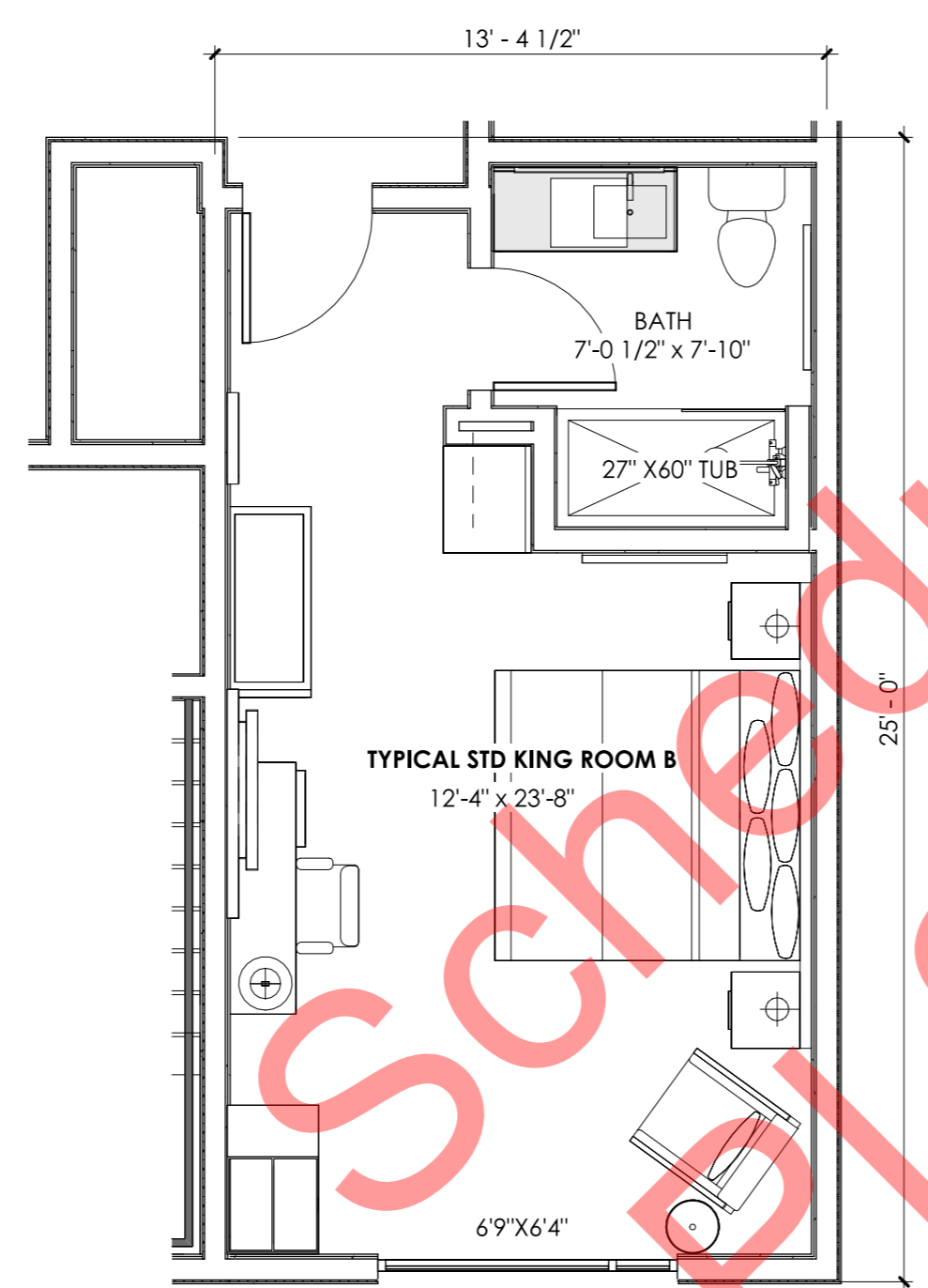
Job Number	23.1154
Date	06/02/2024
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Revision Number	A
Drawing Number	

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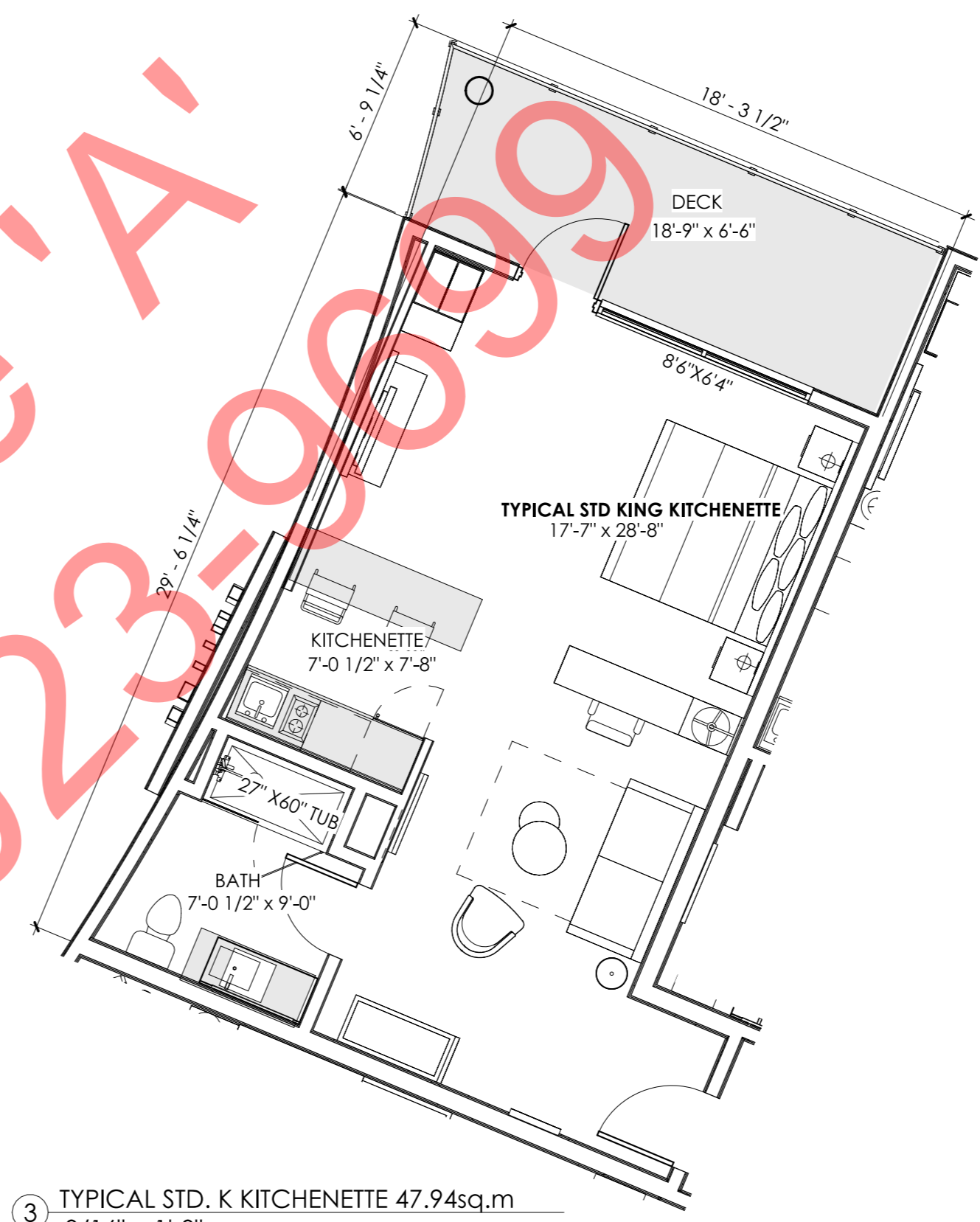
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① TYPICAL STD. K A 27.12sq.m
 1/4" = 1'-0"



② TYPICAL STD. K B B 29.63sq.m
 1/4" = 1'-0"



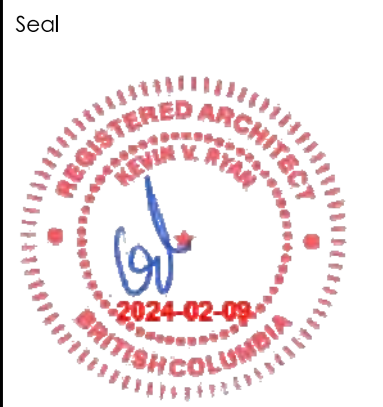
③ TYPICAL STD. K KITCHENETTE 47.94sq.m
 3/16" = 1'-0"

Schedule 'A'
 DP PL2023-9699

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Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
SUITE PLANS		
Job Number	23.1154	
Date	06/02/2024	
Scale	As Indicated	
Revision Number	A	
Drawing Number		

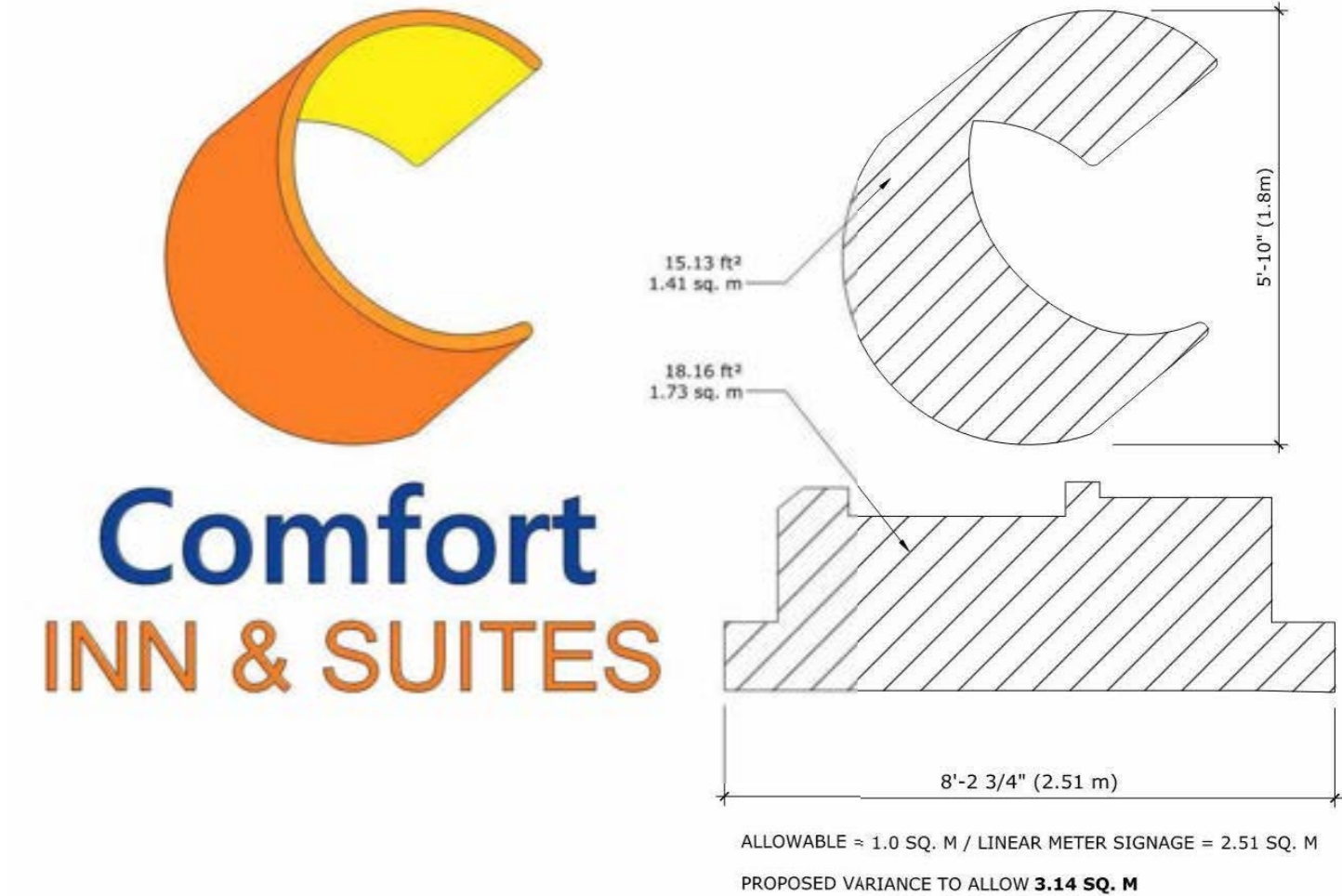
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1 NORTH BUILDING ELEVATION
 3/32" = 1'-0"



2 EAST BUILDING ELEVATION
 3/32" = 1'-0"



ELEVATION LEGEND:

1	STUCCO WITH CONTROL JOINTS AS SHOWN COLOUR: OFF-WHITE
2	STUCCO WITH CONTROL JOINTS AS SHOWN COLOUR: ANTHRACITE
3	STUCCO WITH CONTROL JOINTS AS SHOWN COLOUR: BLUE
4	VERTICAL LINEAR QUARRY TILE
5	ALUMINUM WINDOW & DOOR FRAMES, TYPICAL COLOUR: CLEAR ANODIZED
6	WINDOW FRAMES ON EXISTING SUITES COLOUR: DARK GRAY
7	PREFINISHED METAL PANEL ACCENTS COLOUR: DARK GRAY
8	ALUMINUM FRAME & GLASS GUARDRAILS COLOUR: DARK GRAY
9	PREFINISHED METAL FLASHING, TYPICAL COLOUR: DARK GRAY
10	STEEL EXTERIOR DOORS COLOUR: DARK GRAY
11	STUCCO WITH CONTROL JOINTS AS SHOWN COLOUR: GRAY

RECORD OF ISSUES

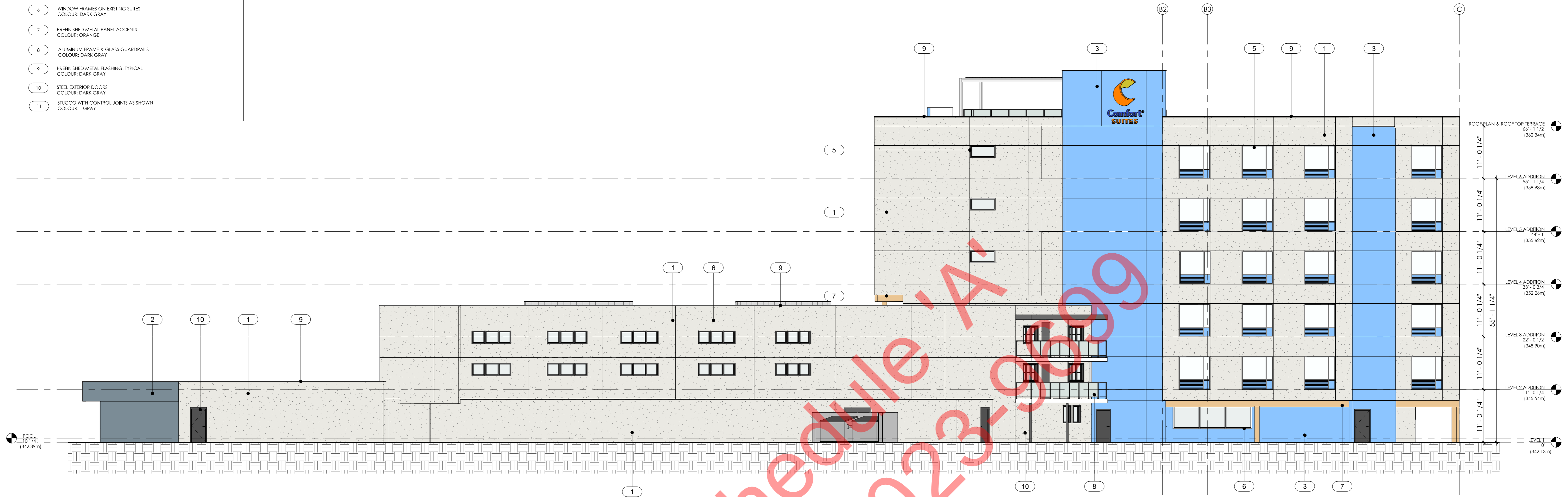
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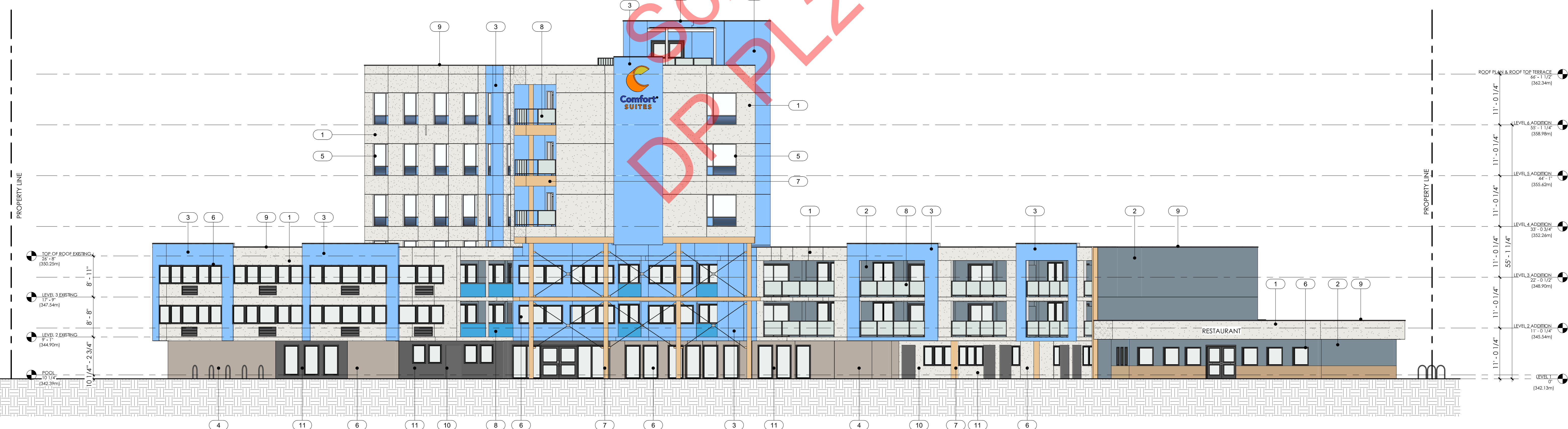
NO.	DATE	DESCRIPTION
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HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
BUILDING ELEVATIONS		
Job Number	23.1154	
Date	06/02/2024	
Scale	As Indicated	
Revision Number	A	
Drawing Number		

ELEVATION LEGEND:

- 1 STUCCO WITH CONTROL JOINTS AS SHOWN
COLOUR: OFF-WHITE
- 2 STUCCO WITH CONTROL JOINTS AS SHOWN
COLOUR: ANTHRACITE
- 3 STUCCO WITH CONTROL JOINTS AS SHOWN
COLOUR: BLUE
- 4 VERTICAL LINEAR QUARRY TILE
- 5 ALUMINUM WINDOW & DOOR FRAMES, TYPICAL
COLOUR: CLEAR ANODIZED
- 6 WINDOW FRAMES ON EXISTING SUITES
COLOUR: DARK GRAY
- 7 PREFINISHED METAL PANEL ACCENTS
COLOUR: ORANGE
- 8 ALUMINUM FRAME & GLASS GUARDRAILS
COLOUR: DARK GRAY
- 9 PREFINISHED METAL FLASHING, TYPICAL
COLOUR: DARK GRAY
- 10 STEEL EXTERIOR DOORS
COLOUR: DARK GRAY
- 11 STUCCO WITH CONTROL JOINTS AS SHOWN
COLOUR: GRAY



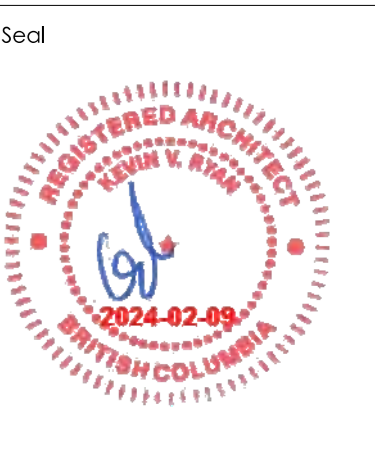
1 SOUTH BUILDING ELEVATION
3/32" = 1'-0"



2 WEST BUILDING ELEVATION
3/32" = 1'-0"

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Project		
HOTEL PENTICTON		
950 WESTMINSTER AVENUE		
Sheet Title		
BUILDING ELEVATIONS		

Job Number	23.1154
Date	06/02/2024
Scale	As Indicated
Revision Number	A
Drawing Number	

Council Report

Date: March 5, 2024
To: Anthony Haddad, City Manager
From: Jordan Hallam, Planner II
Address: 21 Lakeshore Drive West

File No: RMS/21 Lakeshore Dr W

Subject: Zoning Amendment Bylaw No. 2024-07

Staff Recommendation

THAT Council give first reading to “Zoning Amendment Bylaw No. 2024-07”, for Lot A District Lots 202 And 211S Similkameen Division Yale District Plan KAP63701, located at 21 Lakeshore Drive West, a bylaw to add the site-specific provision, within the CT1 (Tourist Commercial) zone as follows:

“Section 11.10.4.3, In the case of Lot A District Lots 202 And 211S Similkameen Division Yale District Plan KAP63701, located at 21 Lakeshore Drive West, ‘office’ with a maximum of floor area of 250 m² shall be permitted.”;

AND THAT Council forward “Zoning Amendment Bylaw No. 2024-07” to the March 19, 2024 Public Hearing.

Strategic Priority Objective

Vibrant and Connected: Support vibrant and diverse activities creating opportunities for connection in community.

Proposal

The applicant is proposing to use an existing space within the Penticton Lakeside Resort as a real estate office on the subject property (Figure 1). In order to proceed with the proposed use, the applicant has requested a site-specific zoning on the subject property to allow ‘office’ as a permitted use with a maximum floor area of 250 m².



Figure 1 – Property Location Map

Background

The subject property is located on the north side of Lakeshore Drive West, in the downtown area of Penticton (Figure 1). The property is approximately 32,900 m² in size. Surrounding land uses include multi-family developments, commercial uses, parks, and tourist commercial. The main hotel building on the property was built in 1982, and a six-storey annex building was constructed on the property in 2016/17. The proposed office spaces would be located on the first-storey of the annex hotel building (Figure 2).



Figure 2 – Rendering of Proposed Office Space

The property is zoned 'CT1 (Tourist Commercial)' by the Zoning Bylaw 2023-08 and is designated 'Tourist Commercial' by the Official Community Plan. The CT1 zone does not currently permit office as a permitted use, which is why the zoning amendment is required.

Public Hearing

A public hearing is required for this site-specific zoning, as the request does not propose any residential uses. The *Local Government Act's* requires the City to mail public notice letters to nearby residents, public notice sign posted on the property, and post a public notice on the City's website that a Public Hearing is being held.

Analysis

Zoning Amendment

The Official Community Plan (OCP) designation for the subject property is 'Tourist Commercial', which supports areas that serve both visitors and residents, providing accommodation, entertainment, and food and beverage, as well as resort residential uses (Figure 3). Hotels, motels, restaurants, and complementary residential and office uses where appropriate.

Land Use	Description	Building Type(s)	Uses	Height / Density	Zone(s)
 <p>Tourist Commercial</p>	<p>Areas that serve both visitors and residents, providing accommodation, entertainment, and food and beverage, as well as resort residential uses.</p>	<ul style="list-style-type: none"> • Hotels • Motels • Restaurants • Complementary residential uses where appropriate 	<ul style="list-style-type: none"> • Tourist Accommodation • Restaurant • Entertainment Service • Retail • Supporting Residential and Office Uses 	<ul style="list-style-type: none"> • Up to 6 storeys (18m) 	<ul style="list-style-type: none"> • CT1 • CT2
<p>Site-Specific Tourist Commercial Policy Statement: 3200 Evergreen Drive (Witsee South Block) - tourist accommodation resort with a maximum of 20 units and a maximum floor area of 1850m²</p>					

Figure 3 – Excerpt from Land Use Designation Table (OCP)

In addition to alignment with the future land use designation, staff consider that the proposed zoning amendment will also allow for a use that is supported through the following OCP Commercial & Mixed Use Guidelines:

<i>Guideline CM1</i>	<p><i>Retail building frontages:</i></p> <ul style="list-style-type: none"> • <i>Shall meet the sidewalk at grade.</i>
	<ul style="list-style-type: none"> • The proposed office use is located on the first-storey of the existing annex hotel building. The building is located approximately 12 m from property line that fronts Lakeshore Dr. There is an existing sidewalk along Lakeshore Dr to allow pedestrians to easily access the office use.
<i>Guideline CM4</i>	<p><i>Locate parking areas to the rear or interior of a site rather than between the street and building.</i></p>
	<ul style="list-style-type: none"> • There is ample parking in the Penticton Lakeside Resort parking lot. The parking lot is located on the interior of the site to allow visitors wishing to visit the office space an area to park, while also not taking up parking spaces along Lakeshore Dr.
<i>Guideline CM5</i>	<p><i>Support a “Park Once” approach by locating and connecting parking to the greater pedestrian network.</i></p>
	<ul style="list-style-type: none"> • The parking area provided at the Penticton Lakeside Resort is located within the downtown area and adjacent to Lakeshore Dr. Parking once at this location allows pedestrians to easily access Lakeshore Dr and Main St and the downtown core by the existing pedestrian network.
<i>Guideline CM9</i>	<p><i>Clearly signed and generously sized entries to indicate primary pedestrian access.</i></p>
	<ul style="list-style-type: none"> • The proposed office fronts directly onto Lakeshore Dr. Pedestrians can easily access the proposed office space from various areas of the downtown core.

Staff consider that the application proposes a use in an area of the city that is well established for increased commercial and mixed uses. The proposed site-specific zoning to allow offices with a maximum area of 250.0 m² on the property is consistent with the ‘Tourist Commercial’ designation. Staff are recommending adding a size limit of the office space of 250 m² on the subject property. The ‘Tourist Commercial’

designation supports complementary uses such as office uses which is used in accessory to the main use of tourist accommodation.

Given that there is adequate policy through the OCP to support the proposed use, staff recommend that Council give first reading to "Zoning Amendment Bylaw No. 2024-07", and forward the bylaw to the March 19, 2024 Public Hearing to gather comments and feedback from the public.

Alternate Recommendations

Council may consider that the proposed rezoning is not suitable for this site. If this is the case, Council should deny the bylaw amendment. Staff are not recommending this option, as the proposal is well aligned with the OCP policies by allowing a commercial use in a high-amenity area of the City with a site-specific provision to allow office use.

1. THAT Council deny first reading of "Zoning Amendment Bylaw No. 2024-07".

Attachments

- Attachment A – Zoning Map
- Attachment B – Official Community Plan Map
- Attachment C – Photos of Property
- Attachment D – Letter of Intent
- Attachment E – Draft Plans
- Attachment F – Zoning Amendment Bylaw No. 2024-07

Respectfully submitted,

Jordan Hallam
Planner II

Concurrence

<p>Director of Development Services</p> <p><i>BL</i></p>	<p>City Manager</p>
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Attachment A – Zoning Map



Attachment B – Official Community Plan Map



Attachment C – Photos of Property





Attachment D – Letter of Intent

February 9, 2024

Letter of Intent

CHAMBERLAIN PROPERTY GROUP INC.

**APPLICATION FOR SITE-SPECIFIC ZONING AMENDMENT
FOR 21 LAKESHORE ROAD, PENTICTON, BC V2A 7M5**

Purpose of Application

We are requesting a site-specific zoning amendment to permit the use office within the CT1 zone for 21 Lakeshore Drive. The office use includes real estate professional services.

This is in keeping with the zoning provisions of other hotel properties including the Four Points Sheraton and Ascend Hotel.

Parking:

There are four allocated parking stalls that are included for the duration of all the terms of the lease between Penticton Lakefront Resort Corporation and Chamberlain Property Group Inc. at the SW corner plus unlimited unassigned free parking spaces elsewhere on the property limited to the use of the realtors and employees of Chamberlain Property Group Inc.

Impact on Neighbouring Properties:

We believe this will have positive impact on neighbouring properties for these reasons:

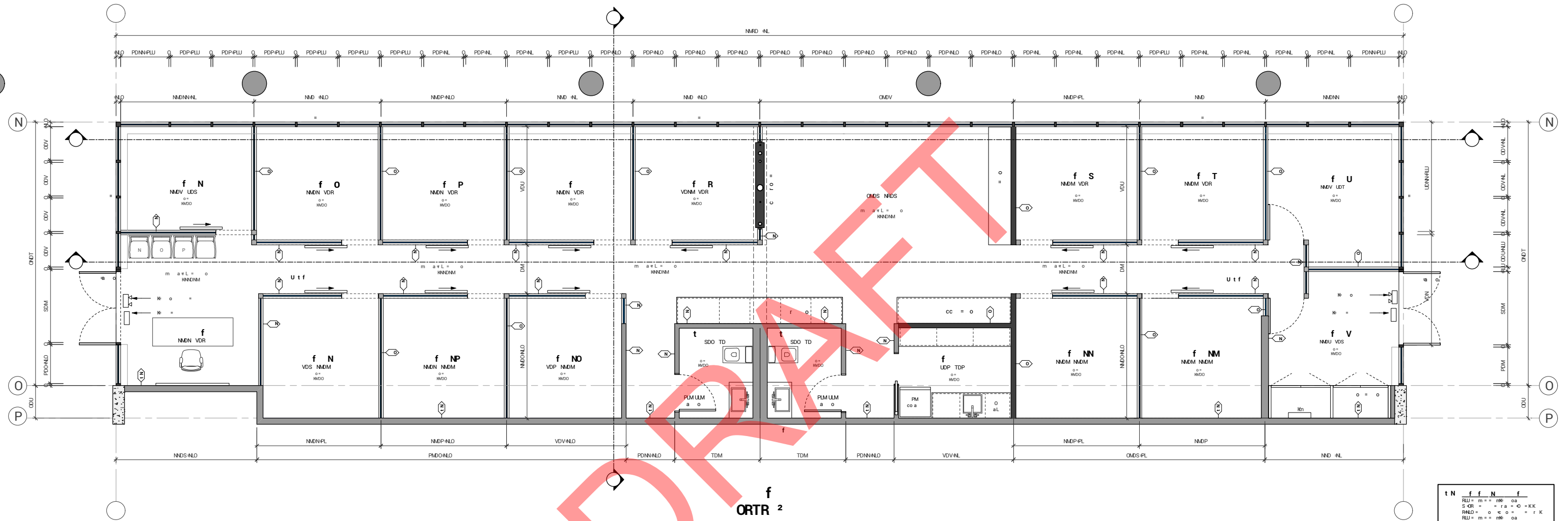
1. We are a year-round business. We actively support local restaurants and other businesses in proximity year-round.
2. Tourists coming to Penticton are often interested in real estate. This includes hotel guests and people just enjoying the beach. We will, through personal contact and digital display, be able to familiarize them with local real estate.
Our office hours are Monday-Saturday from May to October and Monday-Friday in the winter months.
3. We are active participants in community events including financial and volunteer support for the Penticton Vees and the Peach City Beach Cruise, as examples.

Minimizing Negative Impacts:

We believe that having a vibrant office space with people coming and going will add energy to the neighbourhood and not have a negative impact.

How is this a Positive Contribution to the Community?

A local landmark will look "full", and the quality of improvements will make a positive statement that although Penticton has that small town feel, it has amenities of a larger city.



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ORTR 2

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RND	=	o	c	o	=
RU	=	m	=	rh	oa
B	=	o	=	o	=
N	f	f	f	f	f
NS	=	mr	=	oa	
O	=	o	S	=	ra
NS	=	mr	=	oa	
O	t	f	f		
NS	=	mr	=	oa	
O	=	ra	=	NS	KK
NS	=	mr	=	oa	
N	f	f			
O	=	r	r	co	=
c	o	=	o	=	K
O	f	f			
O	=	r	r	co	=
NS	=	mr	=	oa	
O	=	ra	=	NS	KK
NS	=	mr	=	oa	



CHAMBERLAIN PROPERTY GROUP

LAKESIDE RESORT, PENTICTON

EXTERIOR ELEVATION

Revisions:

- A
- B
- C
- D
- E
- F
- G
- H

Drawn: Sam Shakura	Date: 2022 - 02 - 11
Scale:	
ID:	Sheet: 1 of 1

General Notes

1. These drawings are to serve as a design guideline only. All dimensions must be checked on site by coordinating trades to ensure accuracy and verify specifications prior to construction, as well as ensure stability for all construction.
2. These drawings are to be read in conjunction with any and all other architectural, engineered and structural plans provided by expert consultants.
3. If there are any discrepancies or concerns, please email our office so that we can adjust accordingly.

Bylaw No. 2024-07

A Bylaw to Amend Zoning Bylaw 2023-08

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

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

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

1. **Title:**

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 2024-07".

2. **Amendment:**

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

Add Section 11.10.4.3: "In the case of Lot A District Lots 202 And 211S Similkameen Division Yale District Plan KAP63701, located at 21 Lakeshore Drive West, office with a maximum of 250 m² shall be permitted."

2.2 Schedule 'A' 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



City of Penticton – Schedule 'A'
Zoning Amendment Bylaw No. 2024-07

Date: _____

Corporate Officer: _____

Bylaw No. 2023-20

A Bylaw to Amend Zoning Bylaw 2023-08

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

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

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

1. **Title:**

This bylaw may be cited for all purposes as "Zoning Amendment Bylaw No. 2023-20".

2. **Amendment:**

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

Rezone Lot 5 District Lot 249 Similkameen Division Yale District Plan 3578 Except Plan KAP68411, located at 732 Government Street, from R2 (Small Lot Residential) to RM2 (Low Density Multiple Housing) as shown on Schedule 'A'.

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

READ A FIRST time this	20	day of	June, 2023
A PUBLIC HEARING was held this	18	day of	July, 2023
READ A SECOND time this	18	day of	July, 2023
READ A THIRD time this	18	day of	July, 2023
ADOPTED this		day of	, 2024

Notice of intention to proceed with this bylaw was published on the 7th day of July, 2023 and the 12th day of July, 2023 in an online news source and the newspaper, pursuant to Section 94.2 of the *Community Charter*.

Julius Bloomfield, Mayor

Angie Collison, Corporate Officer



Schedule A: Zoning Amendment Bylaw 2023-20

Date:

Corporate Officer:

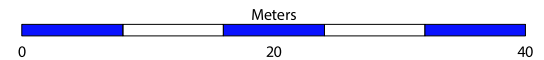


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June 12, 2023 11:33:24 AM



Coordinate System: NAD 1983 CSRS UTM Zone 11N