

**City of Kelowna
Regular Council Meeting
AGENDA**



Monday, January 27, 2014
1:30 pm
Council Chamber
City Hall, 1435 Water Street

Pages

1. Call to Order

This meeting is open to the public and all representations to Council form part of the public record. A live audio feed is being broadcast and recorded by CastaNet and a delayed broadcast is shown on Shaw Cable.

2. Development Application Reports & Related Bylaws

- 2.1 Agricultural Land Reserve Appeal Application No. A13-0015 - 2220-2335 Highway 33 East, Henry Funk** 3 - 28

The applicant is requesting permission from the Agricultural Land Commission (ALC) for a "*Subdivision of agricultural land reserve*" under Section 21(2). The subdivision is more specifically a "Homesite Severance" request as per ALC Policy #11 – Homesite Severance on ALR Lands.

- 2.2 Rezoning Application No. Z12-0065, Extension Request - 1650 KLO Road, Danco Developments Ltd.** 29 - 31

To extend the date for adoption of Zone Amending Bylaw No. 10786 from January 15, 2014 to January 27, 2014 in order to rezone the subject property from the A1 - Agriculture 1 zone to the RR1 - Rural Residential 1 and RR3 - Rural Residential 3 zones and to consider the final adoption of the Zone Amending Bylaw.

- 2.2.1 Bylaw No. 10786 (Z12-0065) - 1650 KLO Road, Danco Developments** 32 - 33

To adopt Bylaw No. 10786 in order to rezone the subject property from the A1 - Agriculture 1 zone to the RR1 - Rural Residential 1 and RR3 - Rural Residential 3 zones.

3. Non-Development Reports & Related Bylaws

- 3.1 Airport Fees and Charges Bylaw Amendment** 34 - 45

To obtain Council's approval to amend the Kelowna International Airport's fees and charges by amending Bylaw No. 7982.

3.1.1 Bylaw No. 10909 - Amendment No. 28 to Airport Fees Bylaw No. 7982 46 - 49

To give first, second and third readings to Bylaw No. 10909 in order to amend Airport Fees Bylaw No. 7982.

3.2 Parking Strategy Phase 2 50 - 115

To obtain endorsement from Council on guiding principles that will guide future parking management decisions, obtain approval for base parking rate adjustments and move forward with development of detailed area plans.

3.2.1 Bylaw No. 10905 - Amendment No. 23 to Traffic Bylaw No. 8120 116 - 119

To give first, second and third readings to Bylaw No. 10905 in order to amend Traffic Bylaw No. 8120

3.3 Road Closure - Sutton Glen Park 120 - 122

The closed road is to be consolidated with the adjacent City property. A statutory right of way to protect City utilities within the road closure area will be registered concurrently.

3.3.1 Bylaw No. 10910 - Road Closure Bylaw, Portion of Road adjacent to Sutton Glen Park 123 - 124

To give first, second and third readings to Bylaw No. 10910 in order to authorize the City to permanently close and remove the highway dedication of a portion of highway adjacent to Sutton Glen Park.

3.4 Ethel Active Transportation Corridor 125 - 130

To obtain approval from Council to make application for a \$100,000 CIPP Grant for the Ethel ATC between Harvey and Bernard Avenue and to move the construction of the project up one year.

4. Mayor and Councillor Items

5. Termination

reviewed in the context of the overall agricultural integrity of the parcel, where the size and configuration will, in the Commission's opinion, constitute a viable agricultural remainder.

Therefore, Council should consider this request with respect to the proposed size and configuration as homesite severance parcels should be minimized in size to help ensure the remainder is viable. This is particularly important in Kelowna where parcel sizes are already small.

The property currently contains a tree farm primarily located on the property north of the Highway with a smaller portion of the operation on the south side of the highway. There is also an existing non-conforming business located on the property south of the highway.

Staff notes that the ALC Policy # 11, Item 4 regarding Homesite Severance on ALR Lands, states that an alternative parcel can be considered if the Commission deems appropriate that the proposed parcel could create potential difficulty for the agricultural operation. Refer to Legislative policies in Section 5.3, below.

4.0 Proposal

4.1 Background

The applicant is requesting permission from the ALC for a Subdivision in the Agriculture Land Reserve under Section 21(2) of the ALC Act. The applicants are seeking a two lot subdivision for the purpose of a homesite severance. The owner purchased the subject property in 1965 and therefore qualifies for subdivision consideration as a homesite severance.

4.2 Project Description

The subject property is located along Highway 33 East between Black Mountain Drive/Gallagher Road and Brentwood Road in the Belgo-Black Mountain Sector of the City.

The 5.2 ha (12.8 acre) property is unique in that it is bisected by Highway 33 East. The applicant is requesting a 1.27 ha (3.1 acre) subdivision for the homesite which will retain the existing single family dwelling, outbuildings and gardens situated on the northwest portion of the property, north of Highway 33. The 3.93 ha (9.7 acre) remainder of the property will consist of the remaining portion of the property north of Highway 33 and all of the property south of the highway. The property south of the highway also contains an existing single family dwelling.

4.3 Site Context

The subject property is located along Highway 33 East between Black Mountain Drive/Gallagher Road and Brentwood Road in the Belgo-Black Mountain Sector of the City. The subject property is in a rural/agricultural area, surrounded by a mix of agricultural, rural and urban land.

4.3.1 Agricultural Capability/Soil Types

Based on Canada Land Inventory information (see attached Maps), the subject property is thought to be comprised of mainly two soil types including Rutland (R) and Peachland (PA). More specifically, it is expected that the southern portion (~81%) of the property is 100% Rutland, while the northern portions of the subject property is comprised of mostly Peachland (10%).

Rutland soils are defined as very gently to strongly sloping fluvioglacial deposits consisting of 10 to 25cm of sandy loam or loamy sand over gravelly loamy sand or very gravelly sand with drainage cited as rapid.

Peachland soils are defined as hummocky, pitted fluvioglacial deposits (kame) often over gently to very steeply sloping glacial till, comprised of 100cm or more of gravelly silt loam, gravelly sandy loam or gravelly loamy sand with drainage cited as well to moderately well.

The southern 66% has been identified as 81% Class 5 with moisture deficiency and stoniness as limiting factors. The existing home site is on the lesser value agricultural land (i.e. 15% Class 6 with topography and excess water). No additional documentation has been provided with respect to the agricultural capability of the land.

Parcel Summary:

Parcel Size: 5.2 ha (12.8ac)
 Elevation: 593-605 masl (North of Hwy 33)
 602-606 masl (South of Hwy 33)

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	A1 - Agriculture 1	Agricultural
East	A1 - Agriculture 1	Agricultural
South	A1 - Agriculture 1	Agricultural
West	A1 - Agriculture 1, RR1 - Rural Residential 1 & RR2 Rural Residential 2	Rural, Agricultural, Residential

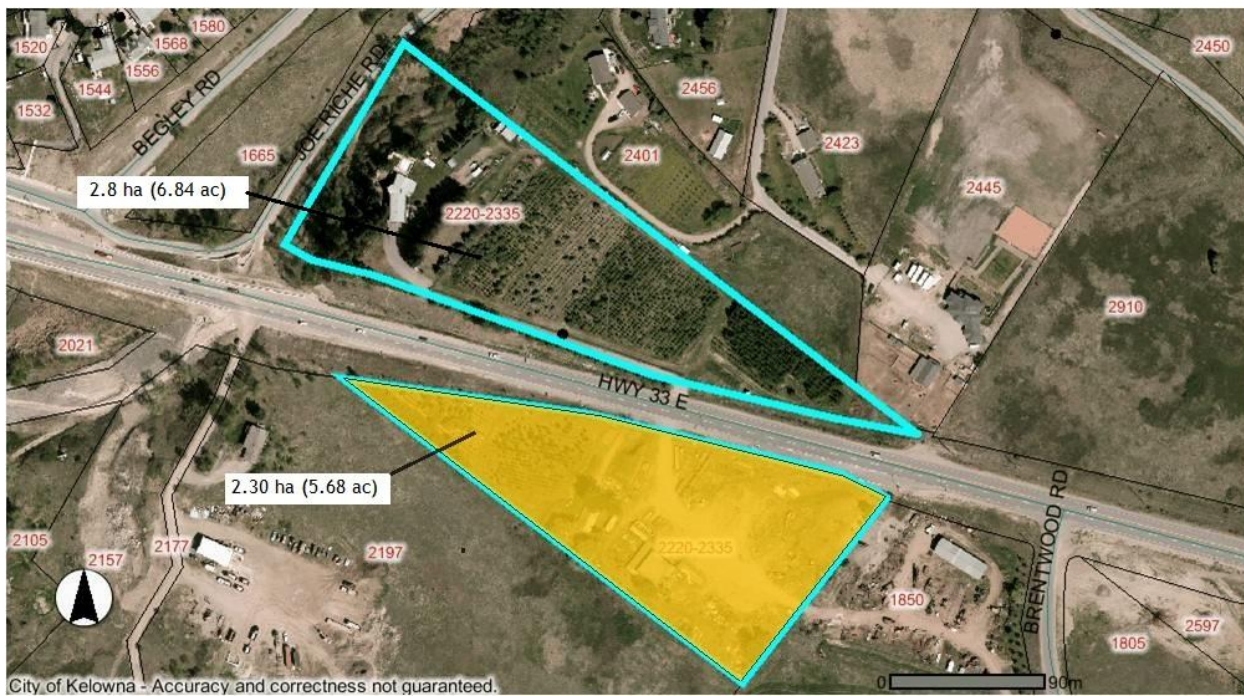
Map 1: Subject Property - 2220-2335 Hwy 33



Map 2: Proposed Homesite Severance by Applicant



Map 3: Proposed Staff Recommended Parcel Configuration - Homesite Severance



5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Objective 5.33 Protect and enhance local agriculture¹.

Policy .1 Protect Agricultural Land. Retain the agricultural land base by supporting the ALR and by protecting agricultural lands from development, except as otherwise noted in the City of Kelowna Agricultural Plan. Ensure that the primary use of agricultural land is agriculture, regardless of parcel size.

Policy .3 Urban Uses. Direct urban uses to lands within the urban portion of the Permanent Growth Boundary, in the interest of reducing development and speculative pressure on

Policy .8 Subdivision. Maximize potential for the use of farmland by not allowing the subdivision of agricultural land into smaller parcels (with the exception of Homesite Severances approved by the ALC) except where significant positive benefits to agriculture can be demonstrated.

Policy .9 Housing in Agricultural Areas. Discourage residential development (both expansions and new developments) in areas isolated within agricultural environments (both ALR and non-ALR).

Objective 5.34 Preserve productive agricultural land².

Policy .3 Homeplating. Locate buildings and structures, including farm help housing and farm retail sales area and structures, on agricultural parcels in close proximity to one another and where appropriate, near the existing road frontage. The goal should be to maximize use of existing infrastructure and reduce impacts on productive agricultural lands.

Objective 6.2 Improve energy efficiency and reduce community greenhouse gas emissions³.

Policy .1 GHG Reduction Target and Actions. The City of Kelowna's efforts will be focussed on creating more mixed-use neighbourhoods (as identified on the OCP Future Land Use map) and on ensuring that residents can conveniently and safely travel by bus or by foot, bicycle and other forms of active transportation to get to major community destinations while ensuring the efficient movement of goods and services.

5.2 City of Kelowna Agriculture Plan

ALR Application Criteria⁴

Exclusion, subdivision, or non-farm use of ALR lands will generally not be supported. General non-support for ALR applications is in the interest of protecting farmland through retention of larger parcels, protection of the land base from impacts of urban encroachment, reducing land speculation and the cost of entering the farm business, and encouraging increased farm capitalization.

Urban - Rural/Agricultural Boundary Policies⁵

Parcel Size (Agricultural Land) - Discourage the subdivision of agricultural land into smaller parcels, except where positive benefits to agriculture can be demonstrated.

¹ City of Kelowna Official Community Plan - Chapter 5 - Development Process; pp. 5.33 & 5.34.

² City of Kelowna 2030 Official Community Plan: Greening Our Future (2011), Development Process Chapter; p. 5.34.

³ City of Kelowna 2030 Official Community Plan: Greening Our Future (2011), Environment Chapter; pp. 6.1 & 6.2.

⁴ City of Kelowna Agriculture Plan (1998); p. 130.

⁵ City of Kelowna Agriculture Plan (1998); p. 131.

Homesite Severance - Continue to support the concept of homesite severance, consistent with Agricultural Land Commission Policy #025/78 [11]⁶.

5.3 Legislative Policies - Agricultural Land Commission Policy #11 - Homesite Severance

Persons making use of this policy should understand clearly that⁷:

- a. no one has an automatic right to a "homesite severance";*
- b. the Commission shall be the final arbiter as to whether a particular "homesite severance" meets good land use criteria;*
- c. a prime concern of the Commission will always be to ensure that the "remainder" will constitute a suitable agricultural parcel.*

4. There will be cases where the Commission considers that good land use criteria rule out any subdivision of the land because subdivision would compromise the agricultural integrity of the area, and the Commission must therefore exercise its discretion to refuse the "homesite severance".

Where the Commission decides to allow a "homesite severance", there are two options:

- a) the existing homesite may be created as a separate parcel where it is of a minimum size compatible with the character of the property (plus a reasonable area, where required, for legal access purposes); or*
- b) where the location of the existing homesite is such that the creation of a parcel encompassing the homesite would, in the Commission's opinion, create potential difficulty for the agricultural operation or management of the "remainder", the Commission may, as it deems appropriate, approve the creation of a parcel elsewhere on the subject property.*

5. The remainder of the subject property after severance of the homesite must be of a size and configuration that will, in the Commission's opinion, constitute a suitable agricultural parcel. Where, in the Commission's opinion, the "remainder" is of an unacceptable size or configuration from an agricultural perspective, there are three options:

- a) the Commission may deny the "homesite severance";*
- b) the Commission may require that the "remainder" be consolidated with an adjacent parcel; or*
- c) the Commission may require the registration of a covenant against the title of the "remainder" and such a covenant may prohibit the construction of dwellings.*

5.4 Technical Comments

5.5 Building & Permitting Department

The Building & Permitting Department suggested there may be potential for environmental issues on site with respect to heavy machinery impacts from Highway 33.

5.6 Development Engineering Department

See attached memo for comments.

⁶ City of Kelowna Agriculture Plan (1998); p. 85.

⁷ Agricultural Land Commission - Policy #11 - Homesite Severance on ALR Lands (http://www.alc.gov.bc.ca/legislation/policies/Pol11-03_homesite-severance.htm)

5.7 Interior Health Authority

No concerns provided the servicing by community sanitary sewer and water.

5.8 Ministry of Agriculture

The Ministry of Agriculture noted that their interests are unaffected, and it defers to the Agriculture Land Commission (ALC) in its decision making processes regarding Homesite Severance applications.

Should the ALC grant a Homesite severance on this property the Ministry requests that standard "noise, odour and dust" covenants be placed on the "severed" property and that a pet/people proof fence be constructed to keep non-farm persons and pets from entering the active farming area.

6.0 Application Chronology

Date of Application Received: December 3, 2013

Agricultural Advisory Committee December 12, 2013

The above noted application was reviewed by the Agricultural Advisory Committee at the meeting December 12, 2013 and the following recommendations were passed:

THAT the Agricultural Advisory Committee recommends that Council supports Agricultural Land Reserve Appeal Application No. A13-0015 for the property located at 2220 - 2335 Highway 33, Kelowna, BC for an application to the Agricultural Land Commission for a "*Subdivision of agricultural land reserve*" under Section 21(2) of the *Agricultural Land Commission Act* for a "Homesite Severance" pursuant to Policy #11 - Homesite Severance of ALR Lands as proposed by the Applicants.

ANECDOTAL COMMENT

The Agricultural Advisory Committee recommended support of the homesite severance application subject to the Applicant making a lot line adjustment so that the property is divided by Highway 33. The Committee Members expressed a concern with the application as presented as it could potentially allow the property owner to subdivide the property into three (3) small lots in the future. The Committee Members also expressed a concern with creating more traffic on an already poor Highway 33 access. (Refer to Alternate Recommendation, below).

7.0 Alternate Recommendation

THAT Agricultural Land Reserve Appeal Application No. A13-0015 for Lot B Section 18 TWP 27 ODYD Plan 5192 Except Plan H8433, located at 2220-2335 Highway 33 E for a "*Subdivision of agricultural land reserve*" pursuant to Section 21(2) of the *Agricultural Land Commission Act*, be supported by Council, as per Map 2;

AND THAT the Council directs staff to forward the subject application to the Agricultural Land Commission for consideration.

Note: If the lot configuration, as proposed by the applicant, is supported by Council, the ALC and City of Kelowna guidelines for lot adjacency buffering should apply.

Report prepared by:

Melanie Steppuhn, Land Use Planner
Subdivision, Agriculture & Environment Services

Reviewed by:

Todd Cashin, Manager
Subdivision, Agriculture & Environment Services

Approved for Inclusion:

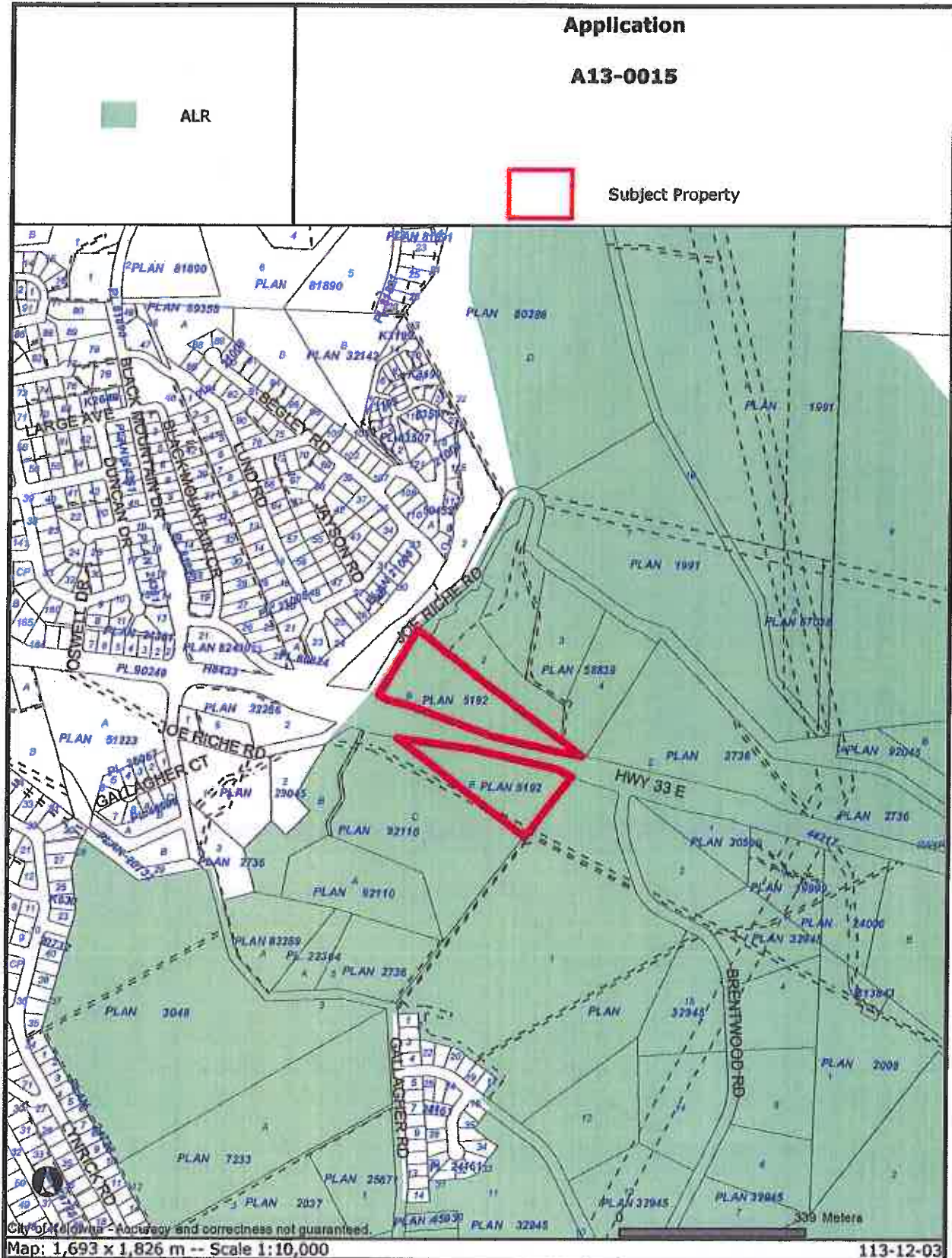
Shelley Gambacort, Director
Subdivision, Agriculture & Environment Services

Attachments:

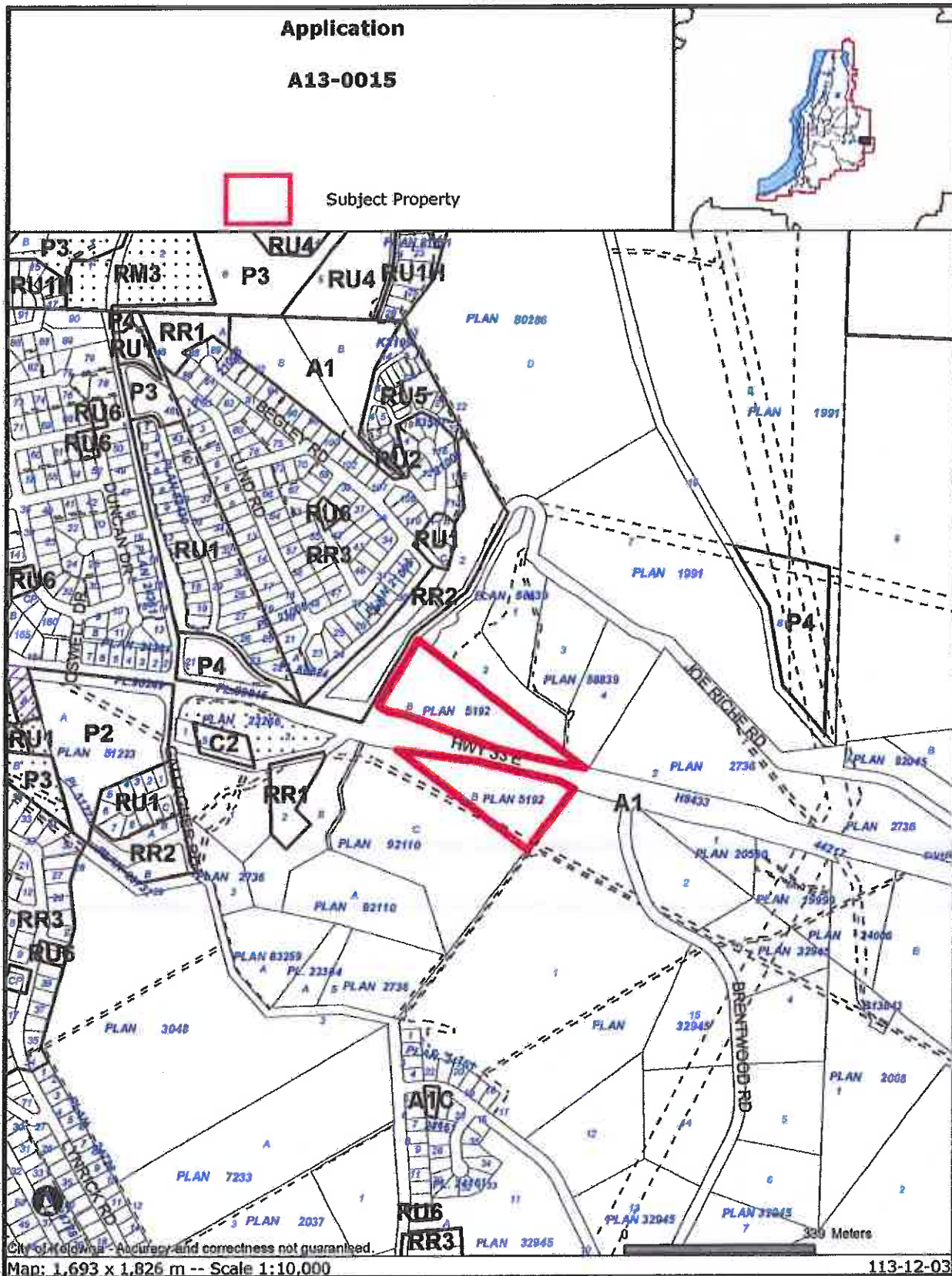
Application Package (12 pages)

Canada Land Inventory - Land Capability and Soil Classification (2 pages)

Memo - Development Engineering Manager (1 page)



Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

Homesite Severance Application for Lot B Title 270195 2220-2335 Hwy 33 E, Kelowna, BC

Introduction:

On behalf of the registered owner, Henry Funk, Now Town Services would like to make the application for a Homesite Severance under Section 21 (2) of the *Agricultural Land Commission Act* for his property located at 2220-2335 Hwy 33 E, Kelowna, BC legally Identified as Lot B Plan 5192.

The property in question for this application falls within the jurisdiction of the City of Kelowna and is zoned A1. The 5.2ha property is transected by Highway 33 and currently operates as a Christmas tree farm. Mr. Funk has owned and operated this property since 1965, well before the inception of the ALR.

Given his advanced age, Mr. Funk wishes to retire from his responsibilities of operating the Christmas tree farm. He and his wife would prefer, however, to continue residing on the portion of the land that contains the existing family home, outbuildings and gardens. It is for this reason that Mr. Funk would like to subdivide the land and sell the remainder of the property that contains the tree farm.



Figure 1: Property in relation to the city of Kelowna.

Proposal:

As indicated in Figure 2, the Homesite Severance area is to be comprised of the northwest portion of the property, and the access driveway that runs parallel to Highway 33, which is required as a pan-handle extension to provide access. This area totals 1.27 ha in size and comprises approximately 24% of the property. The remaining 3.93ha north and south of Highway 33 will remain joined under the same title and will be sold following subdivision approval from the Agricultural Land Commission.

The panhandle portion of the severance parcel that contains the access road shall be a shared access by easement, allowing the future farm owner access to the land at 2 different points (Figure 2). This easement will remain in perpetuity, ensuring the future owner long term access to their site.

On the section of the property south of Highway 33 there is a secondary home that could functionally act as the residence for the new owner. This makes the remaining property a ready-to-farm unit.



Figure 2: Aerial image showing contour lines (1m), locations of interest, and proposed boundaries.

Proposed Buyer:

The proposed buyers for the remainder of the site following subdivision approval are Jacob John Funk and Henry Paul Funk. Please find a letter of their intent to purchase attached as Appendix C.

Impact on Agriculture:

The proposed Homesite Severance parcel contains no land with active agricultural activities, so there would be zero net impact on agricultural output from present. Furthermore, the portion of the proposed severance area contained between Joe Riche Road and the existing home lies at a steep grade in excess of 30% (as seen in Figure 2), and is therefore unsuitable for agricultural uses. The small remaining portion of the proposed severance parcel contains the Funk family home, outbuildings, yard, and garden. This area is of great sentimental value to the Funk family, and would remain as their homestead.

The portion of the property that historically has been the most agriculturally productive is the tree farm, which would not be impacted or fragmented by the proposed Homesite Severance. The farm would remain as prime agricultural land, and would likely benefit from a younger owner with a greater ability to sustain the agricultural viability of the land in the future.

The second existing home south of Highway 33 is a functional dwelling unit that is move-in ready for the future owner of the property. Having this existing home on the parcel further protects the agricultural land from development under Section 18 of the *Agricultural Land Commission Act* which states that no more than one residence may be approved on a parcel of ALR land unless additional residences are for farm use.

Current Use of Land:

As indicated previously, the property contains a Christmas tree farm, which extends to both sides of Highway 33. The southeast corner of the property has existing non-conforming light industrial uses. The northwest section of the property contains the Funk family home, yard, outbuildings, and gardens. These land uses are illustrated in Appendix B.

The property is bound by ALR land to the north, south, and east. The land west of the property currently lies empty, but is zoned *Rural Residential 2* by the City of Kelowna. Specific identifiable uses on adjacent lots are labelled in Appendix B and include:

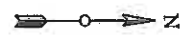
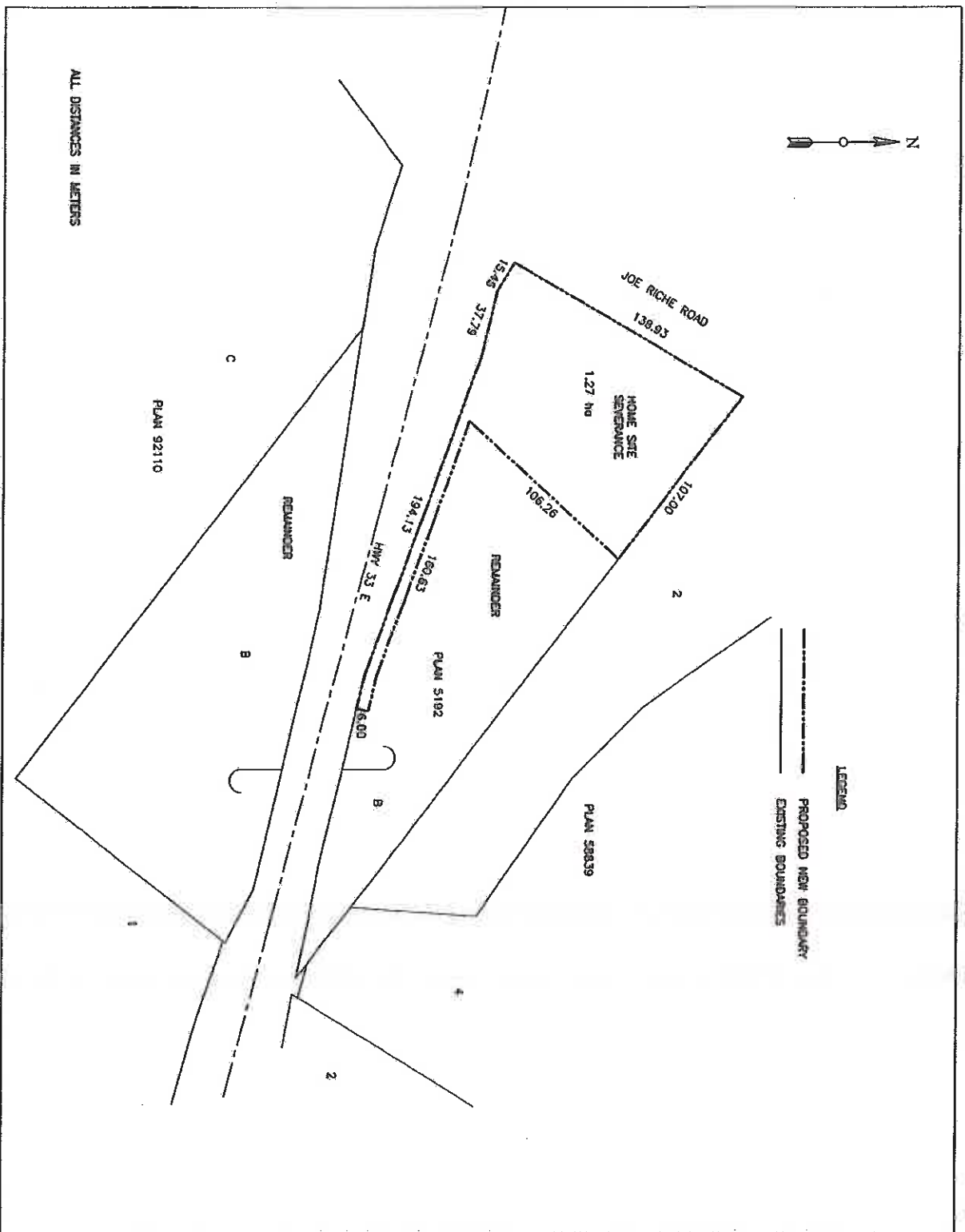
- A peach farm (north).
- Light industrial (southwest and southeast)
- Livestock feedlot (northeast)

Summary:

Given that the proposed severance parcel does not encroach upon active agricultural activities, the agricultural impact of this proposal is negligible. The remainder of the property would remain as a viable farm unit with a livable dwelling.

Mr. and Mrs. Funk simply wish to age-in-place in their home that they have owned since 1965. The commitment to maintain the tree farm has exceeded the physical limitations of an elderly couple. It is time to pass on the torch to a younger owner to sustain the agricultural activities of the farm in the years to come.

Appendix A: Proposed Subdivision Site Plan



LEGEND
 - - - - - PROPOSED NEW BOUNDARY
 _____ EXISTING BOUNDARIES

LEGEND

- - - - - PROPOSED NEW BOUNDARY
 _____ EXISTING BOUNDARIES

Notes
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 Any conditions or amendments shall be reported to the architect.

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 For Contractor's Purposes

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product use
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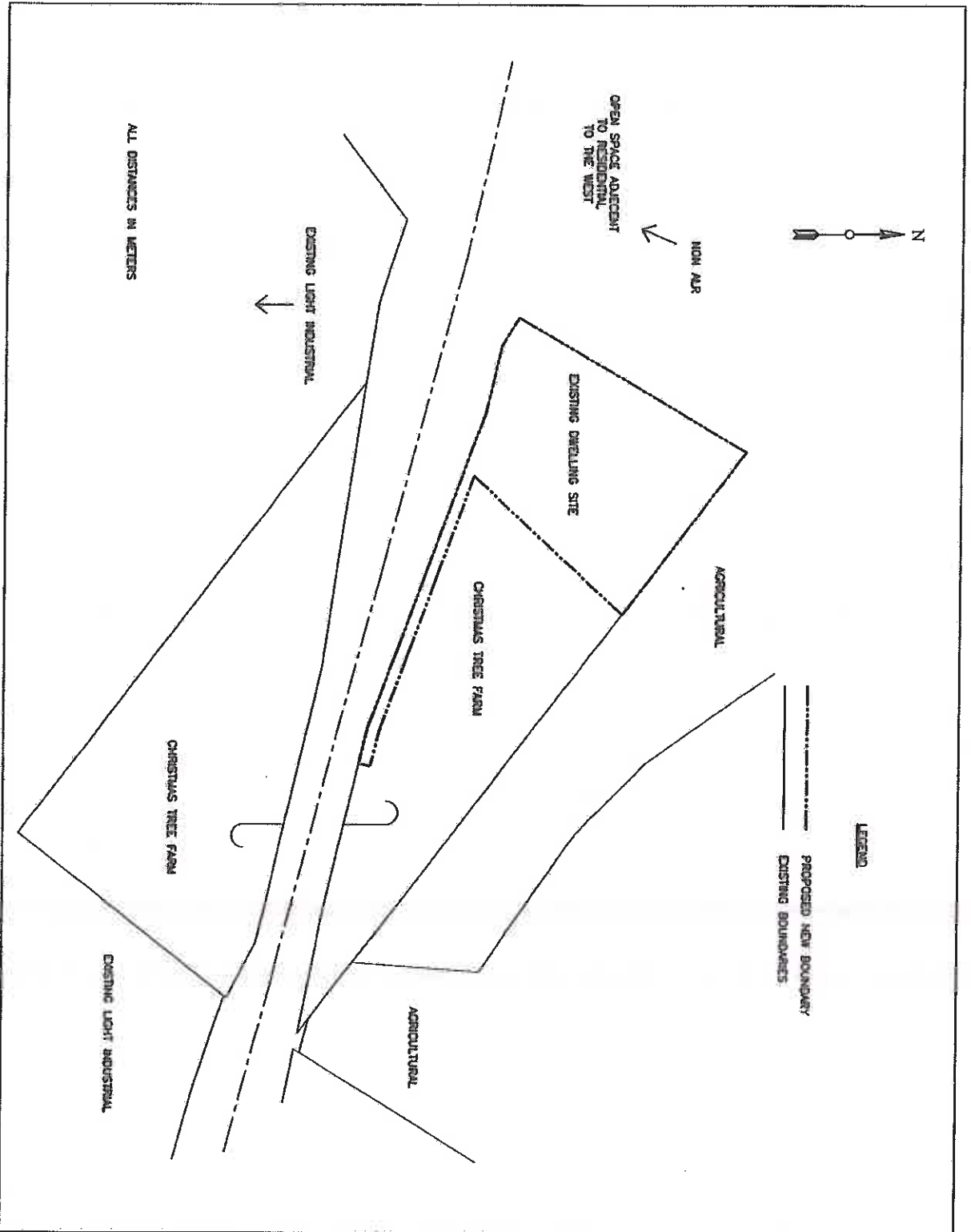
project no. 1570

drawing title
**PROPOSED SUB-DIVISION
 SITE PLAN
 HOME SITE SEVERANCE
 SUBJECT TO SURVEY**

approved	DATE	AS NOTED
checked		
drawn		
designing		
drawing no.		

printed
 October 30, 2013 02:05 PM

Appendix B: Existing Land Use



Notes:

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The first issue of the documents
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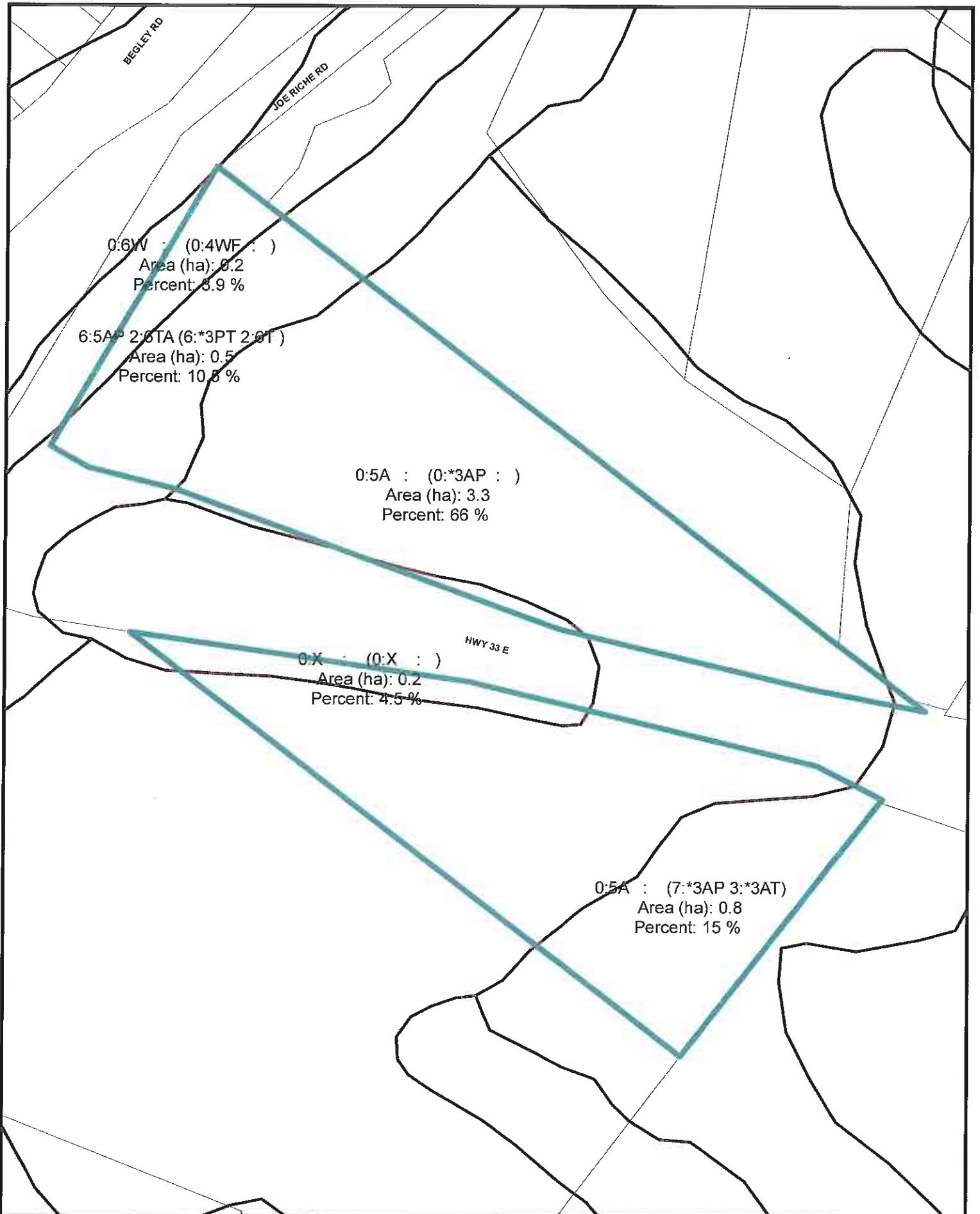
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 HOME SITE SEVERANCE

Project no.: 1578
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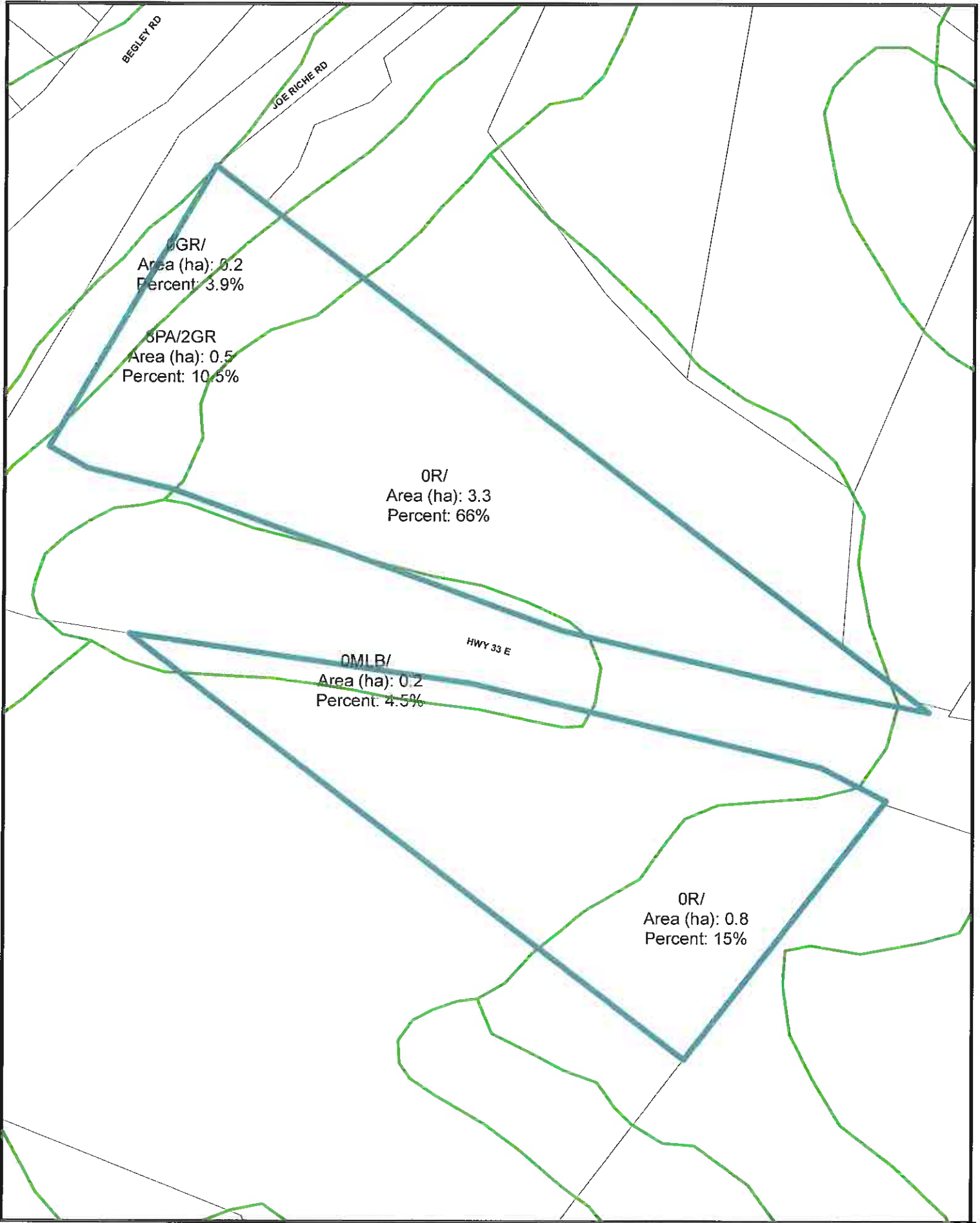
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Approved	
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Date: October 30, 2013 12:37 PM

Land Capability = Brown/ Soil Class = Green



Land Capability = Brown/ Soil Class = Green



CITY OF KELOWNA

MEMORANDUM

Date: December 17, 2013
File No.: A13-0015
To: Land Use Management (SG)
From: Development Engineering Manager (SM)
Subject: 2220-2335 Hwy 33, Lot B, Plan 5192, Sec. 18, Twp. 27, ODYD

The Development Engineering comments regarding this potential Homesite severance are as follows:

1. General.

- a) Development Engineering has no comments at this point in time with regard to this application, however, a comprehensive report will be provided at the time of subdivision application submission when the Agricultural Land Commission agrees to allow the homesite severance of the subject property within the Agricultural Land Reserve.

Potential requirement associated with the homesite severance are provided for information only and are subject to the policies in effect at the time when a formal application could be made by the owners.

2. Subdivision.

- a) The N-E corner of the property is located within the paved section of Old Joe Riche Road. A short dedication along Old Right of Way would rectify the situation and ensure that Old Joe Riche road is located within a public Right of Way.
- b) The property is located adjacent to Hwy 33 which is a controlled access Highway. The subdivision may be subject to the MOTI comments and requirements.

Steve Muenz, P. Eng.
Development Engineering Manager

B²

REPORT TO COUNCIL



Date: 1/27/2014
RIM No. 1250-30
To: City Manager
From: Subdivision, Agriculture & Environment -
Community Planning & Real Estate (MS)
Application: Z12-0065 **Owner:** Danco Developments Ltd.
Inc. No. BC0447682
Address: 1650 KLO Road **Applicant:** Protech Consultants Ltd.
Subject: Rezoning Application Extension Request and Bylaw Adoption
Existing OCP Designation: REP - Resource Protection Area
Existing Zone: A1 - Agriculture
Proposed Zone: RR1 & RR3 - Rural Residential 1 & 3

1.0 Recommendation

THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Zone Amending Bylaw No. 10786 (Z12-0065, Danco Developments Ltd., Inc. No. BC0447682 located at 1650 KLO Road, Kelowna, BC) for Lot 3 District Lot 131 ODYD Plan KAP77109 be extended from January 15, 2014 to January 27, 2014.

AND THAT final adoption of the Zone Amending Bylaw be considered.

2.0 Purpose

To extend the date for adoption of the Zone Amending Bylaw No. 10786 from January 15, 2014 to January 27, 2014 in order to rezone the subject property from the A1-Agriculture zone to the RR1 & RR3 - Rural Residential 1 & 3 and to consider the final adoption of the Zone Amending Bylaw No. 10786.

3.0 Subdivision, Agriculture & Environment Services

The applicant wishes to rezone the subject property from the A1-Agriculture zone to the RR1 & RR3 - Rural Residential 1 & 3 zones.

Section 2.12.1 of Procedure Bylaw No. 10540 states that:

In the event that an application made pursuant to this bylaw is one (1) year old or older and has been inactive for a period of six (6) months or greater:

- a) The application will be deemed to be abandoned and the applicant will be notified in writing that the file will be closed;
- b) Any bylaw that has not received final adoption will be of no force and effect;
- c) In the case of an amendment application, the City Clerk will place on the agenda of a meeting of **Council** a motion to rescind all readings of the bylaw associated with that Amendment application.

Section 2.12.2 of the Procedure Bylaw makes provision that upon written request by the applicant prior to the lapse of the application, **Council** may extend the deadline for a period of twelve (12) months by passing a resolution to that affect.

Bylaw No. 10786 received second and third readings on January 15, 2013, after the Public Hearing held on the same date, and final adoption was being withheld pending the requirements of the Development Engineering Branch being completed to their satisfaction, and a Preliminary Layout Review Letter issued by the Approving Officer.

This project remains unchanged and is the same in all respects as originally applied for.

As all requirements have been completed the Zoning Amending Bylaw may now be considered for adoption.

Report prepared by:

Melanie Steppuhn, Planner II
Subdivision, Agriculture & Environment Services

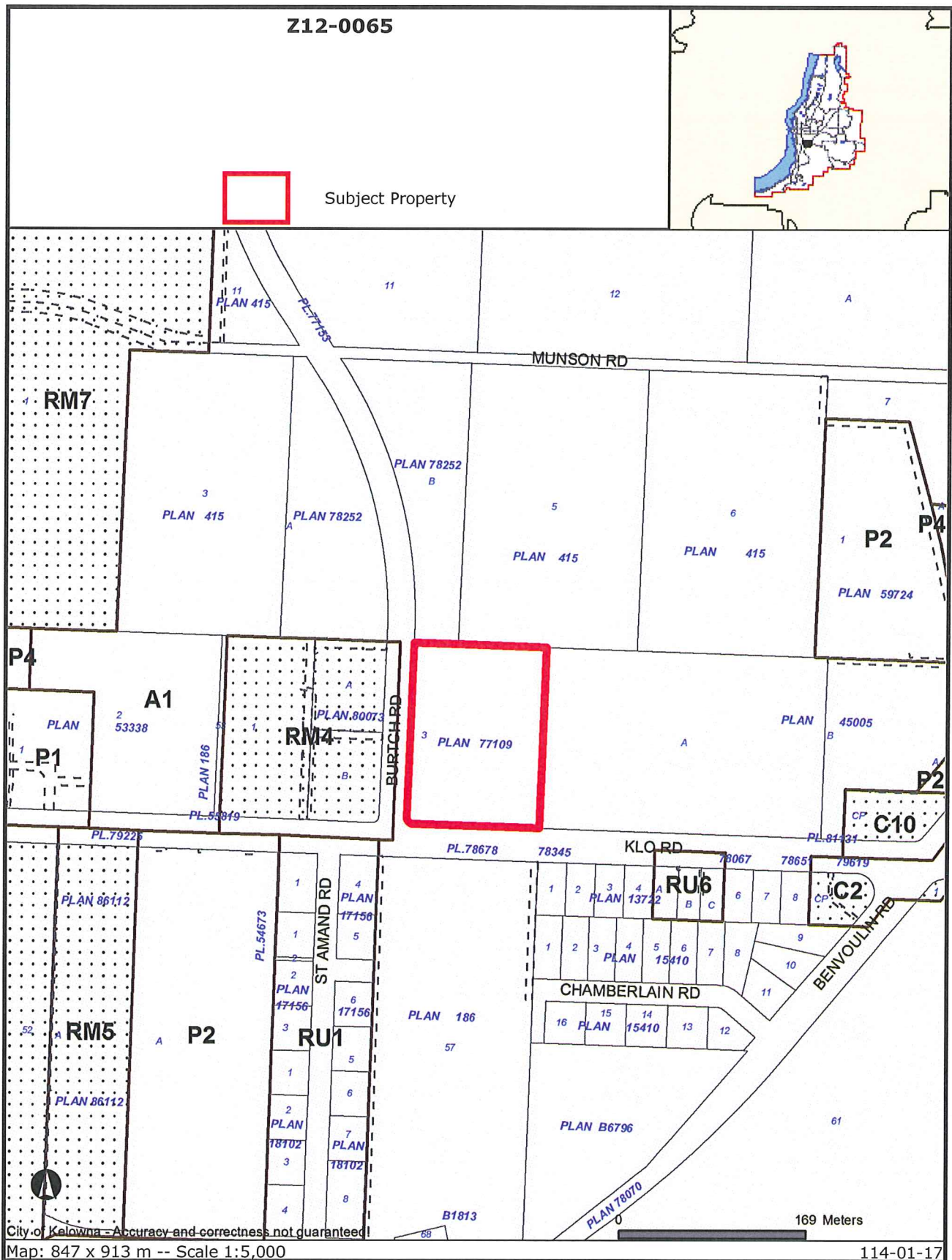
Approved for Inclusion:



Shelley Gambacort, Director / Subdivision Approving Officer
Subdivision, Agriculture & Environment Services

Attachments:

Site Plan



City of Kelowna - Accuracy and correctness not guaranteed!
 Map: 847 x 913 m -- Scale 1:5,000

114-01-17

Certain layers such as lots, zoning and dp areas are updated bi-weekly. This map is for general information only.
 The City of Kelowna does not guarantee its accuracy. All information should be verified.

CITY OF KELOWNA
BYLAW NO. 10786
Z12-0065 - Danco Developments Ltd
1650 KLO Road

A bylaw to amend the "City of Kelowna Zoning Bylaw No. 8000".

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. THAT City of Kelowna Zoning Bylaw No. 8000 be amended by changing the zoning classification of part of Lot 3, District Lot 131, ODYD, Plan KAP77109 located on KLO Road, Kelowna, B.C., from the A1 - Agriculture 1 zone to the RR1 - Rural Residential 1 zone and RR3 - Rural Residential 3 zone as shown on Map "A" attached.
2. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first time by the Municipal Council this 26th day of November, 2012.

Considered at a Public Hearing on the 15th day of January, 2013.

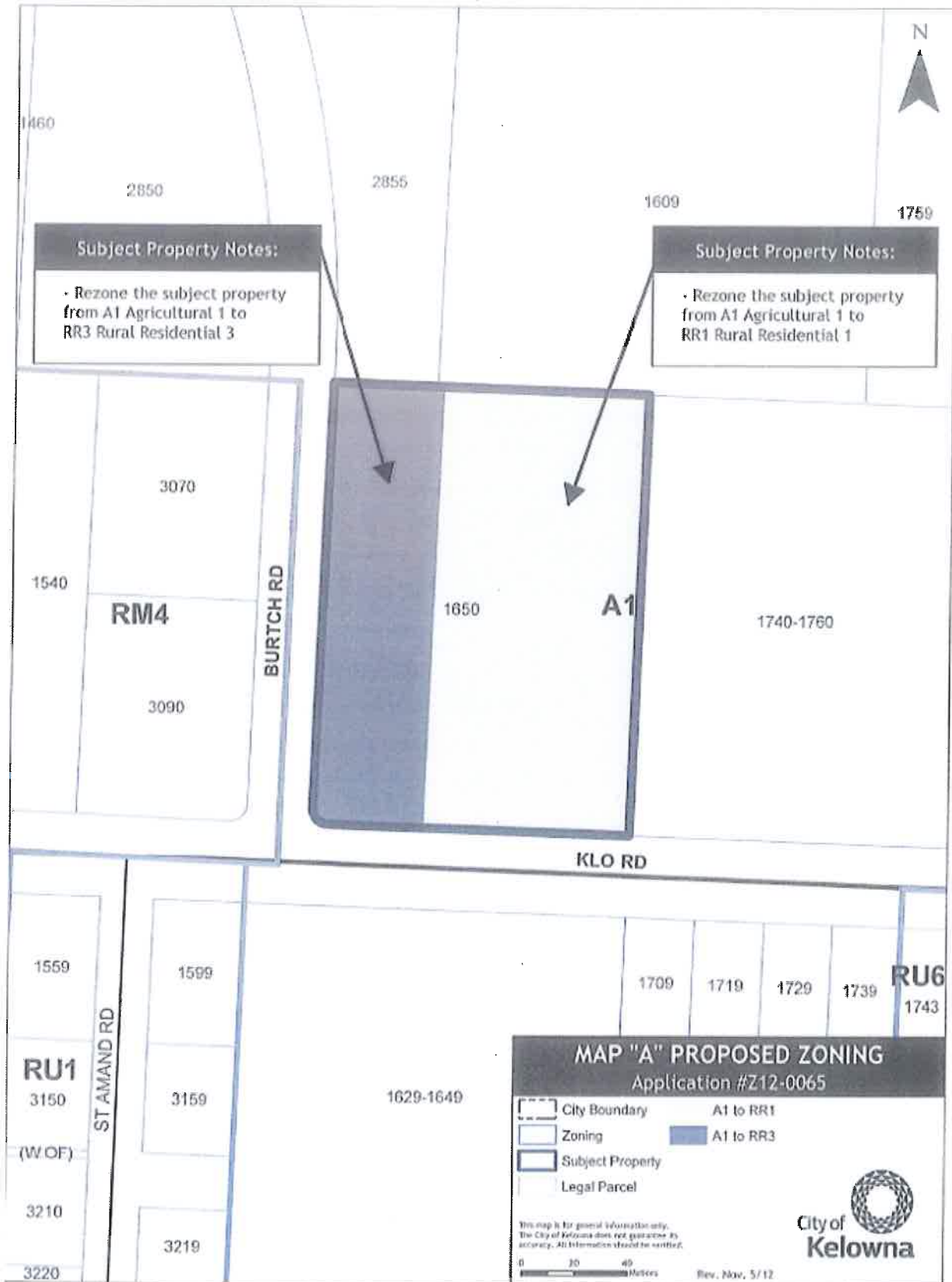
Read a second and third time by the Municipal Council this 15th day of January, 2013.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Bylaw No. 10786 - Page 2
Map "A"



Report to Council



Date: 1/27/2014
File: 0610-53, 0245-10
To: City Manager
From: Noreen Redman, Airport Finance & Administration Manager
Subject: Amend Airport Fees and Charges Bylaw No. 7982

Report Prepared by: Toni McQueenie, Legal & Admin Services Coordinator

Recommendation:

THAT Council receives for information the report of the Airport Finance & Administration Manager dated January 27, 2014 outlining recommended changes to the fees in the Airport Fees Bylaw;

AND THAT Bylaw No. 10909 being Amendment No. 28 to the City of Kelowna Airport Fees Bylaw 7982 be advanced for reading consideration.

Purpose:

To obtain Council's approval to amend the Kelowna International Airport's fees and charges by amending Bylaw No. 7982.

Background:

The airport recently completed a full business review focused on expenditure reduction and revenue enhancement.

Significant savings were made by switching to a new service provider and upgrading to new web-based technology for the Flight Information Display system, common use terminal equipment and common use self-serve kiosk services. In addition, the airport negotiated a new master building and technical services contract that reduced expected expenditure and absorbed some services that were previously provided by airport security.

The airport has also worked with its concessionaires to enhance product availability and increase sales.

Despite these measures, the budgetary pressures facing the airport including increased costs of fuel and utilities; maintenance of additional square footage; elimination of federal funding

for airport policing; reduced overall landing fees resulting from the increase in Q400 aircraft serving YLW; and the need to decrease the number of lost Restricted Area Identification and Fuel Cards, mandate this request to amend Bylaw 7982.

YLW's fees and charges have been presented to our stakeholders, including the airlines, and remain among the lowest of comparator Canadian airports.

The fee changes proposed are noted below:

1. Effective February 15, 2014:
 - a. Aviation gasoline from \$0.0501 to \$0.075 per litre
 - b. Aircraft engine crankcase lubricating oil from \$0.0123 to \$0.013 per litre
 - c. Fuel truck licence fees from \$0.033 to \$0.040 per kilogram
 - d. Lost RAICs and Fuel Cards:
 - i. 1st Offence from \$25.00 to \$50.00
 - ii. 2nd Offence from \$50.00 to \$100.00
 - iii. 3rd and Subsequent Offences from \$75.00 to \$150.00

2. Effective April 1, 2014:
 - a. Landing fees - 3.5% increase
 - b. Terminal fees - 2.0% increase
 - c. Vehicle parking*:
 - i. Short Term Lot From \$17.00 to \$18.50 per day
 - ii. Gold Pass From \$845.00 to \$900.00 (6 months)
 - iii. Long Term Lot From \$11.00 to \$12.00 per day
 - iv. Long Term Lot From \$52.00 to \$62.00 per week

*All hourly and meter rates remain unchanged

Internal Circulation:

Financial/Budgetary Considerations:

The recommended fee changes were included in the airport's 2014 budget presentation.

Considerations not applicable to this report:

Legal/Statutory Authority: N/A

Legal/Statutory Procedural Requirements: N/A

Existing Policy: N/A

Personnel Implications: N/A

External Agency/Public Comments: N/A

Communications Comments: N/A

Alternate Recommendation: N/A

Submitted by:

N. Redman

N. Redman, Airport Finance & Administration Manager

Approved for inclusion:



Sam Samaddar, Airport Director
Paul Macklem, Deputy City Manager

cc: Clerk's Office

SUMMARY:

The Airport Fees Bylaw sets the fees for use of Kelowna International Airport terminal space and lands. Provision is made for such fees as aircraft landing, aircraft parking, fuel concession, air terminal building space, and an airport improvement fee charged to departing passengers. Included in the bylaw is the authority for the Airport Manager to approve a temporary reduction in aircraft landing fees for inauguration of a new air service.

This bylaw is a 'consolidated' version and includes amendments up to the date listed in the bylaw heading. It is placed on the Internet for convenience only, is not the official or legal version, and should not be used in place of certified copies which can be obtained through the Office of the City Clerk at City Hall. Plans, pictures, other graphics or text in the legal version may be missing or altered in this electronic version.

**CITY OF KELOWNA
BYLAW NO. 7982**

REVISED: September 9, 2013

**CONSOLIDATED FOR CONVENIENCE TO INCLUDE
BYLAW NOS. 8031, 8180, 8310, 8365, 8531, 8620, 8633, 8867, 9371, 9384, 9475, 9485,
9607, 9693, 9722, 9826, 9912, 9925, 10082, 10118, 10166, 10167, 10229, 10357,
10366, 10608, 10819 and 10884**

AIRPORT FEES

WHEREAS pursuant to the Local Government Act, being Chapter 323, R.S.B.C. 1996, the Council may, by bylaw, set fees for the use of any space in an airport building, or the use of any airport property.

NOW THEREFORE the Council of the City of Kelowna, in open meeting assembled, enacts as follows:

1. This bylaw may be cited for all purposes as "Airport Fees Bylaw No. 7982".
2. The fees for use of the Kelowna Airport terminal building or Kelowna Airport property shall be as shown on Schedule "A" attached to and forming part of this bylaw.
3. This bylaw shall come into full force and take effect and be binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this 27th day of August, 1996.

Adopted by the Municipal Council of the City of Kelowna this 10th day of September, 1996.

"J.H. Stuart"

Mayor

"D.L. Shipclark"

City Clerk

SCHEDULE A

BL9693 and BL10357 amended Schedule A:

NOTE: Fees do not include applicable taxes unless otherwise shown.

1. AIRCRAFT LANDING FEES

BL9912 and BL10608 amended the following:

- 1.1(a) **Effective January 1, 2013:** Landing fees for Jet and Turbine aircraft will be \$5.84 per 1,000 kgs or fraction thereof, of maximum take-off weight.
- 1.1(b) **Effective April 1, 2014:** Landing fees for Jet and Turbine aircraft will be \$6.04 per 1,000 kgs or fraction thereof, of maximum take-off weight.
- 1.2 The minimum landing fee for fixed and rotary aircraft will be \$13.00.

BL10884 amended the following:

- 1.3 Kelowna International Airport tenants may make prior arrangements with the Airport Director for a touch and go landing fee at 50% of the prevailing rate, conditional on all company landings of jet and turbine aircraft being reported monthly on the Airport's Commercial Aircraft Fees Record no later than the 7th of the following month.

BL10884 amended the following:

- 1.4 To facilitate additional air service development, the Airport Director may approve a 50% reduction in landing and terminal fees for a maximum of six months after inauguration of a new air service for the new service.
- 1.5 Piston engine aircraft are exempt from these fees.

BL10884 amended the following:

- 1.6 The Airport Director may at his/her discretion waive airport landing fees for flights carrying non-revenue passengers on behalf of Okanagan based not for profit organizations.

BL9475 and BL10608 amended Section 2:

2. GENERAL TERMINAL FEES

A General Terminal Fee will be charged on all aircraft using the Air Terminal Building/Apron #1 facilities (as shown in the Canada Air Pilot) as follows:

Number of Passenger Seats in Aircraft	<u>Effective Jan. 1/13</u>	<u>Effective Apr. 1/14</u>
	Cost per Aircraft per use	Cost per Aircraft per use
01 - 09	\$12.15	\$12.39
10 - 15	\$28.96	\$29.54
16 - 25	\$44.75	\$45.65
26 - 45	\$78.54	\$80.11
46 - 60	\$111.83	\$114.07
61 - 89	\$178.45	\$182.02
90 - 125	\$245.73	\$250.64
126 - 150	\$290.55	\$296.36
151 - 200	\$401.64	\$409.67
201 - 250	\$523.57	\$534.04
251 - 300	\$645.38	\$658.29
301 - 400	\$771.39	\$786.82
Over 400	\$950.87	\$969.89

3. AIRCRAFT PARKING FEE

The charges for aircraft parking are as follows:

BL9912 and BL10608 replaced sub-section 3.1:

3. 3.1 AIRCRAFT PAVED PARKING - Effective January 1, 2012

- (a) Apron # 1 \$40.00 per night
- (b) Apron # 2 \$18.00 per night (tax included)
- (c) Apron # 3 Operational Stand \$30.00 per night (tax included)
Itinerant Short Term and Helipad \$14.00 per night (tax included)

BL9912 amended sub-section 3.2 :

3.2 AIRCRAFT ANNUAL PARKING

- (i) With taxiway access \$500.00 per annum
- (ii) Unserviced \$275.00 per annum
- (iii) Oversized Aircraft (Unserviced) \$1,475.00 per annum

BL9912 replaced sub-section 3.3:

3.3 Aircraft using annual parking stalls for unauthorized short-term parking will be subject to the Apron #3 Itinerant Short Term fee

3.4 Long-term parking must be arranged through the Airport Manager's Office.

BL8031, BL9912 and BL 9925 amended sub-section 3.5:

3.5 PARTIALLY PAVED PARKING:

Annual Parking \$575.00 per annum

4. FUEL CONCESSION FEES

Effective April 1, 2014 the charges for fuel concession fees are as follows:

- 4.1 Aviation gasoline \$.075 cents per litre
- 4.2 Aircraft engine crankcase lubricating oil \$.013 cents per litre

Section 5 AFTER HOURS FIREFIGHTING AND MAINTENANCE SERVICES FEES was amended by BL9912 and deleted in its entirety by BL10884.

5. [Deleted]

BL9912 amended section 6:

6. APRON EQUIPMENT PARKING FEE

- Remote space \$10.00 per sq. m per annum
- Terminal frontage space \$20.00 per sq. m. per annum

7. AIRLINE TERMINAL BUILDING LEASE SPACE FEE

The charges for use of building space in the airline terminal building are as follows:

7.1 EXCLUSIVE USE

- (a) Ticketing/Check In \$379.06 per sq. metre per annum
- (b) Office \$326.96 per sq. metre per annum
- (c) Support Space \$326.96 per sq. metre per annum
- (d) Storage \$284.29 per sq. metre per annum

7.2 QUEUING AREA \$324.28 per sq. metre per annum

7.3 COMMON USE

- (a) Support Space \$284.29 per sq. metre per annum
- (b) Baggage Makeup \$140.15 per sq. metre per annum

BL10884 amended section 7.4:

- 7.4 COMMON USE COUNTER \$4.50 per use (as defined in the Airport Director's Circulars, as amended from time to time).

8. COMBINED OPERATIONS BUILDING LEASE SPACE FEE

The charges for leased space in the combined operations building are as follows:

- Office \$277.53 per square meter per annum

9. OUTBOUND BAGGAGE BELT FEE

An annual fee of \$16,930.56 will be charged for use of the outbound baggage belt. This fee will be invoiced monthly and air carriers will pay a percentage of the fee based on their monthly share of enplaned passengers.

Section 10. AIR TERMINAL BUILDING ADVERTISING SPACE FEE was amended by BL9693 and BL10608 and deleted it in its entirety by BL10884.

10. [deleted]

Section 11. PAY TELEPHONE CONCESSION FEES was deleted in its entirety by BL10884:

11. [deleted]

BL10884 amended Section 12:

12. LAND RENTAL RATES

(Effective January 1, 2013)

Land rental rates for airport leases and sub-leases will be based on current market value as determined by an independent appraisal for the initial year of the term, plus annual increases of 2 percent per annum for the balance of the term beyond the first year.

Based on an independent study conducted in December, 2011 the land rental rates effective January 1, 2013 are:

±.50 acres	=	\$0.8739 per square foot
1.0 - 5.0 acres	=	\$0.5826 per square foot
6.0 - 10.0 acres	=	\$0.4994 per square foot
11.0 - 20.0 acres	=	\$0.4162 per square foot

BL8620 and BL10884 amended section 13:

13. AIRPORT MAINTENANCE CHARGE

Effective January 1, 2013, the airport maintenance charge is \$0.028 per square foot per annum and will increase by 2 percent per annum for the term of the individual land leases and sub-leases.

BL8310, BL8365, BL9371, BL9722, BL10166, BL10357, BL10608 and BL10819 amended the following:

14. AUTOMOBILE PARKING FEES

Effective April 1, 2014

14.1 PARKING LOTS:

- (a) Short Term Lot
First 15 minutes free
\$1.50 for the 1st hour or part thereof
(includes first 15 minutes)
\$2.50 for each additional hour or part thereof to a maximum of \$18.50 per 24 hours
\$900.00 for "Gold Pass" a six month pre-purchase program.
- (b) Long Term Lot
First 15 minutes free
\$1.50 per hour or part thereof (includes first 15 minutes), to a maximum of \$12.00 per 24 hours and a weekly maximum rate of \$60.00.
- (c) North End Lot & North Airport Way
First 24 hours free
\$8.00 for each additional 24 hours or part thereof.

14.2 CURBSIDE PARKING METERS

\$1.75 per 30 minutes

Note: All automobile parking fees include applicable taxes.

BL9384 and BL10366 amended section 15:

15a. ON AIRPORT CAR RENTAL CONCESSION FEES

15a.1	CONCESSION FEE	The greater of 11% of the annual gross revenue or a tendered annual minimum guarantee.
15a.2	COUNTER SPACE	\$477.24 per square metre per annum
15a.3	VEHICLE PARKING STALLS	\$40.00 per stall per month
15a.4	REMOTE LOT VEHICLE PARKING STALLS	\$30.00 per stall per month
15a.5	SERVICE CENTRE SPACE	\$139.15 per square metre per annum
15a.6	AUTOMOTIVE FUEL SYSTEM	The cost of fuel to the City plus an administration fee of 11%

BL10366 replaced Section 15b:

15b. ON AIRPORT CAR RENTAL LICENSEE RECOVERY FEES

1. Licensees may incorporate a recovery fee not to exceed 12.36% into customer rental agreements.

BL10366 replaced Section 16:

16. OFF AIRPORT CAR RENTAL LICENCES

The fee for off-airport car rental licences offering shuttle service between the airport and off airport car rental offices shall be 8% of gross revenue.

BL8633, BL10082 and BL10608 amended Section 17:

17. TAXI AND FIXED RATE WALK OUT LIMOUSINE LICENCES

Effective Date		Jan. 1/12	Jan.1/13	Jan.1/14	Jan.1/15	Jan.1/16
17.1	Taxi - per taxi per annum	\$525.00	\$551.00	\$579.00	\$608.00	\$638.00
17.2	Limousine - per limousine per annum	\$788.00	\$827.00	\$868.00	\$912.00	\$957.00

- 17.3 A fee of \$20.00 will be charged for replacement of lost or damaged decals.

BL9693 amended Section 18:

18. COURTESY SHUTTLE BUS & BAGGAGE DELIVERY SERVICES

- 18.1 Courtesy Shuttle Bus services will be licensed at a rate of \$200.00 per month over the period operated. (Example: Big White Shuttle Bus Service during the winter months for ski season).
- 18.2 Baggage Delivery services will be licenced at a rate of \$200.00 per month to transfer delayed air carrier baggage from the Airport.

19. CREW TRANSFER BUS LICENCES

A charge of \$50.00 per month will be charged for licence agreements to transfer airline crews from the Kelowna Airport to Downtown Kelowna.

BL9485 replaced Section 20:

20. AIRPORTER BUS SERVICE

A percentage rate of the gross revenue will be charged for the licence agreement to transfer passengers to and/or from the Kelowna Airport as follows:

<u>Effective Date</u>	<u>Percentage of Gross Revenue to be Charged</u>
July 1, 2005	2%
July 1, 2006	2.5%
July 1, 2007	3%
July 1, 2008	3.5%
July 1, 2009	4%

21. AIRPORT FUEL TRUCK LICENCE FEE

Effective Feb. 15, 2014 a charge of \$0.040 per kilogram based on the Gross Vehicle Weight of the vehicle.

BL8180, BL8867, BL9607, BL9826, and BL10229 amended Section 22:

22. AIRPORT IMPROVEMENT FEES

22.1 FOR SIGNATORY AIR CARRIERS TO THE AIR TRANSPORT ASSOCIATION (ATAC) MEMORANDUM OF AGREEMENT

A fee per departing passenger, less the handling fee provided for in the ATAC Memorandum of Agreement is as follows:

For travel	Fee per departing passenger
Up To December 31, 2010	\$10.00
January 1, 2011 to December 31, 2012	\$12.00
January 1, 2013 on	\$15.00

22.2 FOR NON-SIGNATORY AIR CARRIERS

For travel	Fee per departing passenger
Up to December 31, 2010	\$10.00
January 1, 2011 to December 31, 2012	\$12.00
January 1, 2013	\$15.00

22.3 WAIVER OF AIRPORT IMPROVEMENT FEE

The Airport Director may at his discretion waive the Airport Improvement Fee where an airline has donated the departing passenger's flight for a charitable cause.

BL9693 and BL10118 amended Section 23 and BL10608 deleted Section 23.

23. [Deleted]

BL9693 added a new Section 24:

24. GROUND HANDLER LICENCE FEE

Ground Handler Licencees will be charged 2.5% of gross revenue for the right to perform "third party" handler services for scheduled and charter air carrier operations at the Airport

BL10167, BL10357 and BL10884 amended Section 25:

25. Security Fees and Charges - Effective February 15, 2014:

- 25.1 Lost or damaged security Restricted Area Identification Card (RAIC)
 - a. 1st Offence \$50.00
 - b. 2nd Offence \$100.00
 - c. 3rd and subsequent Offences \$150.00

Note: Fee is waived if security RAIC is considered stolen and police file number or ICBC claim number is produced to verify

- 25.2 Failure to Return RAIC on termination of employment - \$25.00 (charged to employer)
- 25.3 Lost Visitor Security Pass - \$25.00 (charged to escort)
- 25.4 Lost Security Key - \$25.00
- 25.5 Lost Parking Decal - \$25.00
- 25.6 Lost Fuel Cards
 - a. 1st Offence \$50.00
 - b. 2nd Offence \$100.00
 - c. 3rd and subsequent Offences \$150.00

CITY OF KELOWNA

BYLAW NO. 10909

Amendment No. 28 to Airport Fees Bylaw No. 7982

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Airport Fees Bylaw No. 10909 be amended as follows:

1. THAT Section 1. AIRCRAFT LANDING FEES that reads:

“1.1(a) **Effective January 1, 2012:** Landing fees for Jet and Turbine aircraft will be \$5.57 per 1,000 kgs or fraction thereof, of maximum take-off weight.

1.1(b) **Effective January 1, 2013:** Landing fees for Jet and Turbine aircraft will be \$5.84 per 1, 000 kgs or fraction thereof, of maximum take-off weight.”

be deleted in its entirety and replaced with the following:

“1.1(a) **Effective January 1, 2013:** Landing fees for Jet and Turbine aircraft will be \$5.84 per 1,000 kgs or fraction thereof, of maximum take-off weight.

1.1(b) **Effective April 1, 2014:** Landing fees for Jet and Turbine aircraft will be \$6.04 per 1,000 kgs or fraction thereof, of maximum take-off weight.”

2. AND THAT Section 2. GENERAL TERMINAL FEES that reads:

	<u>Effective Jan.1/12</u>	<u>Effective Jan.1/13</u>
Number of Passenger Seats in Aircraft	Cost per Aircraft per use	Cost per Aircraft per use
01 - 09	\$11.04	\$12.15
10 - 15	\$26.32	\$28.96
16 - 25	\$40.68	\$44.75
26 - 45	\$71.40	\$78.54
46 - 60	\$101.66	\$111.83
61 - 89	\$162.23	\$178.45
90 - 125	\$223.39	\$245.73
126 - 150	\$264.13	\$290.55
151 - 200	\$365.13	\$401.64
201 - 250	\$475.97	\$523.57
251 - 300	\$586.71	\$645.38
301 - 400	\$701.26	\$771.39
Over 400	\$864.42	\$950.87

be deleted in its entirety and replaced with the following:

	<u>Effective Jan.1/13</u>	<u>Effective Apr. 1/14</u>
Number of Passenger Seats in Aircraft	Cost per Aircraft per use	Cost per Aircraft per use
01 - 09	\$12.15	\$12.39
10 - 15	\$28.96	\$29.54
16 - 25	\$44.75	\$45.65
26 - 45	\$78.54	\$80.11
46 - 60	\$111.83	\$114.07
61 - 89	\$178.45	\$182.02
90 - 125	\$245.73	\$250.64
126 - 150	\$290.55	\$296.36
151 - 200	\$401.64	\$409.67
201 - 250	\$523.57	\$534.04
251 - 300	\$645.38	\$658.29
301 - 400	\$771.39	\$786.82
Over 400	\$950.87	\$969.89

3. AND THAT Section 4. FUEL CONCESSION FEES that reads:

"The charges for fuel concession fees are as follows:

- 4.1 Aviation gasoline \$.0501 cents per litre
- 4.2 Aircraft engine crankcase lubricating oil \$.0123 cents per litre"

be deleted in its entirety and replaced with the following:

"Effective April 1, 2014 the charges for fuel concession fees are as follows:

- 4.1 Aviation gasoline \$.075 cents per litre
- 4.2 Aircraft engine crankcase lubricating oil \$.013 cents per litre"

4. AND THAT Section 12. LAND RENTAL RATES that reads:

- "±.50 acres = \$0.87 per square foot
- 1.0 - 5.0 acres = \$0.58 per square foot
- 6.0 - 10.0 acres = \$0.50 per square foot
- 11.0 - 20.0 acres = \$0.42 per square foot"

be deleted in its entirety and replaced with the following:

- "±.50 acres = \$0.8739 per square foot
- 1.0 - 5.0 acres = \$0.5826 per square foot
- 6.0 - 10.0 acres = \$0.4994 per square foot
- 11.0 - 20.0 acres = \$0.4162 per square foot"

5. AND THAT Section 14. AUTOMOBILE PARKING FEES that reads:

"Effective April 1, 2013

14.1 PARKING LOTS:

- (a) Short Term Lot First 15 minutes free
\$1.50 for the 1st hour or part thereof
(includes first 15 minutes)

\$2.50 for each additional hour or part thereof to a maximum of \$17.00 per 24 hours
\$845.00 for "Gold Pass" a six month pre-purchase program.

- (b) Long Term Lot
First 15 minutes free
\$1.50 per hour or part thereof (includes first 15 minutes), to a maximum of \$11.00 per 24 hours and a weekly maximum rate of \$52.00.
- (c) North End Lot & North Airport Way
First 24 hours free
\$7.00 for each additional 24 hours or part thereof."

be deleted in its entirety and replaced with the following:

"Effective April 1, 2014

14.1 PARKING LOTS:

- (a) Short Term Lot
First 15 minutes free
\$1.50 for the 1st hour or part thereof (includes first 15 minutes)
\$2.50 for each additional hour or part thereof to a maximum of \$18.50 per 24 hours
\$900.00 for "Gold Pass" a six month pre-purchase program.
- (b) Long Term Lot
First 15 minutes free
\$1.50 per hour or part thereof (includes first 15 minutes), to a maximum of \$12.00 per 24 hours and a weekly maximum rate of \$62.00.
- (c) North End Lot & North Airport Way
First 24 hours free
\$8.00 for each additional 24 hours or part thereof."

6. AND THAT Section 21. AIRPORT FUEL TRUCK LICENCE FEE that reads:

"A charge of \$0.033 per kilogram based on the Gross Vehicle Weight of the vehicle."

be deleted in its entirety and replaced with the following:

"Effective Feb. 15, 2014 a charge of \$0.040 per kilogram based on the Gross Vehicle Weight of the vehicle."

7. AND THAT Section 25. SECURITY FEES AND CHARGES - EFFECTIVE APRIL 15, 2009 that reads:

"25. Security Fees and Charges - Effective April 15, 2009:

- 25.1 Lost or damaged security Restricted Area Identification Card (RAIC)
 - a. 1st Offence \$25.00
 - b. 2nd Offence \$50.00
 - c. 3rd and subsequent Offences \$75.00

Note: Fee is waived if security RAIC is considered stolen and police file number or ICBC claim number is produced to verify

- 25.2 Failure to Return RAIC on termination of employment - \$25.00 (charged to employer)
- 25.3 Lost Visitor Security Pass - \$25.00 (charged to escort)
- 25.4 Lost Security Key - \$25.00
- 25.5 Lost Parking Decal - \$25.00"

be deleted in its entirety and replaced with the following:

"25. Security Fees and Charges - Effective February 15, 2014:

- 25.1 Lost or damaged security Restricted Area Identification Card (RAIC)
 - a. 1st Offence \$50.00
 - b. 2nd Offence \$100.00
 - c. 3rd and subsequent Offences \$150.00

Note: Fee is waived if security RAIC is considered stolen and police file number or ICBC claim number is produced to verify

- 25.2 Failure to Return RAIC on termination of employment - \$25.00 (charged to employer)
- 25.3 Lost Visitor Security Pass - \$25.00 (charged to escort)
- 25.4 Lost Security Key - \$25.00
- 25.5 Lost Parking Decal - \$25.00
- 25.6 Lost Fuel Cards
 - a. 1st Offence \$50.00
 - b. 2nd Offence \$100.00
 - c. 3rd and subsequent Offences \$150.00"

- 8. This bylaw may be cited for all purposes as "Bylaw No. 10909, being Amendment No. 28 to Airport Fees Bylaw No. 7982."
- 9. This bylaw shall come into full force and effect and is binding on all persons as and from the date of adoption.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: January 22, 2014
Rim No. 1862-01
To: City Manager
From: D. Edstrom, Director, Real Estate
Subject: Parking Management Strategy - Phase 2

Report Prepared by: D. Duncan, Operations Coordinator, Parking Management

Recommendation:

THAT Council endorses the recommended guiding principles for the Parking Management Strategy, as outlined in the report from the Director, Real Estate, dated January 22, 2014, that will be applied to all areas of the City;

AND THAT Council approves base parking fee adjustments, effective June 1, 2014, as outlined in the report from the Director, Real Estate, dated January 22, 2014;

AND THAT Bylaw No. 10905, being Amendment No. 23 to Traffic Bylaw No. 8120, be forwarded for reading consideration;

AND FURTHER THAT Council directs staff to launch Phase 3 of the Parking Management Strategy, including the creation of individual area plans, beginning with the South Pandosy and Downtown Areas.

Purpose:

To obtain endorsement from Council on guiding principles that will guide future parking management decisions, obtain approval for base parking rate adjustments and move forward with development of detailed area plans.

Background:

Staff is developing a city-wide parking management strategy in order to help deliver on our goal of ensuring Kelowna remains a safe, vibrant and sustainable community. Parking management is a key consideration when trying to strike a balance between convenience for our citizens and visitors and a reasonable, self-sustaining civic investment in multi-modal transportation. The principles developed in this strategy are true to the goals of the City's OCP and will help ensure social, economic and environmental sustainability is achieved.

This strategy will allow the City to respond to a number of issues and concerns related to parking in the City; including changes to parking supply in the downtown, growing demand for short and long term parking in South Pandosy, impacts of increased development and activity at Kelowna General Hospital on neighbouring residential areas and increased growth and development in the Landmark area. This strategy will see changes proposed to parking rules, regulations and rates and will guide policy and planning directions in the years ahead. The overarching goal is to ensure that the parking strategy and support actions bolster the city's aspirations for these key areas to be vibrant places for people to live, work, shop and visit.

The policies required to advance more detailed planning in each of these areas and some short-term actions required to support 2014 parking management initiatives are presented in the following report.

Refinements to Guiding Principles

On May 13, 2013, Council received a report outlining the Parking Management Strategy Framework and directed staff to *“develop and implement a public consultation strategy to engage key stakeholder and residents”*.

A consultation process, facilitated by Urban Systems and City staff, has been conducted over several months and included a variety of methods to engage the public, including:

1. Business & institutional stakeholder meeting attended by representatives from the following organizations:
 - Downtown Kelowna Association (DKA)
 - Kelowna Chamber of Commerce
 - Urban Development Institute (UDI) - Okanagan Chapter
 - Uptown Rutland Business Association (URBA)
 - Interior Health Authority (IHA)
 - Okanagan College
 - Pandosy Village Business Association (currently being formed)
2. Residential stakeholder meeting. An invitation was extended to all known residential associations in the City and the following groups were represented:
 - Kelowna South Association of Neighborhoods (KSAN)
 - KLO Central Neighborhood Association
 - Coalition of Kelowna Community Associations (CKCA)
 - Friends & Residents of the Abbott Street Heritage Conservation Area Society (FRAHCAS)
3. Public Open House held at Parkinson Recreation Center.
4. Online engagement using the City's *“getinvolved.kelowna.ca”*.

Based on this valuable feedback (details included as Attachments A, B & C of this report), staff are recommending a series of guiding principles to set the tone and general direction for the strategy and any related policy, rule, regulation, bylaw or enforcement changes moving forward. *The first guiding principle was modified from the original provided to council earlier this year to align with public and stakeholder opinion that the City should continue to play a governing and planning role in long-term parking and protect the existing on-street parking supply.*

- 1. *The City will focus on excellent short-term parking management to support higher turn-over while maintaining a governing role in long-term parking solutions.*** The City's primary role in parking management should be to provide short-term public parking, including the protection of existing on-street space, with a secondary role of governing and planning for long-term parking. Pricing levels should encourage private investment in long-term parking facilities.
- 2. *The parking system will continue to pay for itself (Will operate under a user-pay cost recovery model).*** There are many costs associated with parking: new infrastructure, maintenance, equipment, enforcement, upgrades, customer service applications, replacement of existing infrastructure, land acquisition, management and more.
- 3. *Focus on customer service and fairness in parking practices by providing options, technologies and information.*** Additional payment options, improved signage, fair practices and real-time information make parking more accessible, easier to find, eases (or lessens) enforcement requirements and supports active business areas and balanced neighborhoods.
- 4. *The City will work with institutions, businesses and developers to plan solutions for parking management.*** Parking policies must support the private and institutional sectors to ensure efficient and economical ways to address parking and transportation overall. Policies should help to encourage public-private partnerships as well as private investment.
- 5. *Parking will be used to support a balanced transportation system.*** Parking is part of the larger transportation picture. Inexpensive and plentiful parking will not encourage people to use transit, walk or cycle. Strategies to manage the supply of various types of parking and pricing in some of the most vibrant areas of the city will serve to discourage single-occupant vehicles and encouraging other ways to commute.

Base Parking Rate Adjustments

Parking rates - what people pay for parking (hourly, monthly and daily) - influences whether people choose to drive, where they choose to park and for how long. Consistent with industry best practices for public parking, the City wants to ensure there is sufficient parking for customers and visitors to key areas, while at the same time encouraging people to carpool, take transit, bike and/or walk to work, when possible, rather than using long-term public parking. Managing the price of on and off-street parking as a tool to support these principles will evolve with the changes in demands, growth and improvements to other modes of travel.

With approval from Council, detailed parking plans will be developed over the next year, for the South Padosy and Downtown areas. These plans will examine the alignment between public on-street and off-street parking and the guiding principles. Additionally, these parking plans will identify what alterations may be made to manage either the supply and/or pricing for public parking facilities through dialogue with stakeholders in each area.

Prior to developing a plan for each area however, it is important to establish the foundations of a pricing strategy for public on and off-street parking that supports the guiding principles as well as other realities facing the City’s parking operations and finances. At this time, staff recommends an update to base parking rates for short-term and long-term parking as indicated below. For those areas with parking meters, on-street parking rates would be increased from \$0.50 to \$1.25 per hour. To encourage off-street parking use by short-term parkers, off-street hourly rates would be adjusted from the current range of \$0.50-\$1 to a consistent rate of \$1.00.

At the same time, long-term parking rates would also be increased in an effort to support use of alternate transportation modes and bring city rates in line with those charged by the private sector. New rates of \$53-\$66 per month for random monthly parking and \$99 per month for reserved stalls are recommended. A detailed listing of rate changes is included as Attachment E of this report (Amendment No. 23 to Traffic Bylaw No. 8120). This proposed bylaw amendment includes an annual rate adjustment clause based on the British Columbia Consumer Price Index (CPI), all items value.

Table 1 - City-owned Public Parking Rates

Type of Parking	Today	Recommended Base Parking Rates
Off-street		
Hourly	\$ 0.50 to \$ 1.00	\$ 1.00 ¹
Daily	\$ 3.00 to \$ 5.25	\$ 5.00 ²
Monthly	\$ 35.72 to \$ 65.00	\$ 53.00 to \$ 66.00 ³
Reserved	\$ 83.02 to \$ 88.00	\$ 99.00 ⁴
On-street Meters	\$ 0.50	\$ 1.25

¹ Off-street parking rates will be set and remain lower than on-street rates to encourage use by short-term customers.

² Daily rates must, at a minimum, remain higher than the price of a 2 way transit trip (Currently \$4.50) + 10%.

³ The target minimum rate for a monthly parking permit is determined using the current price of an adult monthly transit pass (Currently \$ 60) + 10%. In peripheral areas where demand is lower, a discounted rate set at 80% of the target rate is applied.

⁴ The minimum monthly rate for reserved stalls is established using the target monthly pass rate (\$66.00) + 50%. Pricing for reserved stalls should reflect the full cost of providing the stall as there is no potential to oversell these stalls.

Individualized changes to parking supplies and pricing would be implemented in each area of the City as supply and demand patterns change due to growth and investments in other modes of transportation - base rate changes are proposed to take effect in all existing pay parking areas. To allow time for public notification using a variety of communication methods, modifications would begin on June 1, 2014 with all existing multi-space pay stations, followed by single space meters. Any remaining meters that do not accept \$2 coins will be left at existing rates until they have been upgraded to allow the use of \$2 coins (later in 2014). It is also recommended that monthly parking customers be given 2 months notice prior to any rate increase. All monthly parking customers will receive notification by mail of the rate increase and effective date. This will allow adequate time for customers to relocate or make other arrangements, if desired. Although these rate changes are consistent with the overall principles for managing parking, they are being recommended as base level rates for all public parking facilities for several reasons as highlighted below.

- **Better reflect industry rates.** Current on-street parking rates have been in effect and unchanged for over 20 years. Rates charged by the City are well below market rates and the true cost of providing the service (See Figures 1 through 3 below). This has resulted in the private sector left unable to compete with the subsidized pricing offered in City lots and facilities. Attachment D shows current rates for off-street parking charged by local private operators and institutions.

Figure 1 - Okanagan Valley Hourly Parking Rate Comparison (Public & Private)

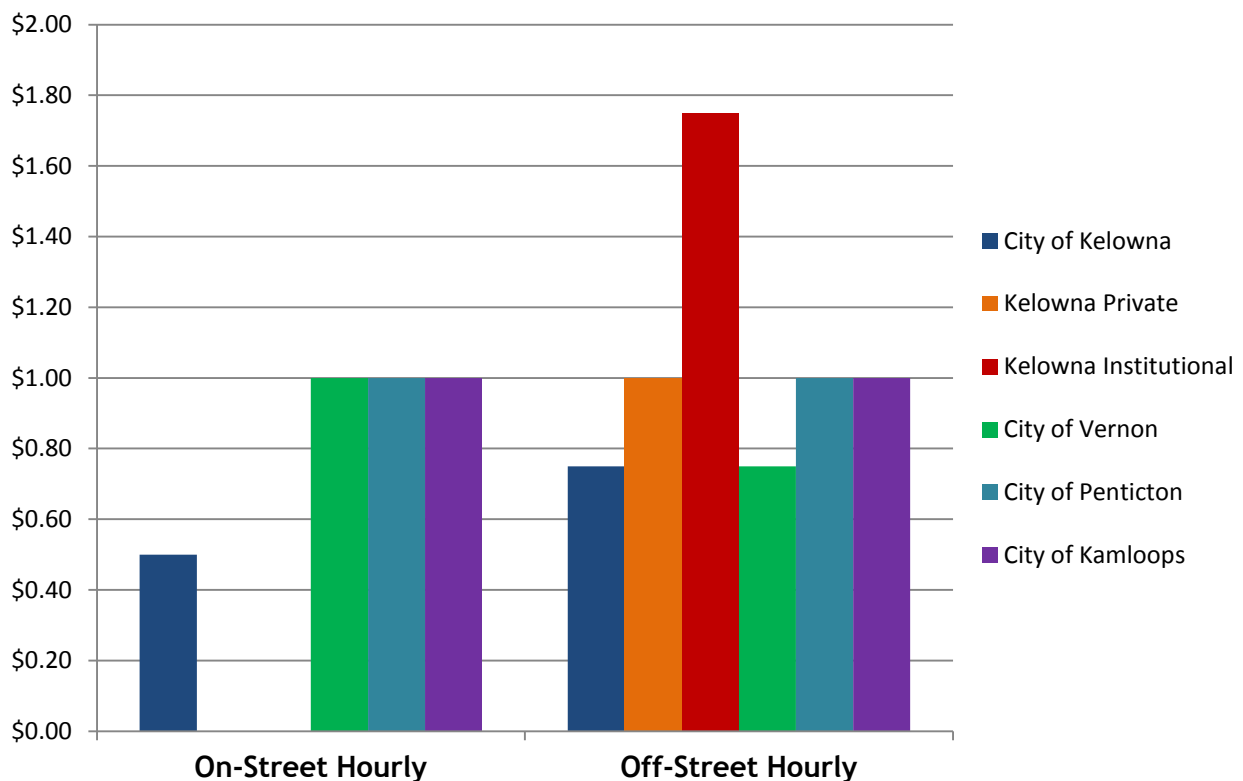


Figure 2 - Okanagan Valley Daily Parking Rate Comparison (Public & Private)

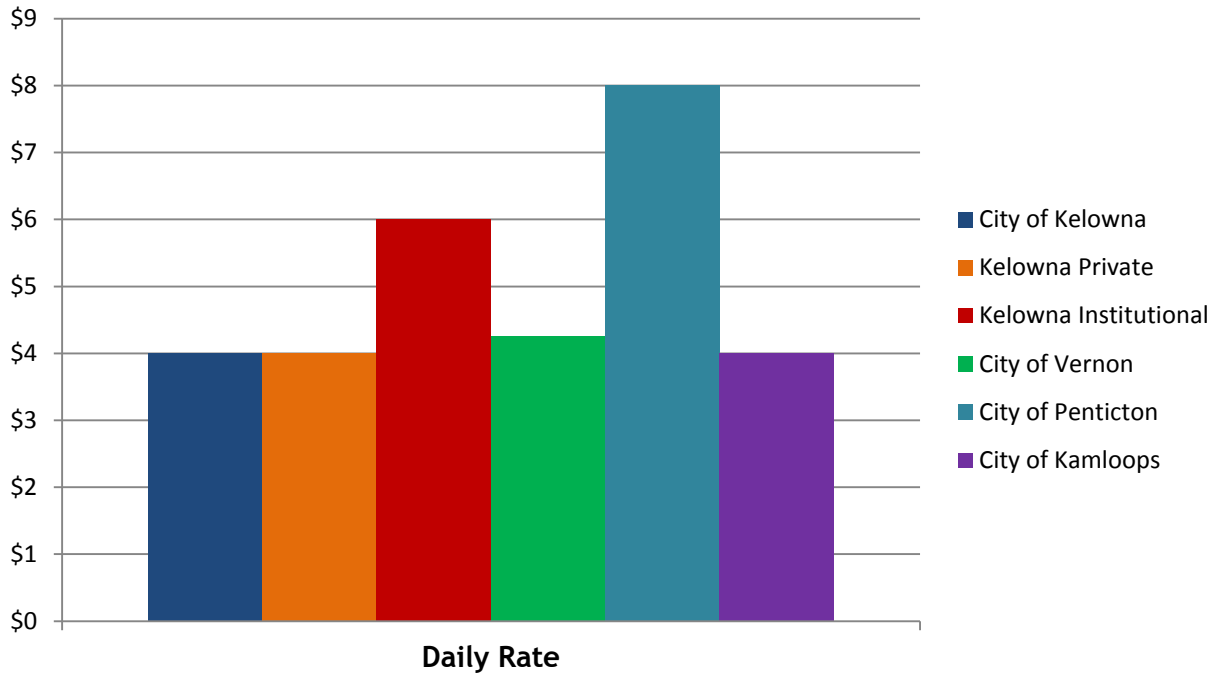
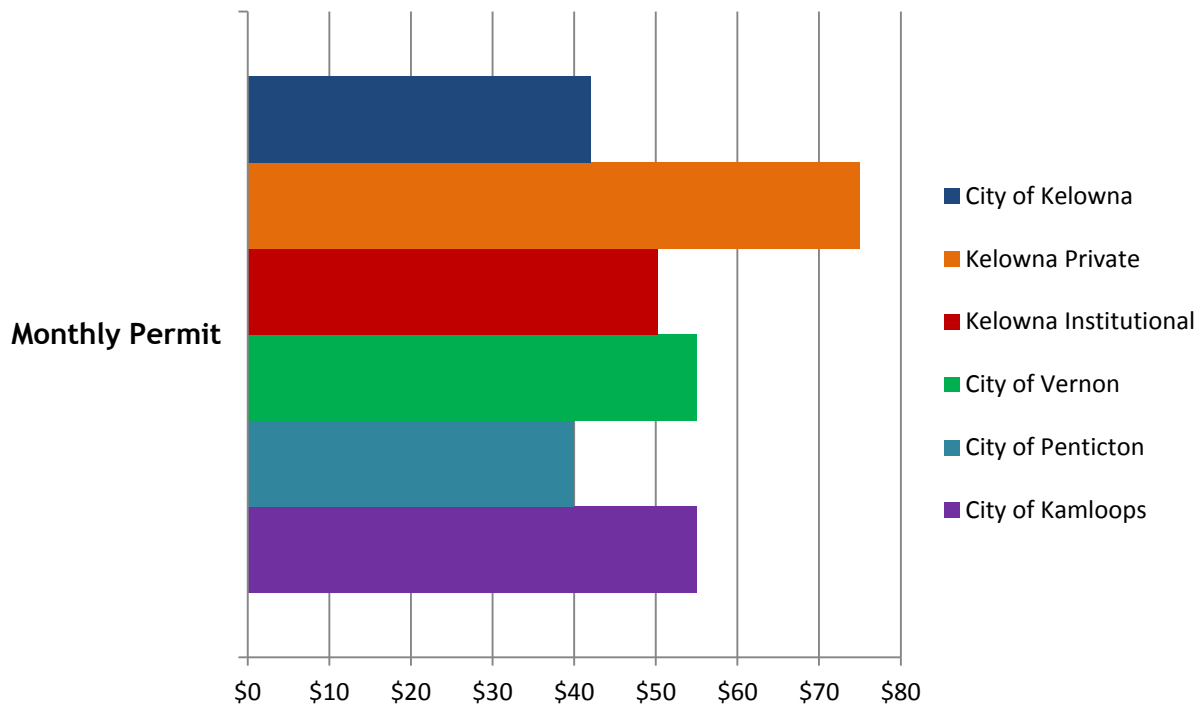


Figure 3 - Okanagan Valley Monthly Parking Rate Comparison (Public & Private)



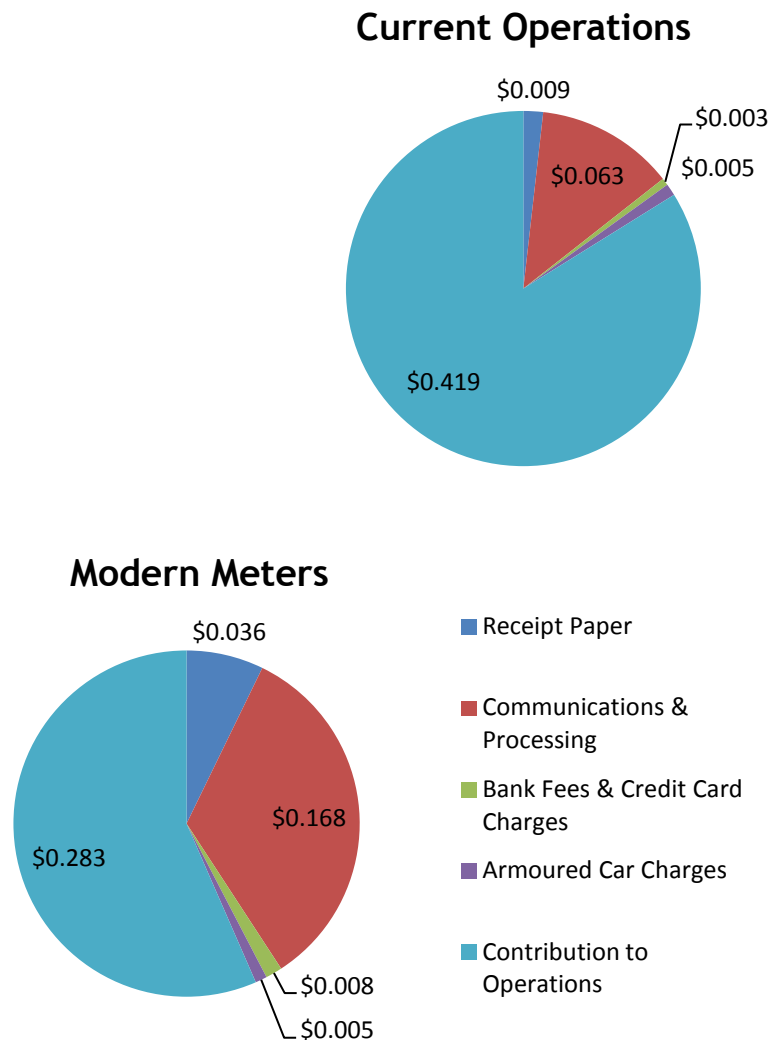
Increased hourly, daily, and monthly parking rates for public on and off-street parking will move the City toward a more competitive market, where off-street and in particular long term parking can be increasingly provided by private operators. This will reduce the reliance on publicly operated long term parking and allow the City to focus increasingly on excellent short term parking management.

- **Support needed investments in the parking system - modern parking meters.** The downtown area of the City contains 970 single space parking meters that accept coins only. Many communities have moved toward new meter technologies that are easier for the customer to use by providing additional payment options and improving reliability of the system by providing real-time reporting of issues to maintenance staff.

<u>The Customer</u>	<u>The City</u>
<ul style="list-style-type: none">• Cash can still be used	<ul style="list-style-type: none">• Malfunctions reported in real time
<ul style="list-style-type: none">• Additional payment options made available (Credit & Smart Cards)	<ul style="list-style-type: none">• Coin collections on demand rather than scheduled
<ul style="list-style-type: none">• PayByPhone option available	<ul style="list-style-type: none">• Use of demand pricing models
<ul style="list-style-type: none">• Extend time by phone or mobile applications are available	<ul style="list-style-type: none">• Improved reporting of revenues, occupancy and demand
<ul style="list-style-type: none">• Allow for the option of parking pre-payment	<ul style="list-style-type: none">• Remote control and programming of equipment without field visit

Any deployment of pay stations and/or modern meters will increase overall parking system costs in an effort to enhance the customer experience and improve the City's ability to operate and manage parking. Figure 4 compares the net revenue from a \$0.50 parking fee using our current equipment, almost entirely coin only meters, (\$0.419) with the use of modern parking meters (\$0.283). In recent years, several improvements have already been implemented including the addition of Automated Licence Plate Recognition (ALPR) technology and handheld units to make better use of limited enforcement staff resources, improving efficiency. A preliminary review of the South Pandosy Town Center and budget costing to facilitate area improvements showed that with the current on-street parking rate of \$0.50 per hour, it will take 5.5 years to repay the capital expenditure for the purchase and install of required parking meters (approximately \$10,000 per pay station, installed) and any related signage. The estimated life expectancy for a pay station is approximately 10 years, resulting in more than half of their useful life consumed before purchase costs are recovered. A \$1.25 per hour rate would reduce that repayment period to 1.3 years, thereby allowing for contributions to the area reserve much earlier, providing funding for future improvements and investments in infrastructure.

Figure 4 - Anatomy of a \$ 0.50 Parking Fee (Current versus Modern Meters)



- Improve system revenues to offset increasing costs for operating and maintaining public parking facilities and service the debt on existing and planned parking structures.** The City of Kelowna Asset Management Investment Plan (AMIP) estimates a requirement of \$198,273 per year in each of the next 20 years to maintain the two existing parkade facilities and ensure their maximum lifespan is achieved. Parking Services anticipates an annual minimum capital expenditure of \$163,429 for the ongoing renewal of existing pay parking and enforcement equipment. This combined total of \$361,702 constitutes the minimum recommended annual contribution to the parking reserve required to support current asset management goals. Figure 5 shows the estimated year end balances of the Downtown Parking Reserve using existing rates, revealing a deficit of approximately \$3 million by the end of 2016. Figure 6 predicts that with the new base rates recommended in this report any deficit would be eliminated by 2017 and the reserve would once again be available to fund future parking infrastructure.

These estimates include project funding commitments that impact the Downtown Parking Reserve Fund. Over the next 3 years, approximately \$2.8 million is dedicated to the Library Parkade expansion and parking for the new Police Services Building.

Figure 5 - Downtown Reserve Fund - Year End Balance Forecast - with Current Rates

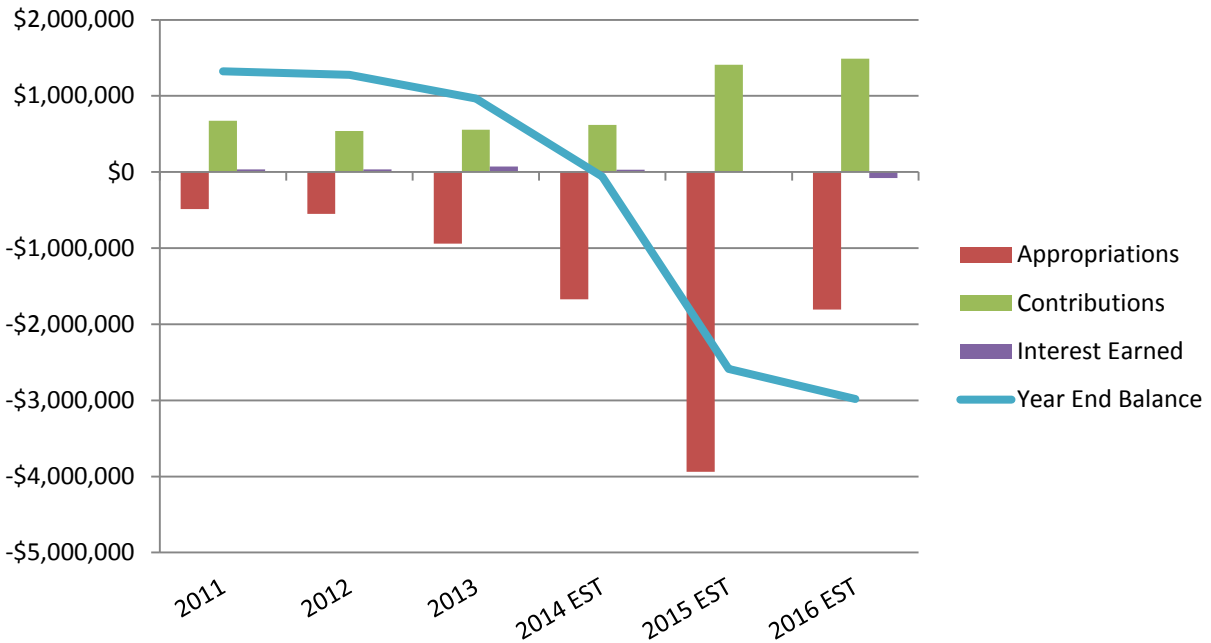
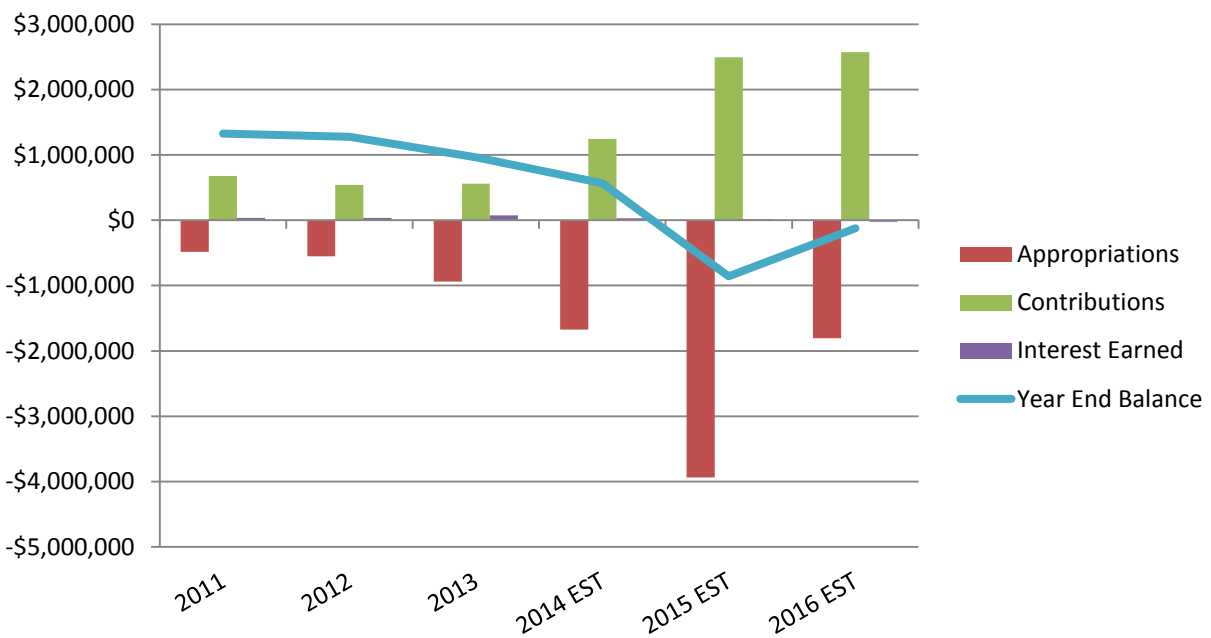


Figure 6 - Downtown Reserve Fund - Year End Balance Forecast - with New Rates



Annual operating cost increases, maintenance of aging equipment and infrastructure, and various project commitments, without a corresponding increase in revenue has led to an ever increasing reduction in annual contributions from Parking Services operations to the Downtown Parking Reserve fund. Table 2 shows that the 2014 budget, using current on and off street parking rates, will result in a net negative cash flow (after debt servicing and planned capital expenditures). With adoption of base rate adjustments recommended in this report ("2014 Estimate with New Rates" below), parking operations will once again contribute to the Downtown Parking Reserve fund and allow for future investment in parking infrastructure without impacting general taxation. Parking Services continues to contribute \$150,000 annually to reduce general taxation demand.

Table 2 - Parking Services Operations Impact on Downtown Parking Reserve Fund

	2011 Actual	2012 Actual	2013 Estimate	2014 Budget	2014 Estimate (with New Rates)	2015 Estimate (with New Rates)
Net Income from Operations	\$744,275	\$625,253	\$616,863	\$609,120	\$1,236,531	\$2,461,948
Contribution to General Taxation	(\$150,000)	(\$150,000)	(\$150,000)	(\$150,000)	(\$150,000)	(\$150,000)
Net Income after Taxation Contribution	\$594,275	\$475,253	\$466,863	\$459,120	\$1,086,531	\$2,311,948
Commercial Lease Revenues	\$79,853	\$65,325	\$76,899	\$160,285	\$160,285	\$160,285
Debt Servicing	(\$485,306)	(\$485,306)	(\$352,174)	(\$748,390)	(\$748,390)	(\$1,606,126)
Capital Expenditures	\$0	(\$37,025)	(\$393,500)	(\$274,436)	(\$274,436)	(\$200,000)
Contribution to Reserve Fund	\$188,822	\$18,247	(\$201,912)	(\$403,421)	\$223,990	\$666,107
Contribution including Asset Preservation (AMIP) requirements	(\$9,451)	(\$180,026)	(\$400,185)	(\$601,694)	\$25,717	\$467,834

- **Encourage more transit use as well as walking and cycling to major employment areas of the City.** Experience in many cities has indicated that the price of parking can influence individual’s choice to drive or use an alternative mode of travel. In particular, daily and monthly parking rates set higher than related transit fees encourage people to use transit for work trips.

Table 3 - Current Transit Pricing / Parking Rates Comparison

	Transit	Parking	Difference
Cost / trip or Hour	\$ 2.25	\$ 0.50	(\$ 1.75)
Cost per day or two way travel	\$ 4.50	\$ 4.00	(\$ 0.50)
Cost per month pass/permit	\$ 60.00	\$ 42.00	(\$ 18.00)

- **Ensure alignment with the Official Community Plan and Council Directives - Objective 7.11, Policy 1 of the OCP indicates “Work towards a pricing structure where the cost of parking for an hour at a municipal facility (city owned parkade, off street surface lots and on-street parking) exceeds the price of a single transit trip”.** On August 13, 2001, Council passed a resolution to “Establish a minimum monthly parking rate set at 10% greater than an adult monthly transit pass”. Figure 7 illustrates how current and proposed parking fees relate to current transit fares.

Figure 7 - Parking / Transit Rate Matrix



Conclusion & Next Steps

With Council's endorsement of the Guiding Principles included in this report and approval to implement base parking rate adjustments, staff, along with the project consultant Urban Systems, will move forward with the development of individual area plans, beginning with the South Pandosy and Downtown areas. Other areas of the City will follow, as required, pending budget approval.

Upon approval, a communications strategy will be developed to keep those directly affected informed of intended parking changes, in a timely manner, before changes are implemented. An on-going communications strategy to address general parking education and availability will also be developed in 2014.

Many stakeholders indicated that the City needs to take a more active role in the ongoing management of parking. Council's adoption of the guiding principles and base rate adjustments is the first step toward building a better system. Other comments and suggestions brought up during the consultation process included a need for updates to the Cash in Lieu program, changes/increases to the on-site parking requirements contained in the Zoning Bylaw and a more defined role for the City in the creation and management of off-street parking in the future. All of these items will be reviewed in conjunction with any impacted City departments and brought back to Council for further direction. Attachments to this report include feedback received from stakeholders and a listing of current market rates for parking in Kelowna.

Internal Circulation:

Divisional Director, Infrastructure Division
Divisional Director, Active Living & Culture
Divisional Director, Communications & Information Services Division
Divisional Director, Civic Operations
Divisional Director, Corporate & Protective Services
Director, Financial Services
Manager, Policy & Planning Department
Manager, Transportation & Mobility
Manager, Capital Assets & Investments
Supervisor, Traffic Operations
City Clerk

Legal/Statutory Authority:

Community Charter, Section 194(1)
Motor Vehicle Act; Section 124(1) (a), (c) & (f)

Legal/Statutory Procedural Requirements:

Amendment No 23 to Traffic Bylaw No. 8120, Schedule "A" (Fees)

Existing Policy:

Official Community Plan, Chapter 7 (Infrastructure), Objective 7.11

Financial/Budgetary Considerations:

Rate Adjustment/Increase Impact in 2014 (Using Modern Meter Technologies)

• Parking Revenue Increase (Parking Services) - On-Street	\$ 689,541
• Parking Revenue Increase (Parking Services) - Off-Street	\$ 86,162
• Parking Revenue Increase (Lot Maintenance/Roadways)	\$ 9,312
• Expense Increase for Communications & Bank/CC Fees	(\$ 123,506)
• Expense Increase for Materials & Supplied -Modern Meters	(\$ 24,786)
• Net Increase to Parking Services Revenue	\$ 627,411
• Net Increase to Parking Lot Maintenance Revenue	\$ 9,312

Personnel Implications:

Staff from Parking Services and Communications will continue to work with the consultant, Urban Systems, to complete Phase 3 (Individual area plans).

City meter maintenance technicians will re-program and label approximately 970 single space parking meters and 61 pay stations to reflect new rates.

External Agency/Public Comments:

Feedback Received from the Public & Stakeholders is attached to this Report

Considerations not applicable to this report:

Alternate Recommendation:

Communications Comments:

Submitted by: D. Edstrom, Director, Real Estate

Approved for inclusion: D. Gilchrist, Divisional Director, Community Planning & Real Estate

Attachments:

1. Attachment A - Consultation Report from Project Consultant, Urban Systems Ltd
2. Attachment B - Letters Received from Stakeholder Groups
3. Attachment C - Web links to Video Presentation, Meeting Notes & Online Comments
4. Attachment D - Private and Institutional Parking - 2013 Kelowna Market Rates
5. Attachment E - Colliers International Rate Survey - Canada
6. PowerPoint

cc: J. Vos, Divisional Director, Infrastructure
J. Gabriel, Divisional Director, Active Living & Culture
C. Weaden, Divisional Director, Communications & Information Services

- J. Creron, Divisional Director, Civic Operations
- R. Mayne, Divisional Director, Corporate & Protective Services
- K. Grayston, Director, Financial Services
- D. Noble-Brandt, Manager, Policy & Planning
- M. Hasan, Manager, Transportation & Mobility
- J. Shaw, Manager, Capital Assets & Investments
- S. Fleming, City Clerk
- F. Wollin, Supervisor, Traffic Operations
- J. Taylor, Communications Advisor, Communications & Information Services

MEMORANDUM

Date: December 02, 2013
To: City of Kelowna Council
cc: [Click here to enter text.](#)
From: James Donnelly
File: 000467.424.02
Subject: Consultation Report- Kelowna City Council

In the Fall of 2013, residents of the City of Kelowna were invited to participate and provide feedback on the City's Parking Management Strategy. Residents were given several options to provide feedback on this Strategy, including an online forum hosted on the City's website, stakeholder meetings (businesses, institutions and residents' associations) and a public open house. The online forum, stakeholder meetings and open house all provided feedback on the five guiding principles found in the Parking Management Strategy. Overall, all five principles received strong feedback with the majority being highly supportive. The Five guiding principles included:

1. The City will focus on excellent short-term parking management to support more frequent parking turn-over.
2. The parking system will pay for itself (or will be *self-funded*).
3. Focus on customer service and fairness in parking practices by providing options, technologies and information.
4. The City will partner with institutions, businesses and developers to plan solutions for parking management.
5. Parking will be used to support a balanced transportation network.

To determine the level of support for each of the five guiding principles the discussions general themes, language and comments found in the feedback were compiled and coded based on whether the commentary was supportive or unsupportive of the proposed measures found in the Parking Management Strategy. This provided an interpretation of how each of the guiding principles was received by the community and the level of support that existed for each of these proposed changes.

This analysis involved looking specifically at the information collected from the online forum, direct communications received by the City and the stakeholder meetings.

The online forum was especially successful in collecting the opinions of Kelowna City Residents. Over the duration of the online discussion the online forum generated 39 unique ideas, sustaining 472 distinct interactions observed by over 3000 people. Also, online the kelowna.ca/parking web page received over 1500 visits throughout the engagement period with over 1300 of those being unique visitors. The site was promoted on the City's social media channels, e-Subscribe email system, in online advertising on Castanet, in the Capital News paper and was widely covered in local media. These tactics were successful in engaging a large segment of the community.

The stakeholder feedback received by the City of Kelowna helped to gauge the level of support for the proposed changes from members of Kelowna's business community, institutional leaders, and residents' association members. The excerpts and comments from the stakeholder meetings provide a context of the discussions that occurred, as well as a general understanding for the proposed changes in the Parking Management Strategy. The stakeholder meetings included:

- ❖ The **Business & Institution Stakeholder Meeting**, which attracted a wide range of participants from Kelowna's Business community and major employers including: Interior Health Authority, Kelowna Chamber of Commerce, Okanagan College, Pandosy Village Business Community, Downtown Kelowna Association, Uptown Rutland Business Association and the Okanagan Car Share Co-op;

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- ❖ The **Residents' Association Stakeholder Meeting**, which was attended by several representatives from three resident associations, including: KSAN, KLO Central Neighbourhood Association and the Abbott Street Heritage Conservation Area Society (FRAHCAS); and,
- ❖ Stakeholder feedback received by mail and email.

Overall, public feedback received from these consultation efforts showed support for the guiding principles forming the framework of the City's new Parking Management Strategy and highlighted the need for changes to the City's parking structure. The following section summarizes general themes and comments from the consultation procedure. A complete set of meeting notes from the stakeholder engagement, direct communications submitted to the City for consideration and comments from the online forum can be found in Appendix A.

1.0 GUIDING PRINCIPLE #1:

"The City will focus on excellent short-term parking management to support more frequent parking turn-over."

1.1 Online Forum

Supportive References: 31/49 (63%)

- *"We live in the Pandosy Village area and Sopa is now progressing. As a result the side streets off Pandosy are fully utilized by the workers to park their vehicles for the day. This does not allow for visitors to the homes/condos on the block. I feel that there should be limited parking times implemented in order to prevent all day parking on our streets. This matter will only worsen once Sopa is completed"*
- *"I think those who abuse parking repeatedly in the core should pay increasingly heavy fines. We're not talking criminal behaviour here, just management."*

Unsupportive References 9/49 (18.5%)

- *"When planning revised streetscapes to entice people downtown do not remove their ability to park there and enjoy it."*

Other Comments: 9/49 (18.5%)

- *"I would gladly pay double the fees for the City parking. But the inflated Impark fees are unreasonable! Not only that, but the fines are unbelievable! I recently had to pay \$5.50 for parking (2hrs) and because the receipt accidentally landed on the dash upside down I'm paying a \$76 fine. We are being robbed."*

A number of 'other' comments were also received covering a range of topics, including:

- *Considering parking in development proposals (e.g. SOPA)*
- *Parking for Yacht Club members*
- *Improving the accessibility of the Lawrence Parkade- one way street causes accessibility issues*

1.2 Stakeholder Feedback:

- *The challenge with long-term parking when it is run by the City is that it makes no sense for any business to run their own lot because the rates are too low to compete with.*
- *The City should look to fulfill objective of providing long-term parking at sensible rates that allows for*

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co-operation/competition and facilitates asset renewal.

- *If we go to two hour parking in South Pandosy people will find parking alternatives along side streets because there are no other alternatives for long term parking.*
- *The City needs to open up short-term parking for businesses by establishing parking restrictions and at the same time create the space for the 8 hour (long-term) parking.*
- *Parking tickets are still too cheap; people are willing to get a ticket once in a while because the cost is very bearable.*
- *If we identify high traffic areas, there needs to policy that goes along with high traffic areas.*
- *What I love about public spaces at Whistle Village is that there are no cars- Imagine each town centre, in Kelowna, becoming its own village (i.e. Rutland, Glenmore, Pandosy, etc.) where all the service and activities are all right there at hand and connected by transportation a mechanism. Make the 'villages' self-contained and connect them with transit.*
- *UDI Okanagan supports the City in its efforts to focus on well managed short term parking in order to support more frequent parking turnover. As Kelowna is still a "young" city when it comes to parkades and enclosed parking structures, the vast majority of vehicle drivers still favour the use of outside, at grade stalls. In the more densely populated town center areas these stalls are more abundant on the street which can obviously only be controlled by the City. These stalls need to be made available to short term users on a regular basis. We certainly see a large benefit to the City becoming more effective and efficient in their role as parking manager.*
- *The problem is the people that do not own businesses but work in an office upstairs or on Tutt Street park in front of our stores the whole day. If we only had meters on Pandosy Street that problem would be solved.*
- *Since the parking area by original Joes restaurant has become pay parking it's been impossible to park in front of my own home. People are parking here, which I know they have the right to, but that are leaving their vehicles there all day and well into the evening. I believe that a 2 hour parking law should be put into effect as does everyone else in the neighbourhood. Then residents could apply for the residential parking passes.*
- *Two main areas of concern (Pandosy area). The first is that there be some controls put in place on the City controlled parking stalls that would encourage turnover for the customers of our business to use. Our second concern is that the City provides a long-term parking lot or facility to accommodate these longer term users. These two areas cannot be looked at independently as they are very much interwoven.*

2.0 GUIDING PRINCIPLE #2:

"The parking system will pay for itself (or will be self-funded)."

2.1 Online Forum

Supportive References: 11/17 (65%)

- *"Creating more parking is not the easy solution! Remember, the City says it will take 22 years to pay off the Chapman/Library parkades! Also the City states that it aims to reduce the amount of parking needed in the downtown area by year 2030. Building more is not the solution. Reduce the demand during peak hours by charging more and charging across the city (even at the malls). Parking fees after all should not only cover stall costs but also pay for increased road infrastructure."*

Unsupportive References 2/17 (11.5 %)

- *"Unfortunately Kelowna by its design and location is by nature a "automobile city." While there is a necessity for new developments and downtown planning to promote alternative forms of transportation, the automobile will remain Kelowna's principal form of personal transport for at least the next 30 years. New developments must include additional parking over and above the current bylaw requirements. Tax rebates could be used to encourage developers to provide "additional parking." Redevelopment in*

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Kelowna must include parking solutions that are designed to integrate future transit and alternative transportation solutions.”

Other Comments: 4/17 (23.5%)

- *“There is increasing vehicle diversity in every city: electric wheelchairs, bicycles, motorcycles, mopeds, scooters. This needs to be recognized and encouraged as space saving options.”*

A number of ‘other’ comments were also received covering a range of topics, including:

- *Including negative feedback option on online forum (mindmixer)*
- *Parking for Yacht Club members*
- *Improving the accessibility of the Lawrence Parkade- one way street causes accessibility issues*

2.2 Stakeholder Feedback:

- *It should be noted that even on-street parking is not fully funded. For example maintenance and snow removal are not included in the costs.*
- *It does not make sense to pay taxes for building and subsidizing parking if I take the bus- punishes the transit user and positive transportation behaviour.*
- *Parking rates need to increase- \$0.50 cents is “way too cheap” and “not worth the time.”*
- *The City should enter into public –private partnerships or the city should have to sell off some of its long-term parking lots.*
- *As it is, the City is subsidizing parking- this is not effective.*
- *Everyone says it should be user pays, there is a huge opportunities to change rates and change behavior.*
- *On the topic of the parking system paying for itself, if the City’s goal is that the development industry will enter the parking structure business then it must not artificially keep rates low by subsidizing its system. In the private sector every business must budget and charge accordingly to ensure its long term viability; this should be no different when it comes to the City’s parking infrastructure. This would also mean that the City should account for the land costs under their structures, the financing/debt servicing costs incurred, and maintenance and long term structural allowance for replacement of facilities and infrastructure.*
- *In many respects parking is a service to our residents. Should meters on downtown streets be set at a rate to self-finance parking stalls is a huge question. In general parking rates are set in many cities to encourage realistic turn over as the primary principle for setting the rate. The optimal rate may be less than a full recovery model would suggest. If the policy is applied to some locations but not every parking spot in the city some may argue that it is discriminatory. This pits an unfair competitive practice on one business due to location versus another. Note in this city our largest shopping centre has free parking. If we care about downtown survival we cannot ignore the fair competition issue. In fact almost all shopping areas are free. This begs the question of “how much can the downtown businesses stand?” I guess the point is that there may be a realistic goal for general taxation to pay for part of the cost of parking stalls.*
- *The Association agrees with the City’s philosophy that the parking should cover its cost and not be a burden to taxpayers. An overall zero return should be the goal.*

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3.0 GUIDING PRINCIPLE #3:

“Focus on customer service and fairness in parking practices by providing options, technologies and information.”

3.1 Online Forum

Supportive References: 12/17 (70.5%)

- *“1. Residential neighborhood streets should not be used as free parking lots to service institutions or businesses. Kelowna is the only city in BC and perhaps Canada that allows this. The situation around KGH is abnormal, disrespectful and degrades livability. Use RPO programs to control transient parking.*
- *2. Explore, understand and prevent impact of transient parking activity BEFORE starting a pay to park facility. Expect folks to seek free parking option if it exists nearby. Higher the rate, greater the motivation. Abbotsford implemented RPO beside it’s new hospital BEFORE operations began.*
- *3. If residential neighbourhoods must be used as parking lots to service institutions, then install pay parking stations with rates that are higher than the institution’s. IE: If KGH rates are \$1.50/hr, than parking in residential areas should be \$2/hr. with 3 hr. limit per day. Normal business hours only. Short term solution only. Surrey is the only BC city that practices this method.”*

Unsupportive References: 3/17 (17.5%)

- *“It is not fair to charge people for a parking pass in a two hour parking zone area (like the hospital area, where I live). The majority of the houses in this area do not have driveways because they were built in a time when most people did not have vehicles. We have nowhere else to park except on the street in front of our homes and it is not fair to charge us to park there when we have nowhere else to park. Most streets, like mine, have wide gravel shoulders that DO NOT get cleared by the city of snow. We take care of that ourselves. If you want to charge people that have a driveway, by all means do it as they have a choice where they can park. The rest of us do not. We are paying for nothing but a piece of plastic. This is nothing but a money grab by the City, plain and simple.”*

Other Comments: 2/17 (11.5%)

- *“The malls have provided free parking on their premises at their expense to attract shoppers to their businesses. The downtown businesses (& the city) are challenged with providing adequate, convenient, reasonably priced parking for their clients/customers or risk losing this business - lots of empty buildings downtown don’t pay taxes!”*
- *“Areas like this should be “Permit Parking Only from 6PM to 6AM.” Daily Parking Permits for the residents of these areas should be issued either free or at a significantly reduced rate”*

3.2 Stakeholder Feedback:

- *Earlier there was discussion about changing behavior. Education should be a major component of this strategy, there needs to be effective in the way we communicate with customers. Business owners and the City need to invest time in educating the customer. These changes need to be warm, easy and applicable for all people.*
- *In Vancouver traffic went down after Olympics ended, parking a habit that can be changed.*
- *Our transit system needs to accommodate more people*
- *Park and ride is a good idea, why get people to drive downtown.*

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- *There is a need to educate business owners and customers that free parking will make things worse and that free parking will make turnover rates even lower.*
- *If I am going to go downtown I will be looking for a specialized service offered there 50 cents is not a breaking point. In Vancouver I am happy to pay 10 dollars and walk 5 blocks.*
- *This is an opportunity to convert surface parking lots into parkades*
- *The prices do not just need to higher, but we also need the flexibility to change the rates as needed.*
- *Good enforcement is a customer service.*
- *The City have known that their policies are not working, the decision to create 2 hour parking restrictions on 75% of the streets in December 2009 was never implemented, & local business's had to raise petitions to have restrictions finally posted & implemented in 2012. Those restrictions were never enforced, as no bylaw officers were ever present & no tickets ever written, consequently people parked all day in restricted areas.*
- *If metering is chosen then we would encourage the use of technology to allow businesses to “refund” clients for some or all of their parking costs.*

4.0 GUIDING PRINCIPLE #4:

“The City will partner with institutions, businesses and developers to plan solutions for parking management.”

4.1 Online Forum

Supportive References: 9/16 (56%)

- *“Campuses, hospital, schools, large employers should require employees to pay for parking. Funds collected should go towards discounted transit passes, such as PROPASS, U-PASS (UBCO), etc. More than a parking issue is the transportation issue...decongests our streets = decongest our air!”*

Unsupportive References 0/16 (0%)

- **Example: None**

Other Comments 7/16 (44%)

- *“The building of the new Kelowna Yacht Club will be a huge benefit for Kelowna, but it will be a struggle for KYC members. There will be no all-day parking at the new yacht club, and only 8 drop-off spaces. We need reasonably priced all-day parking spaces within easy walking distance of the marina”.*

A number of ‘other’ comments were also received covering a range of topics, including:

- *More parking for commercial/residential developments increase parking requirements and have the city manage a portion of this.*
- *Parking for Yacht Club members in the Chapman Parkade*

4.2 Stakeholder Feedback:

- *There are difficulties because people (employees) do not want to walk even for 8 minutes to get to their cars. It is an issue of entitlement, some employee like customers do not want to walk.*
- *Education is key to solving this problem.*
- *The Hospital is a regional service and people from all over the Okanagan are coming to this destination, which means they are not likely to use transit or other modes of transportation because they drove here.*

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- *There is major employment associated with the tourism industry, which is cyclical and seasonal- are there any studies that compare parking throughout the year? We need to move the tourists from the dolphins and gyro beach, so we need to look at seasonal demand so we do not kill off one of the City's economic drivers.*

5.0 GUIDING PRINCIPLE #5:

“Parking will be used to support a balanced transportation network.”

5.1 Online Forum

Supportive References: 18/21 (81%)

- *“Downtown businesses will always suffer if large retail (malls, big box stores) offer free parking. This explains why new developments are always looking to build on cheaper land further away from the urban centers....so they can provide free parking and where the cost goes to city (tax payer) to build new roads etc.... Parking should be charged equally to all in the city limits, for example all parking lots over 20 stalls, for example, could be required to have a parking attendant. Many cities in Asia and Europe do this already.”*
- *“Overall I think that residents of Kelowna do need to see a shift in their transportation habits. Due to the ease and price of parking in Kelowna it is very convenient to be lazy and drive short distances (I am also guilty). Also as it is more expensive to take public transit the transit system can become underutilized therefore less frequent and even more underutilized. By increasing parking rates to a comparable or higher price than public transit we may be able to start to break the habits of Kelowna drivers and increase the use of our public transit systems and HOV lanes. As some have mentioned this may have an impact on businesses located near the paid parking. This effect can be reduced by a slow increase in the prices rather than one immediate price hike.”*

Unsupportive References 2/21 (9.5%)

- *“If parking costs are punitively high, people will make other choices. Will this be a choice to take transit? Maybe, but only when transit is efficient. Kelowna's physical geography, light population density, and sprawl make transit an expensive and inefficient choice. The costs of wasted time need to be taken into account too. A policy of increasing parking rates in selected parts of the City may result in driving to other locations, such as the mall. Businesses may seek to relocate. The downtown struggles already. Are the parking planners really sure what the result of this policy would be?”*

Other Comments 2/21 (9.5%)

- *“I'd like to see motorcycle and scooters are able to use the crooks and cranny's at the ends of the rows, next to Downtown patios etc. where cars just don't fit.*

5.2 Stakeholder Feedback:

- *There is a need to financially reward positive behavior (i.e. should cost more to park then ride the bus).*
- *Transit is currently insufficient. For example, nursing staff need to get to work early so they cannot take the bus. Our bus system needs to accommodate the needs and demands of residents.*
- *We cannot keep building parking we need to focus on changing the system so that we do not need more parking- allow people to live and travel downtown more effectively.*
- *When we look at the high levels of driving and vehicle ownership these should be viewed as failures and mistakes that must be corrected.*
- *While we agree parking should be used to help create a balanced transportation network, it is*
- *Important that the City be realistic in its expectations for our community as to what balance is.*

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- *If parking in urban areas becomes too hard to find and/or too expensive, businesses will not locate in these areas and instead find their way to non-town center areas where onsite parking is plentiful and free.*
- *In regard to carsharing, it would be great to see something around providing preferred parking spots (ideally on street parking) for carshare organisations that are easily accessible and visible. The easier and more convenient it is for carshare members to access a vehicle the better perception of the availability of alternative mobility options to community members have (in particular when compared to underground or parking garage parking for carshare vehicles which is the least preferred parking option).*

GENERAL STAKEHOLDER DISCUSSION

- *Why is it not a good idea to have parking in residential areas? It would make sense to allow for parking and shared parking it would be a good use of space.*
- *It should be clear what the intent of the parking is (i.e. Long-term vs. Short-term parking).*
- *The problem with the South Pandosy area is that there are no alternatives for parking- general agreement that it is a challenge to find parking for long-term employees*
- *Two-points: 1) Parking rates in Kelowna will have to go up 2) How do you discourage people from seeking the free parking options when this happens?*
- *We can use tools like rate increases, time limits and enforcement to encourage people to park in the appropriate location (i.e. push people out of high demand areas by raising rates, then encourage parking in other areas by lowering rates).*
- *The reality is we are playing catch-up with our level of growth and it has to be managed.*
- *It may not be a quantum leap, but we want to move this forward, and make these incremental changes in the next year.*
- *I know the older demographic is often cited as an issue in Kelowna. However, I feel it is an advantage for the older population to have access to services without having to drive and I think we are going to start seeing more services geared towards people that do not drive.*
- *Development of a Pandosy Village Area Comprehensive Development Plan that addresses residential/commercial redevelopment, park development, parking, and transit is an immediate requirement.*
- *Pandosy Village area is a designated “urban area” within the OCP. Significant growth is scheduled for this area.*
- *A residential/commercial “building” that includes a parkade and transit hub is a necessity for the village and must be included in any redevelopment plan.*

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Although some of the proposed aspects of the City’s Parking Management Strategy were slightly more provocative (e.g. short-term parking, parking rates, and the expansion of paid parking), residents were generally receptive of the changes; especially when they had the opportunity to talk to municipal staff and planners from Urban Systems about the issues and reasoning behind them. Some key points of consensus originating from these discussions include:

- Wide ranging support for transportation alternatives and infrastructure- bike lanes, transit and light rail were among the recommendations;
- The need for greater parking enforcement, especially in Downtown, South Pandosy and around Kelowna General Hospital (KGH);
- A desire from business owners for greater turn-over and more effective parking control measures, including increased parking rates and restrictions;
- A desire for more long-term employee and visitor parking;
- A better transit option for visitors between downtown and South Pandosy/Gyro Beach;
- Increased signage and information about parking availability; and,
- Greater coordination with major employers and institutions.

Overall, the large majority of residents who participated in the online forum, stakeholder meetings and open house were in support of the Parking Management Strategy and expressed their gratitude for municipal staff. In fact, several residents stated that they appreciated the accessibility of the events, saying they enjoyed the opportunity to participate.

Overall, these findings have highlighted a variety of important issues for the community and provided support for the Parking Management Strategy.

URBAN SYSTEMS INC.

James Donnelly, P.Eng., PTOE
Transportation Engineer

/SH

OFFICIAL LETTERS



URBAN DEVELOPMENT INSTITUTE- OKANAGAN CHAPTER

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udiokanagan@udi.org
www.udi.bc.ca

December 3, 2013

Dave Duncan
City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Attention: Dave Duncan

Subject: UDI Okanagan Feedback on City of Kelowna Parking Strategy

Dear Dave:

The Urban Development Institute (UDI) is a national association (with international affiliations) of the development industry and its related professions. The corporate members of the UDI - Okanagan Chapter represent hundreds of individuals involved in all facets of land development and planning, including: developers, property managers, financial lenders, lawyers, engineers, planners, architects, appraisers, real estate professionals, local governments and government agencies.

As a Partner in Community Building, the UDI Okanagan is committed to working with communities and governments to create and achieve the vision of balanced, well-planned, sustainable and affordable communities.

Thank you for the opportunity to take part in the stakeholder meetings regarding the City's overall parking plan. As I was there representing three different interest groups, I wanted to follow up with a letter which represents the views of the UDI Okanagan Board. This letter is broken down to address each of the five guiding principles the City is asking for feedback on as well as offering a few other thoughts.

UDI Okanagan supports the City in its efforts to focus on well managed short term parking in order to support more frequent parking turnover. As Kelowna is still a "young" city when it comes to parkades and enclosed parking structures, the vast majority of vehicle drivers still favour the use of outside, at grade stalls. In the more densely populated town center areas these stalls are more abundant on the street which can obviously only be controlled by the City. These stalls need to be made available to short term users on a regular basis. We certainly see a large benefit to the City becoming more effective and efficient in their role as parking manager.

On the topic of the parking system paying for itself, if the City's goal is that the development industry will enter the parking structure business then it must not artificially keep rates low by subsidizing its system. In the private sector every business must budget and charge accordingly to ensure its long term viability; this should be no different when it comes to the City's parking

infrastructure. This would also mean that the City should account for the land costs under their structures, the financing/debt servicing costs incurred, and maintenance and long term structural allowance for replacement of facilities and infrastructure.

One area of concern in the City's handout from the event relates to the point about cash in lieu payments and fees. One of the biggest challenges the development community faces in the denser town center areas (the downtown and South Pandosy in particular) is to build to the maximum density allowed within the OCP and zoning bylaws. The challenge is not fitting the building on but rather how to meet the parking requirements (not just City requirements but also the market requirements). In these denser areas the land parcel sizes are often not big enough to accommodate an efficient parking layout; which leads to under development of sites in order to meet parking requirements. This is where the development community feels the City should have a very active role. The City should identify and purchase lands required within each area that will allow the development of parking to meet the area's density needs. This is very long term thinking and planning that individual land owners cannot and will not do. These "future parkade sites" need to be identified and acquired by the City in the same way the City acquires and plans for parkland or other amenities within neighbourhoods. Once these sites are acquired, there will be more incentive for developers to build more density in these areas because they know there will be parking available to the area long term. It will also mean less resistance from the development community to pay cash in lieu, even at real market costs. This planning will provide the certainty the development community needs to build to the densities as contemplated in the OCP. These parking structures could even be built as Strata parkades with individual developers purchasing these units from the City instead of paying cash in lieu.

It is important that the City work with institutions, businesses and developers to find solutions to parking management. In an ideal world we would be able to remove vehicles from our system altogether. However, the reality for the development industry is that we need to provide what the customers want or our projects will fail. Setting parking levels too low due to idealistic views of where we should be will only mean developments will either fail or not be built. The development industry is already doing many things to encourage other forms of transportation such as end of trip facilities and bike storage, however ignoring the vehicle dominant culture would be unwise.

While we agree parking should be used to help create a balanced transportation network, it is important that the City be realistic in its expectations for our community as to what balance is. If parking in urban areas becomes too hard to find and/or too expensive, businesses will not locate in these areas and instead find their way to non-town center areas where onsite parking is plentiful and free. In essence, if this idea goes too far then it will actually discourage people from visiting or living in these town center areas; the exact opposite to the goal of densification. It is important to understand the stage of urbanization our City is at today and in the foreseeable future. Other transportation systems should be planned for and provided but until such time as we mature enough, the reality is vehicles are part of our culture.

Thank you again for the opportunity to provide feedback on the City of Kelowna's Parking Strategy. We look forward to future developments on this important issue and welcome any further opportunities for input and engagement.

Yours truly,

URBAN DEVELOPMENT INSTITUTE OKANAGAN CHAPTER

Per: 

Shane Worman
Board member of UDI Okanagan

DOWNTOWN KELOWNA

January 10, 2014

City of Kelowna
1435 Water Street
Kelowna, B.C. V1Y 1J4

Dear Derek Edstrom and Dave Duncan,

Please accept this Letter of Support from the Downtown Kelowna Association (DKA) for the Parking Management Strategy. As Downtown Kelowna is one of the only areas where the City has implemented paid parking, Downtown businesses are at a disadvantage. We commend the City of Kelowna for having the foresight and vision to recognize the need to establish guiding principles to ensure that fair policies and correct systems can be put in place to address the unique parking issues of each area of Kelowna.

The DKA supports the five individual guiding principles but would respectfully request the following be taken into consideration while implementing the Parking Management Strategy;

- The City needs to continue to play an active role in determining the long term parking needs and work with the development community to find solutions to meet those needs. The land parcels in the Downtown are small in nature, and not conducive to parking structures. These parcels will continue to be under-developed and we will not be able to achieve the densities that are allowed in the OCP and zoning bylaws that are necessary for the revitalization of the Downtown core. The DKA feels strongly that the City should identify and purchase lands that will allow the development of parking to meet Downtown density needs.
- The DKA supports the concept that the parking system should pay for itself and also agree that improving technologies that enhance customer service is important. However, our main concern is setting rates so high that it will deter visitors from visiting Downtown.
- As parking is such a “hot topic” with the media and public at large, it is important that a good communication strategy is in place to manage the negative public perception of parking.

The DKA would like to thank the City of Kelowna for providing us the opportunity to review the Parking Management Strategy and provide our feedback.

Regards,



Peggy Athans
Executive Director

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Pandosy Village Business Association

207-2903 Pandosy Street,
Kelowna, BC V1Y 1W1

January 7, 2014

City of Kelowna
1435 Water Street
Kelowna, BC V1Y 1J4

Attn: Dave Duncan
Re: City of Kelowna Parking Management Strategy

Dear Dave,

Thank you for the opportunity to comment on the City's parking plan.

We have seen incredible growth in our area over the last several years and the area's emergence as one of the trendiest neighbourhoods in Kelowna. While this is great in many ways it has, as you are aware, created a parking "crisis". This crisis was exacerbated when the only centrally placed parking lot was reduced in size with the placement of the NOW Canada building on part of it.

The Pandosy Village Business Association has 2 main areas of concern. The first is that there be some controls put in place on the City controlled parking stalls that would encourage turnover for the customers of our businesses to use. This unfortunately would mean the displacement of the longer term parkers, such as staff. So our second area of concern is that the City provide a long term parking lot or facility to accommodate these longer term users. These two areas cannot be looked at independently as they are very much interwoven.

The Association's goal with short term parking controls would be to increase the number of empty stalls available at any one time for the clients of the various businesses and professional offices. We are not opposed to metering if that is a solution that would meet the goals. If metering is chosen then we would encourage the use of technology to allow businesses to "refund" clients for some or all of their parking costs.

In regards to longer term parking we feel there is a definite need for a defined long term parking lot or structure. Our consensus is that this long term parking needs to be a City responsibility and that the City should take immediate action to purchase lands in the area that will meet today and future parking

needs for South Pandosy. The philosophy here should be that the rates for parking in these longer term areas would be substantially less or even free when compared to the short term parking so that it will encourage its use.

Unfortunately, even with the best intentions, there is simply no way for the area to police and enforce either short or long term parking on its own. This means that the City must assume this role of both enforcement and planning if it is to achieve its density goals and continue to have the area flourish as it has been. Without this "help" the area is certainly not going to achieve all that it can be and in fact there is already evidence that existing businesses are not thriving as they once were because of these parking issues.

The Association agrees with the City's philosophy that the parking should cover its cost and not be a burden to taxpayers. An overall zero return should be the goal. Any funding that is used to purchase or build long term lots should be mortgaged, amortized, and paid off over the long term from proceeds from parking revenue.

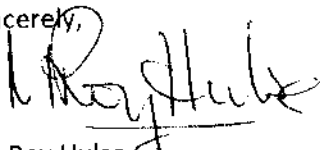
While we encourage the philosophy and promotion of alternate means of transportation we feel it is unrealistic today to expect that this will have enough impact on parking to solve any problems. Our city is just not yet "mature" enough with its density and its transit system (not to mention its weather patterns) to make this a solution for today. Good planning should be put in place around alternate infrastructure and transit and those systems developed over time so that someday, with enough densification, these alternate modes become viable. Today businesses cannot survive without adequate parking.

We have reviewed and fully support the recommendations put forward to you by both the Urban Development Institute and the KLO Central Neighbourhood Association.

Finally we feel that the City should continue to consult with the area to implement proper short and long term planning around the neighbourhood to ensure controlled and beneficial growth.

Thank you again for the opportunity to provide our input into the first step in this parking management plan and we look forward to further input once the next steps are taken. We encourage the City to continue this process in a timely fashion so that we may get some real life solutions in place in our area as soon as possible.

Sincerely,



M. Roy Hulse

Pandosy Village Business Association



PANDOSY VILLAGE BY THE LAKE:

PARKING MANAGEMENT STRATEGY INPUT DOCUMENT

November 20, 2013

Recommendation Summary:

- Development of a Pandosy Village Area Comprehensive Development Plan that addresses residential/commercial redevelopment, park development, parking, and transit is an immediate requirement.
- All new development must include additional “civic” parking in addition to the parking require under development bylaws.
- The parking bylaw allotment for all residential/commercial redevelopment projects must be significantly increased to include unit parking as well as employee, client, visitor, and civic parking.
- A residential/commercial “building” that includes a parkade and transit hub is a necessity for the village and must be included in any redevelopment plan.

Scope and Purpose:

Area: Wardlaw; Gyro beach; Richter; Lake. Signs are at Wardlaw and Gyro beach

Terms of reference: area; timelines; current status; application (funding); who is the audience? what will be presented?; recommendations? Where are people coming from that use Pandosy Village? Business surveys?

Needs:

Economic, Environmental, Social:

- Economic:
 - lost business opportunity (revenue, employment, taxes, etc.) due to a lack of parking;
 - current redevelopment has increased business/commercial parking requirement without providing additional on or off site parking
 - residents have to buy permits;
- Environmental:
 - need integrated transit plan for the area , which encourages alternative modes of transportation
 - Pandosy a “slow moving parking lot” (smog) as a transportation corridor from the Mission
- Social:
 - vibrant community that needs access to live, work, and play in the neighbourhood;
 - senior access, family (access for strollers, etc.) and handicap parking is limited;
 - limited public parking when compared to the needs for employee, client, and public parking;
 - blocked driveways etc., leads to neighbourhood frustrations

Long Term:

- Beach/Park Area
- Shopping, dining, professional clients
- Employees (local businesses)
- Construction workers and suppliers
- Visitors/tourism
- KGH related parking

Short Term:

- Shopping and appointments
- Tourism

Overall Effects:

- From anecdotal information, collected from area merchants, there appears to be a shortage of between 44 and 100 car park “stalls” in the immediate Pandosy Village area.
- A second storey car park area installed in the newly designated SOPA parking area immediately to the west of the complex would go a long way to alleviating the parking shortage.
- Preliminary discussions have been initiated to see if SOPA could, over the short term, provide underground parking for area employees in their residential car park area. These parking spaces would disappear once the SOPA residential towers were completed. While discussion around this idea is in the very early stages, assistance from the City with this regard would be appreciated.

Impacts:

For Business:

- Value of cars/parking access
- Average \$/client;
- Average # of clients visiting the area opposed to those that “pass through” using the Pandosy corridor
- Info re: lost revenue due to lack of parking
- How many more spaces do you need after employee parking has been moved to a long term parking facility?

For the Neighbourhood:

- Benefits and disadvantages of zoning for 2hr and/or permit parking only during certain times of the day
- Cost of permits
- Congestion

Opportunities for improvement:

1. Employers direct employee parking to available side streets, lots etc. away from business area.
2. SOPA may be a parking source until residential units are completed. However, there would need to be a compensation arrangement developed.
3. City increase bylaw requirement for parking spaces for new builds in the area.
4. Metered parking
5. Approach owners of open lots in the area with the idea of becoming (temporary) parking facilities. Municipal taxes reduction incentives could be offered for each new parking space provided. (e.g. Imperial Oil lot on the southeast corner of Pandosy and KLO to be used as a parking lot until the time that the lot is redeveloped.)
6. Develop innovative parking solutions for events that the Pandosy Village merchants will be hosting. Pandosy Village is a unique, destination.

Future Considerations and Recommendations:

1. Pandosy Village area is a designated “urban area” within the OCP. Significant growth is scheduled for this area.
2. Future development and redevelopment of this area should be planned with particular respect to:
 - a. Creation of a lakeside park
 - b. Stepped height and density requirements similar to those used for downtown redevelopment
 - c. Parking, transit, and pedestrian movement with a special understanding that this area will be a magnet for commercial/residential, tourist, and special events
 - d. The long term cost benefits to the City of having a vibrant commercial, residential, and park/recreation area.
3. Develop a Comprehensive Development Plan for this area. This would encourage:
 - a. For an orderly and co-ordinated redevelopment of the area that would allow:
 - i. The lakefront of this area to become a community and citywide focus for leisure and commercial development.
 - ii. Stepped height and density redevelopment east from the lake that allow for specific “view corridors” that link the lake to the Village.
 - iii. Development of integrated infrastructure, parking, and transit plans.
 - b. Long term fiscal planning with specific emphasis on the Development Cost Charges unique to this area.
 - c. Discourage piece-meal development that does not lead to the solution of the current parking and transportation problems.

ATTACHMENT C - VIDEO & PUBLIC CONSULTATION LINKS

Council Video Presentation

[Play Video](#)

Public Consultation - Detailed Information

[Online MindMixer Comments](#)

[Stakeholder Meeting Notes - Business/Institution & Neighbourhood Associations](#)

[Public Letters & E-Mails](#)

ATTACHMENT D - KELOWNA MARKET RATES - 2013

PRIVATE SECTOR PARKING RATES

Lot Name	Address	Monthly *	Hourly*	Daily*
Town Centre Mall	594 Bernard Avenue	\$75.00	\$1.00	\$4.00
Federal Building	471 Queensway Avenue	\$75.00	N/A	N/A
The Bargain Shop	1439 St. Paul Street	\$75.00	\$1.00	\$4.00
Lim Lot	572 Leon Avenue	\$80.00	\$1.00	\$3.00
Prospera Place	1223 Water Street	\$65.00	\$1.75	\$6.00
Bargain Shop - White House	1468 Bertram Street	\$70.00	\$1.00	\$3.00
Pandosy / Leon	1660 Pandosy Street	\$65.00	\$1.00	\$4.00
Bertram / Bernard	590 Bernard Avenue	\$55.00	\$1.00	\$4.00
Willow Inn	235 Queensway Avenue	\$80.00	\$1.25	\$7.50
Haworth Jewellers	542 Lawrence Avenue	\$75.00	\$1.00	\$4.00
Shoppers Drug Mart	597 Bernard Avenue	\$75.00	N/A	N/A
Grand Hotel/Casino	1310 Water Street	N/A	\$1.75	\$16.00
Old McDonald's Lot	1746 Water Street	\$35.00	\$1.00	\$2.00
St. Pauls Church	3131 Lakeshore Road	\$40.00	\$1.00	\$3.00
MEDIAN PRICING (PRIVATE LOTS)		\$75.00	\$1.00	\$4.00

INSTITUTIONAL PARKING RATES

Lot Name	Address	Monthly*	Hourly*	Daily*
Kelowna General Hospital	2268 Pandosy Street	\$53.00	\$1.50	\$6.00
UBC Okanagan	3333 University Way	\$47.50	\$1.50	\$6.00
Okanagan College	1000 KLO Road	\$40.00	\$2.00	\$5.00
Kelowna International Airport	5533 Airport Way	\$141.00	\$2.50	\$11.00
MEDIAN PRICING (INSTITUTIONS)		\$50.25	\$1.75	\$6.00

*Where multiple rates are available, the most comparable or average rate is used in this table.

OVERALL MEDIAN PRICING FOR KELOWNA AREA	\$70.00	\$1.00	\$4.00
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Colliers International - Canada, 2012 Parking Rate Survey

Daily & Hourly

CANADA								
MARKET	DAILY PARKING RATE (CAD)				HOURLY PARKING RATE (CAD)			
	LOW	MEDIAN	HIGH	% CHANGE FROM 2011	LOW	MEDIAN	HIGH	% CHANGE FROM 2011
Calgary, AB	20.43	25.00	31.07	0.0%	5.88	7.00	10.00	0.0%
Edmonton, AB	8.00	18.00	28.00	0.0%	3.00	5.00	5.00	0.0%
Halifax, NS	10.00	16.75	25.00	24.1%	3.00	3.42	4.00	14.0%
Montreal, QC	15.00	19.50	21.50	8.3%	7.50	9.00	10.50	0.0%
Ottawa, ON	13.00	16.00	20.00	6.7%	4.00	7.00	7.00	27.3%
Regina, SK	7.00	10.00	11.00	0.0%	2.00	2.00	3.00	0.0%
Saskatoon, SK	7.50	9.25	12.00	0.0%	2.00	2.50	3.00	0.0%
Toronto, ON	10.00	23.00	32.00	0.0%	4.50	8.00	21.00	-11.1%
Vancouver, BC	10.00	19.75	32.00	-1.3%	3.50	7.00	9.00	0.0%
Victoria, BC	10.75	12.75	13.50	-5.6%	1.00	2.25	2.25	50.0%
Waterloo Region	10.00	13.00	18.00	8.3%	2.00	2.88	3.00	4.7%
Winnipeg, MB	8.50	9.50	12.50	5.6%	2.00	4.25	4.75	6.3%
CANADA NATIONAL AVERAGE	10.85	16.04	21.38	3.4%	3.37	5.03	6.88	3.5%

Kelowna, BC 2.00 4.00 16.00 0.50 1.00 2.50

Monthly Parking (Unreserved/Random & Reserved)

CANADA								
MARKET	MONTHLY UNRESERVED PARKING RATE (CAD)				MONTHLY RESERVED PARKING RATE (CAD)			
	LOW	MEDIAN	HIGH	% CHANGE FROM 2011	LOW	MEDIAN	HIGH	% CHANGE FROM 2011
Calgary, AB	351.91	456.75	526.89	2.0%	429.59	495.00	568.40	-1.8%
Edmonton, AB	130.00	295.00	350.00	7.3%	240.00	285.00	375.00	-16.2%
Halifax, NS	155.25	181.60	230.00	4.8%	230.00	230.00	230.00	0.0%
Montreal, QC	271.63	330.96	461.50	11.7%	333.43	471.50	620.87	11.5%
Ottawa, ON	203.00	225.00	283.00	2.3%	305.00	320.00	395.00	33.3%
Regina, SK	140.00	182.50	225.75	8.3%	162.75	215.25	246.75	5.1%
Saskatoon, SK	152.25	157.50	215.00	0.0%	162.50	191.63	399.00	10.6%
Toronto, ON	169.50	316.40	474.41	-4.8%	385.33	528.84	813.95	10.1%
Vancouver, BC	169.40	277.82	474.32	-3.5%	243.94	409.95	596.29	-2.4%
Victoria, BC	123.20	184.80	246.40	0.0%	212.80	280.00	369.60	0.0%
Waterloo Region	107.35	132.49	150.92	3.3%	118.65	143.41	168.17	5.6%
Winnipeg, MB	126.79	159.86	292.16	5.0%	159.86	203.96	292.16	5.0%
CANADA NATIONAL AVG./TOTALS	175.02	241.72	327.53	2.7%	248.65	314.55	422.93	0.8%

Kelowna, BC 35.00 70.00 141.00 75.00 83.02 88.00



City of
Kelowna

PARKING MANAGEMENT

City-wide Strategy - Phase 2



AGENDA

- ▶ Background
 - ▶ Parking policy framework
- ▶ Community Engagement
- ▶ Guiding Principles
- ▶ Base Parking Rates
- ▶ Next steps

BACKGROUND

▶ [VIDEO](#)



Have your say.

PARKING MANAGEMENT STRATEGY

Previous Work

Parking Policy Framework

• Spring 2013

Community Engagement

• Fall 2013

Adopt Guiding Principles

• January 2014

Implementation

• 2014 and beyond

PREVIOUS WORK - PLANS & REPORTS

Shaping Policies

- ▶ *Official Community Plan*
- ▶ *Zoning Bylaw 8000 (2007)*
- ▶ *Climate Action Plan (2012)*

Area Plans

Downtown

- ▶ *Downtown Kelowna Plan (2012)*
- ▶ *Downtown Kelowna Parking Management Plan (2010)*

South Pandosy

- ▶ *South Pandosy Town Centre Parking Management Plan (2009)*

Hospital District

- ▶ *Parking Around Kelowna General Hospital (2012)*

Landmark Centre

- ▶ *No parking plans have been completed here*

BACKGROUND - TARGETS

- ▶ Reduce community GHGs by 33% by 2020
- ▶ Transition to 55% non-SOV mode split
- ▶ Reduce VKT by 20% by 2020 and 33% by 2030
- ▶ On-street parking vacancy rate of 15% (approx. 1 space per block)
- ▶ Ensure length of stay of 2 hours or less in public on-street parking areas
- ▶ Plan for no net gain in land occupied by parking

BACKGROUND - AREA DIRECTIONS

Downtown Kelowna

- *Attract people to downtown*
- *Increase sense of safety*
- *Attract private sector investment*

Hospital District

- *Support the ongoing operation and expansion of KGH*

South Pandosy

- *Mix of retail commercial and medium density residential*
- *Evolving town centre*

Landmark Centre

- *Promote economic development in the City*



PARKING POLICY FRAMEWORK

- ▶ Based on past studies and existing conditions
- ▶ Accepted by Council in 2013
- ▶ Key deliverable
 - ▶ Guidance for policy and decision making
- ▶ Council direction for Community Engagement
 - ▶ Guiding Principles

CONSULTATION PROCESS

- ▶ Facilitated by City Staff & Urban Systems
- ▶ Public Engagement
 - ▶ Business & Institution Stakeholder Meeting
 - ▶ Residential Stakeholder Meeting
 - ▶ Public Open House (Parkinson Rec Center)
 - ▶ Online Engagement using “getinvolved.kelowna.ca” generated **39 unique ideas**, sustaining **472 distinct interactions** observed by over **3000 people**
 - ▶ the kelowna.ca/parking web page received over **1500 visits** with over **1300** of those being unique visitors



Have your say.

CONSULTATION - GOAL

“To effectively manage available parking infrastructure to support vibrant neighbourhoods and commercial areas, create a balanced transportation network, and build equity for future needs”

CONSULTATION - PARKING MANAGEMENT





GUIDING PRINCIPLE # 1

Focus on excellent short-term parking management to support higher turn-over while maintaining a governing role in long-term parking solutions.**

*The City's primary role should evolve to provide better short-term public parking, with a secondary role of governing and planning for long-term parking. Pricing levels should encourage private investment.***

- Supportive References - 31/49 (63%)
- Unsupportive References - 9/49 (18.5%)
- Other Comments - 9/49 (18.5%)

** Modified from original to align with public and stakeholder feedback.



GUIDING PRINCIPLE # 2

The parking system will continue to pay for itself (will operate under a user-pay cost recovery model)

There are many costs associated with parking: infrastructure, maintenance, equipment, enforcement, upgrades, customer service applications, replacement, land acquisition, management and more.

- Supportive References - 11/17 (65%)
- Unsupportive References - 2/17 (11.5%)
- Other Comments - 4/17 (23.5%)



GUIDING PRINCIPLE # 3

Focus on customer service and fairness in parking practices by providing options, technologies and information.

Payment options, fair practices and real-time information make parking more accessible, easier to find, eases (or lessens) enforcement and supports active business areas and balanced neighbourhoods.

- Supportive References – 12/17 (70.5%)
- Unsupportive References – 3/17 (17.5%)
- Other Comments – 2/17 (11.5%)



GUIDING PRINCIPLE # 4

The City will work with institutions, businesses and developers to plan solutions for parking management.

Parking policies must support the private and institutional sectors to ensure efficient and economical ways to address parking and transportation overall. Policies should encourage private investment.

- Supportive References – 9/16 (56%)
- Unsupportive References – 0/16 (0%)
- Other Comments – 7/16 (44%)



GUIDING PRINCIPLE #5

Parking will be used to support a more balanced transportation system.

Parking is part of the larger transportation picture. Inexpensive and plentiful parking will not encourage people to use transit, walk or cycle. Strategies must manage the supply of various types of parking and pricing.

- Supportive References – 17/22 (81%)
- Unsupportive References – 2/22 (9.5%)
- Other Comments – 2/22 (11.5%)

GUIDING PRINCIPLES

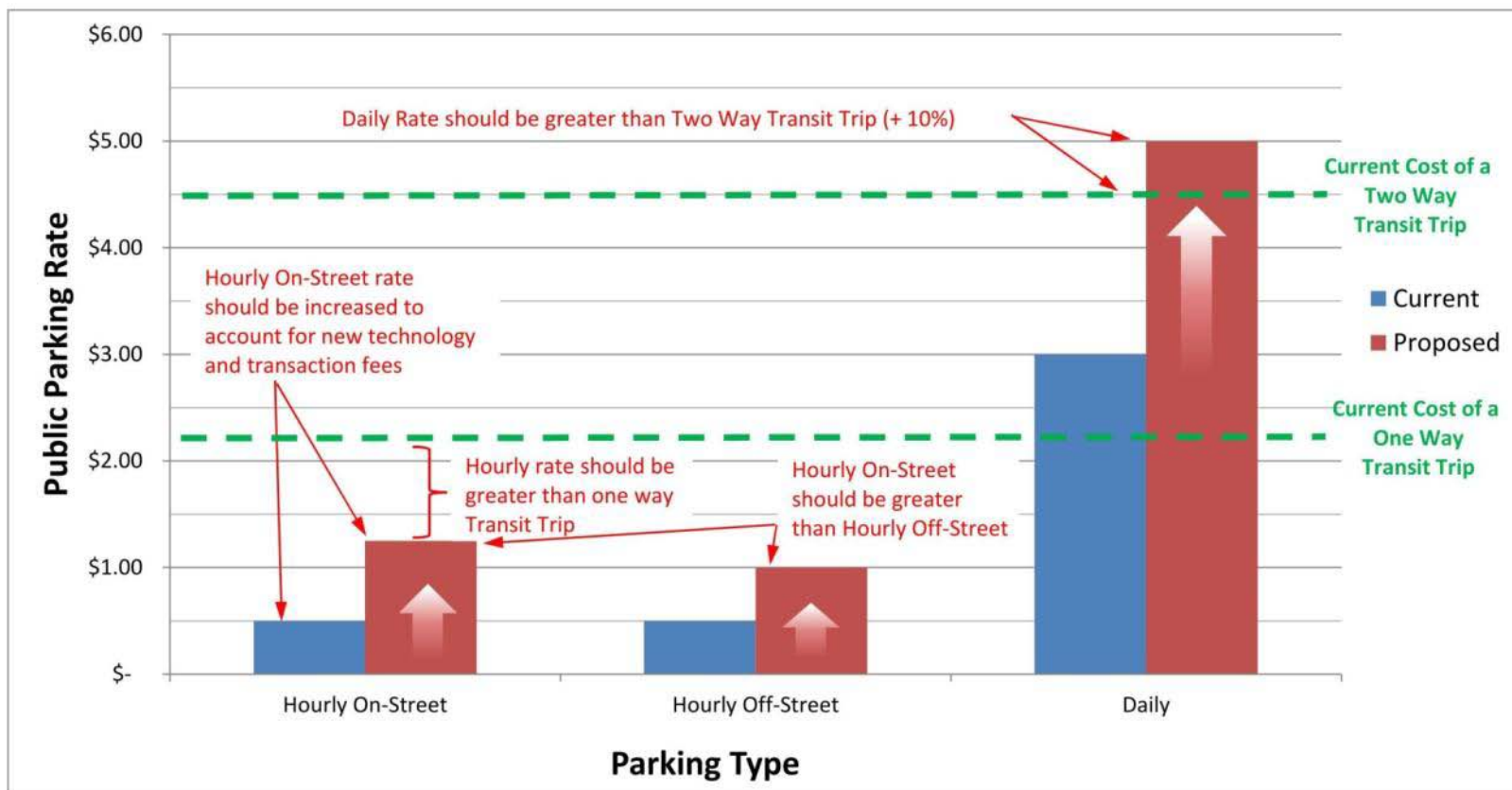


- ▶ Overall support for the guiding principles with some minor modifications
- ▶ Other ideas identified during consultation:
 - ▶ Cash in Lieu program
 - ▶ Off-site parking covenants
 - ▶ Parking Requirements in Zoning Bylaw
 - ▶ Define roles in creation and management of future off-street parking

PARKING RATE THEORY

- ▶ What people pay for parking influences where people choose to drive, where they park and for how long
- ▶ Industry best practices
- ▶ *On-street rates have not been adjusted in over 2 decades*

BASE PARKING RATES



BASE PARKING RATE CHANGES

- ▶ Encourage parking turnover
 - ▶ Desirable locations
- ▶ Market comparables
- ▶ User-pay system
 - ▶ Support current and future infrastructure
- ▶ Promote a balanced transportation network

MARKET COMPARABLES

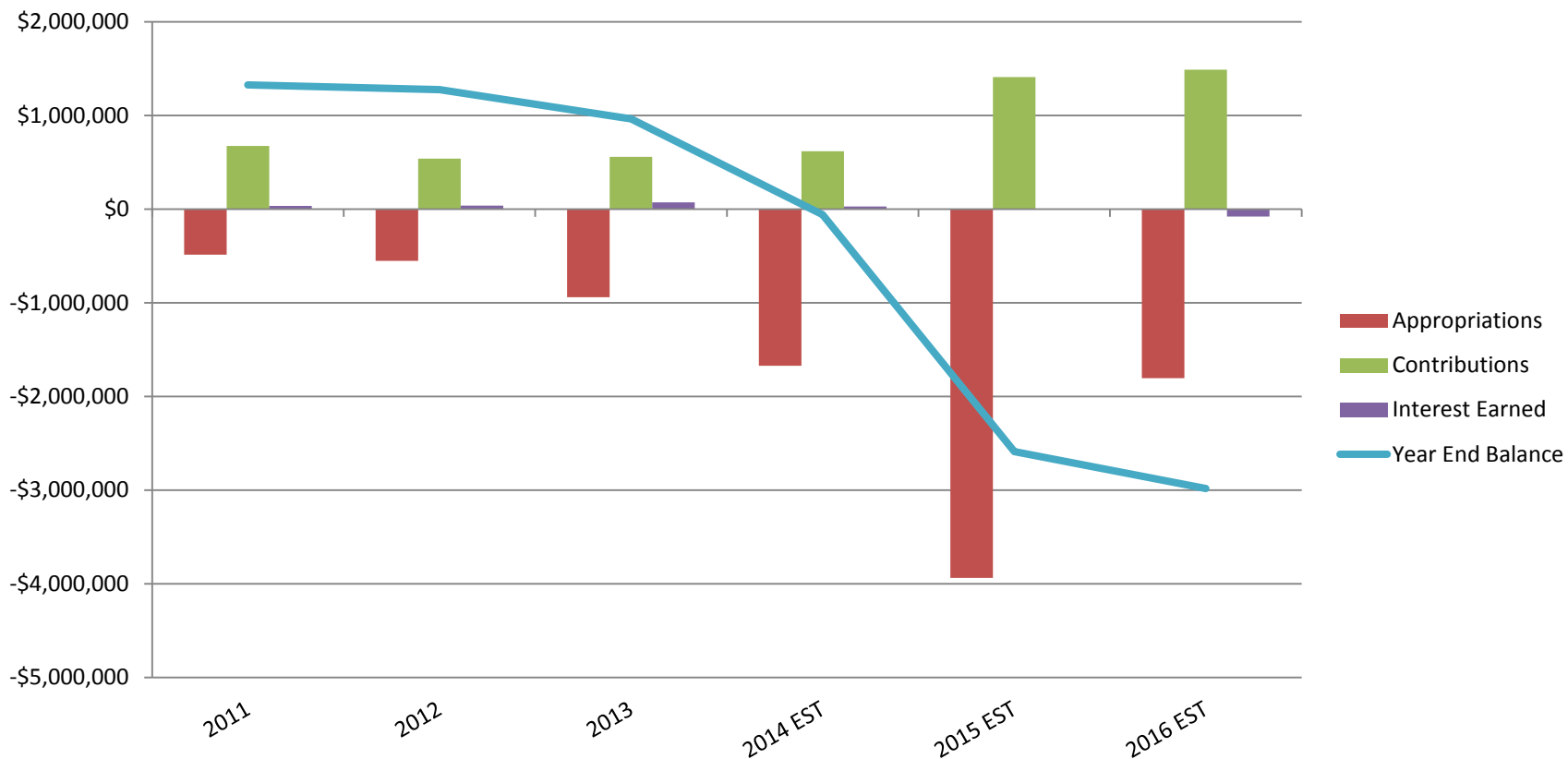
- ▶ Support private parking operations
 - ▶ Competition concerns
- ▶ Current off-street market rates support \$1 / hr
 - ▶ City of Kelowna \$ 0.50
 - ▶ Kelowna Institutional \$ 1.75 - \$2.50
 - ▶ Kelowna Private \$ 1.00 - \$1.75
- ▶ Goal is to Encourage use of off-street parking
 - ▶ On-street rates must be greater than off-street
- ▶ Base on-street rate of \$1.25 is recommended

FINANCIAL - KEY ISSUES

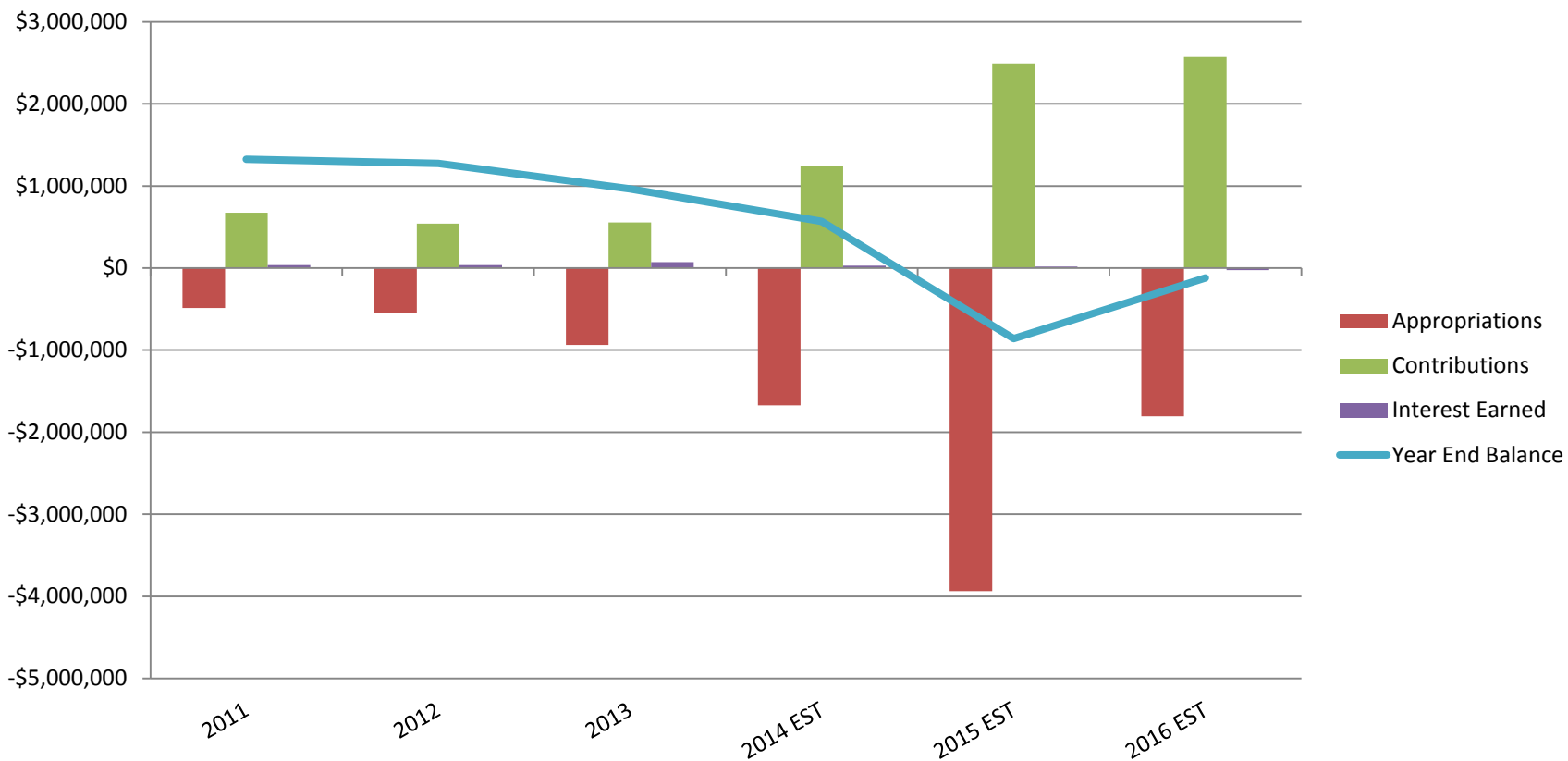
- ▶ Parking expenses increasing faster than revenues
- ▶ Parking reserve
 - ▶ Depleted by investments
 - ▶ Not able to finance significant capital expenditures
- ▶ Asset management not adequately incorporated

USER PAY - PARKING RESERVE

CURRENT RATES



USER PAY - PARKING RESERVE NEW RATES



BASE RATES SUPPORT BALANCED TRANSPORTATION NETWORK

Type of Parking	Today	Recommended Base Parking Rates
Off-street		
Hourly	\$ 0.50 to \$ 1.00	\$ 1.00
Daily	\$ 3.00 to \$ 5.25	\$ 5.00
Monthly	\$ 35.72 to \$ 65.00	\$ 53.00 to \$ 66.00
Reserved	\$ 83.02 to \$ 88.00	\$ 99.00
On-street Meters	\$ 0.50	\$ 1.25

NEW TECHNOLOGY

- ▶ Credit card payment options
- ▶ Pay by license plate
 - ▶ Time savings
 - ▶ Eliminate permits
 - ▶ Remove gate lineups
- ▶ Extend by phone
 - ▶ Customer reminders
- ▶ Pay by phone
- ▶ Real time occupancy sensors
- ▶ Unmanned special event parking
- ▶ Merchant validation programs
- ▶ AutoVu for efficient compliance



MERCHANT VALIDATION PROGRAMS

- ▶ Existing token program will continue



- ▶ PayByPhone service for all on-street meters
 - ▶ Allow merchant validation



- ▶ Future options available as equipment is upgraded

NEXT STEPS

Feb 2014 – Begin South Pandosy Consultation Process & Public notification of rate changes

May/June 2014 – Implement changes recommended in Area Plan for the South Pandosy area

June 2014 - Rate changes to take effect

Summer/Fall 2014 – Initiate Consultation Process and Area Plan Development for the Downtown Area

SUMMARY

- ▶ Phase 1 - Parking Strategy Framework - **COMPLETE**
- ▶ Phase 2 - Community Engagement & Guiding Principles - **TODAY**
- ▶ Phase 3 - Creation of Detailed Area Plans - **FUTURE**
 - ▶ 2014
 - ▶ South Pandosy & Downtown Areas
 - ▶ 2015
 - ▶ Kelowna General Hospital District & Landmark (Midtown) Area
 - ▶ Future
 - ▶ Rutland Town Center, Glenmore, other areas as required

“To effectively manage available parking infrastructure to support vibrant neighbourhoods and commercial areas, create a balanced transportation network, and build equity for future needs”

CITY OF KELOWNA

BYLAW NO. 10905

Amendment No. 23 to Traffic Bylaw No. 8120

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Traffic Bylaw No. 8120 be amended as follows:

1. THAT the permeable that reads:

“Pursuant to the Motor Vehicle Act and the Local Government Act, the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:”

be deleted in its entirety and replaced with:

“Pursuant to the *Community Charter, Local Government Act* and the *Motor Vehicle Act*, the Municipal Council of the City of Kelowna, in open meeting assembled, enacts as follows:”

2. AND THAT PART 1 - INTRODUCTION, 1.4 Definitions be amended by adding new definitions in their appropriate locations as follows:

“**Annual Parking Rate Adjustments**” means rate adjustments that will be implemented, as required, in order to maintain parity with inflation.

“**Consumer Price Index**” or “**CPI**” means the British Columbia Edition, all items, will be the reference for the purposes of this bylaw.

“**Long Term Parking Lot**”, means any means any area owned or operated by the City for the purpose of providing **Off-street Pay Parking** where hourly, daily and monthly parking may be available.

“**Off-Street Pay Parking**” means any area or facility owned or operated by the City for the purpose of providing off-street parking where a fee must be paid to park.

“**On-Street Pay Parking**” means any **metered space** owned or operated by the City for the purpose of providing on-street parking where a fee must be paid to park.

“**Pay Station**” means an electronic appliance designed for the purpose of gauging and indicating a time within which the operator of a vehicle may park the vehicle in a metered space.

“**Pay by Licence Plate**” means a system established by or on behalf of the city under which the operator of a vehicle may pay the fee for parking the vehicle in a metered space remotely at a pay station in accordance with the requirements of that system as indicated on or at the pay station.

“**Pay by Phone**” means a system established by or on behalf of the city under which a person may:

- (i) set up a credit card account with a City approved supplier, and
- (ii) pay the fee for parking a vehicle in a metered space remotely by telephone or internet application in accordance with the requirements of that system.

“Short Term Parking Lot”, means any area owned or operated by the City for the purpose of providing Off-street Pay Parking where only hourly parking is available.

“Structured Parking Garage”, means any multi-level facility owned or operated by the City for the purpose of providing Off-street Pay Parking.

3. AND THAT PART 4 - PARKING REGULATIONS be amended by:

- a) adding a new sub-section 4.3.3 On-Street Pay Parking & Short Term Parking Lot that reads:

“4.3.3 On-Street Pay Parking & Short Term Parking Lot

A person parked in a metered space or short term parking lot where the head of the parking meter indicates time remaining or who displays a valid receipt issued from a City operated pay station, paid a fee for parking the vehicle in a metered space remotely at a pay station using the Pay by Licence Plate option, or has purchased time utilizing a City approved Pay by Phone provider by entering their correct licence plate number, shall not be subject to the penalties provided for a breach of Subsection 4.1.2(hh.1) or (hh.2) of this Part so long as the meter, receipt, or Pay by Phone session remains valid and subsisting.”

- b) deleting the title that reads “4.4 Reserved Off-Street Parking” and replacing it with the a new title that reads “4.4 Off-Street Parking”; and

- c) adding a new sub-section 4.4.2 Off-Street Pay Parking (Long Term Parking Lot) under 4.4 Off-Street Parking that reads:

“4.4.2 Off-Street Pay Parking (Long Term Parking Lot). A person parked in a metered space within a long term parking lot where the head of the parking meter indicates time remaining, displays a valid monthly parking permit for the said parking lot, displays a valid receipt issued from a City operated pay station, paid a fee for parking the vehicle in a metered space remotely at a pay station using the Pay by Licence Plate option or has purchased time utilizing a City approved Pay by Phone provider by entering their correct licence plate number, shall not be subject to the penalties provided for a breach of Subsection 4.1.2(dd),(hh.1) or (hh.2) of this Part so long as the meter, receipt, or Pay by Phone session remains valid and subsisting.”

- d) Adding a new sub-section 4.4.3 Off-Street Pay Parking (Structured Parking Garage) under 4.4 Off-Street Parking that reads:

“4.4.3 Off-Street Pay Parking (Structured Parking Garage). A person parked in a metered space within a structured parking garage where the head of the parking meter indicates time remaining, displays a valid monthly parking permit for the said parking lot, displays a valid receipt issued from a City operated pay station, paid a fee for parking the vehicle in a metered space remotely at a pay station using the Pay by Licence Plate option or has purchased time utilizing a City approved Pay by Phone provider by entering their correct licence plate number, shall not be subject to the penalties provided for a breach of Subsection 4.1.2(dd),(hh.1) or (hh.2) of this Part so long as the meter, receipt, or Pay by Phone session remains valid and subsisting.”

4. AND THAT SCHEDULE "A" FEES, PART 4 - PARKING REGULATIONS be amended by adding in its appropriate location the following:

"Subsection 4.3.3 On-Street Pay Parking & Short Term Parking Lot**

<u>FEE</u>	<u>PERMITTED PARKING TIME</u>
\$0.25*	12 Minutes
\$0.50*	24 Minutes
\$0.75*	36 Minutes
\$1.00*	48 Minutes
\$1.25*	60 Minutes (1 hour)
\$1.50*	72 Minutes
\$2.00*	96 Minutes
\$2.50*	120 Minutes (2 hours)

* Applicable taxes are included.

**** Designated Off-Street Pay Parking - "Short Term Parking Lots":**

- Water Street Boat Launch Lot (1354 Water Street)
- Ellis & Lawrence Lot A (483 Lawrence Avenue)

5. AND THAT SCHEDULE "A" FEES, PART 4 - PARKING REGULATIONS be further amended by adding in its appropriate location the following:

Subsection 4.4.2(a) - Off-Street Pay Parking (Long Term Parking Lot)

<u>FEE</u>	<u>PERMITTED PARKING TIME</u>
\$0.25*	15 Minutes
\$0.50*	30 Minutes
\$1.00*	Per 60 Minutes (1 Hour) - (\$5.00 daily maximum)
\$5.00*	1 Day (Standard Vehicle - Regular Operating Hours for Lot)
\$2.50*	1 Day (Motorcycle - Regular Operating Hours for Lot)
\$5.00*	24 Hour Parking for Vehicle & Boat Trailer (Cook Road Boat Launch Only)
\$5.00*	Special Event Parking
\$66.00**	1 Month - Random Parking
\$99.00**	1 Month - Reserved Stall***

**Plus Applicable taxes.

Above Rates apply to all City Owned Parking Lots not otherwise specified in this bylaw.

**** Available only in specified parking lots.*

Subsection 4.4.2(b) - Off-Street Pay Parking - Peripheral Lot (Long Term Parking Lot)

<u>FEE</u>	<u>PERMITTED PARKING TIME</u>
\$0.25*	15 Minutes
\$0.50*	30 Minutes
\$1.00*	Per 60 Minutes (1 Hour) - (\$5.00 daily maximum)
\$5.00*	1 Day (Standard Vehicle - Regular Operating Hours for Lot)
\$2.50*	1 Day (Motorcycle - Regular Operating Hours for Lot)
\$5.00*	Special Event Parking

*Applicable taxes are included.

\$53.00** 1 Month - Random Parking

**Plus Applicable taxes.

Available only in designated **Off-Street Pay Parking** - Peripheral Lots located at:

- St. Paul Street at Cawston Avenue (1311 St Paul Street)
- Waterfront Park (Dolphins Lot) (1200 Water Street)
- Rosemead Lot (1750 Chapman Place)

Subsection 4.4.3 Off-Street Pay Parking (Structured Parking Garage)

<u>FEE</u>	<u>PERMITTED PARKING TIME</u>
\$ 0.25*	15 minutes
\$ 0.50*	30 minutes
\$ 1.00*	Per 60 Minutes (1 Hour) - (\$5.00 daily maximum)
\$ 5.00*	1 Day (Standard Vehicle - Regular Operating Hours for Lot)
\$ 2.50*	1 Day (Motorcycle - Regular Operating Hours for Lot)
\$ 5.00*	Special Event Parking

*Applicable taxes are included.

\$ 66.00** 1 Month - Random Parking

\$ 99.00** 1 Month - Reserved Stall***

**Plus Applicable taxes.

The baseline for all parking rates based upon the 2013 Consumer Price Index (CPI). Annual Parking Rate Adjustments will be made on June 1st, based on the CPI (all items) value from the preceding year. Any adjustments will be rounded to the nearest \$0.25 for ease of use by customers paying with cash/coin. Any annual adjustments that do not result in an amendment will be compounded until such time an increase is indicated.

6. This bylaw may be cited for all purposes as "Bylaw No. 10905, being Amendment No. 23 to Traffic Bylaw No. 8120."
7. This bylaw shall come into full force and effect and be binding on all persons as of June 1, 2014.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: January 17, 2014
File: 1110-61-019
To: City Manager
From: J. Hancock, Manager, Real Estate Services
Subject: Road Closure Sutton Glen Park - Bylaw 10910 - Jan 27

Recommendation:

THAT Council receives for information, the Report from the Manager, Real Estate Services dated January 17, 2014, recommending that Council adopt the proposed road closure of a portion of land adjacent to Sutton Glen Park;

AND THAT Bylaw No. 10910, being proposed road closure of a portion of land adjacent to Sutton Glen Park, be given reading consideration.

Purpose:

The closed road is to be consolidated with the adjacent City property. A statutory right of way to protect City utilities within the road closure area will be registered concurrently.

Background:

The City seeks to consolidate the closed road with the adjacent City-owned parcel known as Sutton Glen Park. The property acts as a storm water detention pond along Brandt's Creek as well as a neighborhood park to local residents.

Legal/Statutory Authority:

Section 26 and 40, Community Charter

Considerations not applicable to this report:

Internal Circulation:

Financial/Budgetary Considerations

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

The Real Estate Services department requests Council's support of this road closure.

Submitted by: J. Hancock, Manager, Real Estate Services

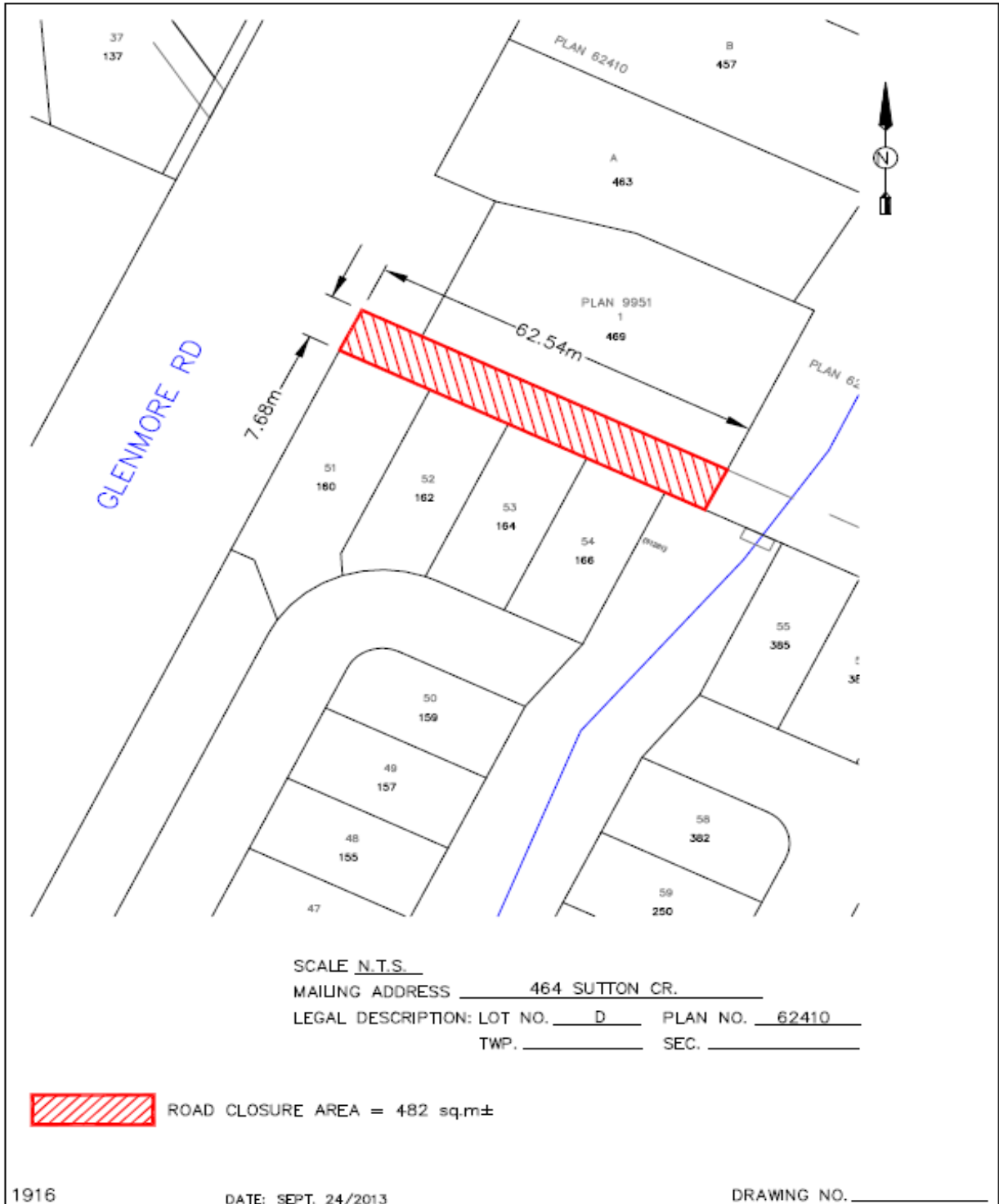
Approved for inclusion: D. Edstrom, Director, Real Estate

Attachment:

1. Schedule A - Map

cc: T. Barton, Manager, Parks and Public Spaces
M. Murrell, Utility Services Supervisor
K. Grayston, Director, Financial Services

Schedule A



CITY OF KELOWNA

BYLAW NO. 10910

Road Closure and Removal of Highway Dedication Bylaw
(Portion of Road adjacent to Sutton Glen Park)

A bylaw pursuant to Section 40 of the Community Charter to authorize the City to permanently close and remove the highway dedication of a portion of highway adjacent to Sutton Glen Park

NOW THEREFORE, the Municipal Council of the City of Kelowna, in open meeting assembled, hereby enacts as follows:

1. That portion of highway attached as Schedule "A" comprising 479.0 m² shown in bold black as Closed Road on the Reference Plan prepared by H.G. van Gurp B.C.L.S., is hereby stopped up and closed to traffic and the highway dedication removed.
2. The Mayor and City Clerk of the City of Kelowna are hereby authorized to execute such conveyances, titles, survey plans, forms and other documents on behalf of the said City as may be necessary for the purposes aforesaid.

Read a first, second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

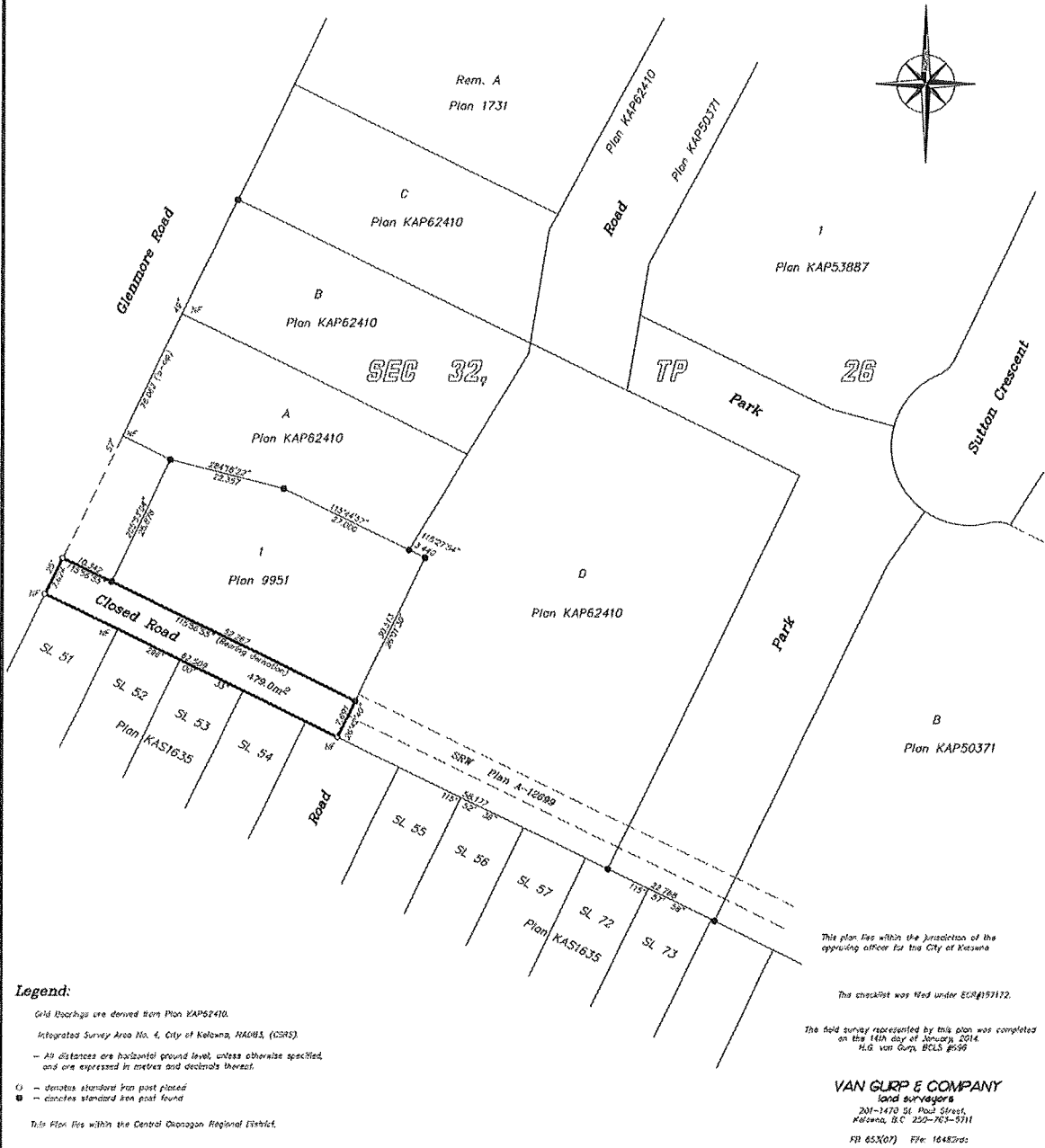
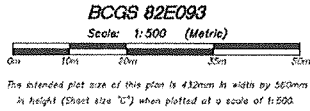
City Clerk

Schedule "A"

REFERENCE PLAN TO ACCOMPANY CITY OF KELOWNA ROAD CLOSURE
 BY-LAW #10910, FOR CLOSURE AND REMOVAL OF ROAD DEDICATED
 ON PLAN 9951, SEC 32, TP 26, ODYD.

PLAN EPP37699

Pursuant to Section 120 of the Land Title Act and Section 40 of the Community Charter.



Legend:

- Grid bearings are derived from Plan KAP62410.
 - Integrated Survey Area No. 4, City of Kelowna, N4085, (0585).
 - All distances are horizontal ground level, unless otherwise specified, and are expressed in metres and decimals thereof.
 - - denotes standard iron post placed
 - - denotes standard iron post found
- This Plan lies within the Central Okanagan Regional District.

This plan lies within the jurisdiction of the approving officer for the City of Kelowna

This checklist was filed under EOP#153112.

The field survey represented by this plan was completed on the 16th day of January, 2016.
 H.G. van Gorp, BCLS #595

VAN GORP & COMPANY
 Land Surveyors
 201-1470 St. Paul Street,
 Kelowna, B.C. 250-763-5711
 FR 65(X07) File: 16482162

Report to Council



Date: 1/27/2014
File: 1850-30
To: City Manager
From: Moudud Hasan, Manager, Transportation & Mobility
Subject: Ethel Street Active Transportation Corridor
Report Prepared by: Mahesh Tripathi, Engineering Traffic Technician

Recommendation:

THAT Council receives, for information, the Report from the Manager, Transportation & Mobility dated January 27, 2014 with respect to the Ethel Active Transportation Corridor (ATC);

AND THAT Council supports the application for a \$100,000 Cycling Infrastructure Partnerships Program (CIPP) Grant for the cycling component of the corridor;

AND THAT Council endorses the advancement of the construction of the first phase of the corridor from Harvey to Bernard Avenue based on a successful outcome of CIPP grant application.

Purpose:

To obtain approval from Council to make application for a \$100,000 CIPP Grant for the Ethel ATC between Harvey and Bernard Avenue and to move the construction of the project up one year.

Background:

The subject Ethel ATC between Harvey Avenue and Bernard Avenue is part of our *2030 DCC Active Transportation Program* (Attachment 1). The *2020 Capital Plan* anticipates this project to be constructed in phases starting in 2016 and completed by 2020. When completed, this will be major north-south walking and cycling facility between downtown Kelowna and communities south of Harvey Ave serving major destinations including Okanagan College, Kelowna General Hospital, Pandosy Town Centre, Mill Creek Linear Trail, schools and parks (Attachment 2).

A designated cycling facility is currently missing along the section of Ethel Street north of Harvey Avenue (Highway 97). This has been a major complaint from the cycling community. Sidewalk is also missing for the majority of the subject section.

As defined in our current *2030 DCC Active Transportation Program*, the provision of cycling and walking infrastructure would improve the safety and functionality of Ethel Street and create a much anticipated continuous north-south cycling corridor. In recognition of this, Council has already approved budget for the preliminary design of this corridor. As currently there is no bicycle facility, the section from Harvey Avenue in the south to the existing Cawston Avenue ATC in the north is the priority section (Attachments 2 and 3).

The *2020 Capital Plan* envisions the first phase of the Ethel ATC to be constructed in 2016. The estimated construction cost for the subject section is \$1.2 million. This section can be constructed in 2015 partially utilizing the 2013/2014 Cycling Infrastructure Partnership Program (CIPP) grant from the Province. Our current construction schedule would need to be adjusted slightly to bring this project forward by a year from the original timing of 2016.

The Province will announce the result of this grant application later this year and the construction must commence within a year of the award date. The grant is applicable to new project(s) that are not already under construction. Due to the short turnaround time given after the announcement late last year, Ethel Street ATC was found to be the suitable project for which we already have a design and that maximizes the grant amount to the available limit of \$100,000.

Internal Circulation:

Manager, Capital Assets & Investment
Manager, Grants & Partnerships

Financial/Budgetary Considerations:

The estimated cost for the subject section of Ethel corridor (Harvey to Bernard) is \$1.2 million. To reduce the financial burden to the City, staff is exploring external grant opportunities. The CIPP grant application requires documentation of Council endorsement. The Province will contribute up to \$100,000 towards this project. Our 2020 Capital Plan includes this as a 2016 project utilizing reserves (Community Works Funds and DCC funds). Based on our financial plan, there will be adequate funds available to complete this project in 2015. Only minor adjustments will be required to the 2015 capital program. If superseded due to other priorities in the 2015 budget, our grant application for this project can be withdrawn.

External Agency/Public Comments:

Public consultation was conducted in 2011 at the time of our 2030 DCC Active Transportation programming. Once the design is ready, further consultation for feedback from the community will be held. The design will also require approval from the Ministry of Transportation's local office.

Communications Comments:

Further public & external stakeholder consultation are scheduled in spring 2014.

Considerations not applicable to this report:

Legal/Statutory Authority:

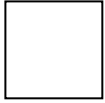
Legal/Statutory Procedural Requirements:

Existing Policy:

Alternate Recommendation:

Submitted by:

M. Hasan, Manager, Transportation & Mobility

Approved for inclusion:  (J. Vos, Divisional Director, Infrastructure Division)

Attachments:

Attachment 1: DCC Active Transportation Program Map

Attachment 2: Ethel ATC Map and Project Location

Attachment 3: Aerial Photo of the Project Area

cc: Director, Civic Operations
Director, Design & Construction Services
Director, Development Services
Director, Financial Services



City Boundary

DCC Sectors Boundary

Future Active Transportation Corridors

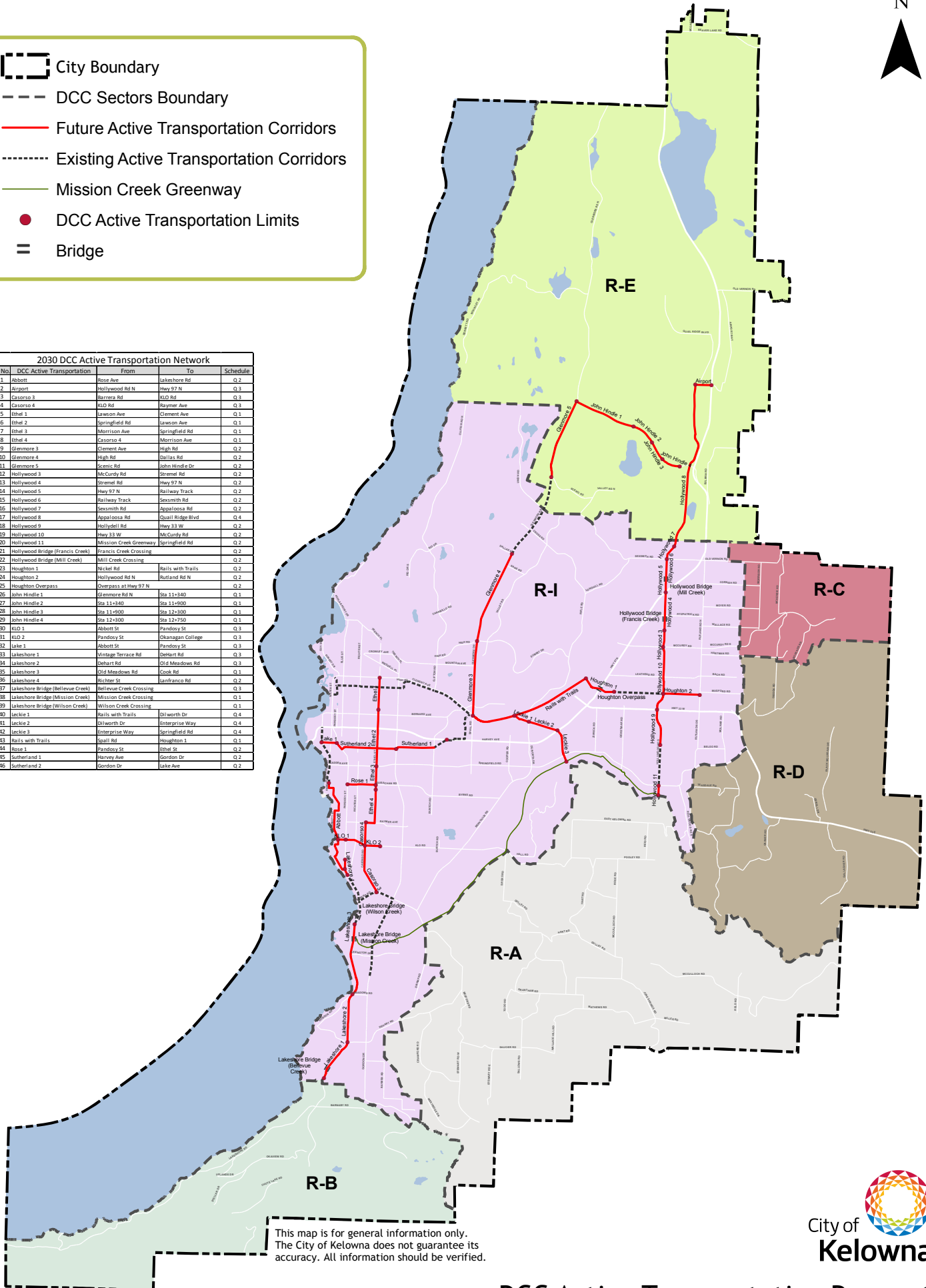
Existing Active Transportation Corridors

Mission Creek Greenway

DCC Active Transportation Limits

Bridge

2030 DCC Active Transportation Network				
S. No.	DCC Active Transportation	From	To	Schedule
1	Abbot	Rose Ave	Lakeshore Rd	Q.2
2	Airport	Hollywood Rd N	Hay 97 N	Q.3
3	Casorso 3	Barrera Rd	KLD Rd	Q.3
4	Casorso 4	KLD Rd	Raymer Ave	Q.3
5	Ethel 1	Lakeshore Ave	Clement Ave	Q.1
6	Ethel 2	Springfield Rd	Lakeshore Ave	Q.1
7	Ethel 3	Morrison Ave	Springfield Rd	Q.1
8	Ethel 4	Casorso 4	Morrison Ave	Q.1
9	Glenmore 3	Clement Ave	High Rd	Q.2
10	Glenmore 4	High Rd	Oallas Rd	Q.2
11	Glenmore 5	Stremel Rd	John Hindle Dr	Q.2
12	Hollywood 3	McCurdy Rd	Stremel Rd	Q.2
13	Hollywood 4	Stremel Rd	Hay 97 N	Q.2
14	Hollywood 5	Hay 97 N	Railway Track	Q.2
15	Hollywood 6	Railway Track	Seaworth Rd	Q.2
16	Hollywood 7	Seaworth Rd	Appaloosa Rd	Q.2
17	Hollywood 8	Appaloosa Rd	Quail Ridge Blvd	Q.4
18	Hollywood 9	Hollydel Rd	Hay 33 W	Q.2
19	Hollywood 10	Hay 33 W	McCurdy Rd	Q.2
20	Hollywood 11	Mission Creek Greenway	Springfield Rd	Q.2
21	Hollywood Bridge (Francis Creek)	Francis Creek Crossing		Q.2
22	Hollywood Bridge (Mill Creek)	Mill Creek Crossing		Q.2
23	Houghton 1	Nicket Rd	Rails with Trails	Q.2
24	Houghton 2	Hollywood Rd N	Rutland Rd N	Q.2
25	Houghton Overpass	Overpass at Hay 97 N		Q.2
26	John Hindle 1	Glenmore Rd N	Sta 11+840	Q.1
27	John Hindle 2	Sta 11+840	Sta 11+900	Q.1
28	John Hindle 3	Sta 11+900	Sta 12+300	Q.1
29	John Hindle 4	Sta 12+300	Sta 12+750	Q.1
30	KLD 1	Abbot St	Pandory St	Q.3
31	KLD 2	Pandory St	Chanagan College	Q.3
32	Lake 1	Abbot St	Pandory St	Q.3
33	Lakeshore 1	Vintage Terrace Rd	Delhart Rd	Q.3
34	Lakeshore 2	Dehart Rd	Old Meadows Rd	Q.3
35	Lakeshore 3	Old Meadows Rd	Cook Rd	Q.3
36	Lakeshore 4	Arthur St	Lanfrance Rd	Q.3
37	Lakeshore Bridge (Bellevue Creek)	Bellevue Creek Crossing		Q.3
38	Lakeshore Bridge (Mission Creek)	Mission Creek Crossing		Q.1
39	Lakeshore Bridge (Wilson Creek)	Wilson Creek Crossing		Q.1
40	Lackie 1	Rails with Trails	Dilworth Dr	Q.4
41	Lackie 2	Dilworth Dr	Enterprise Way	Q.4
42	Lackie 3	Enterprise Way	Springfield Rd	Q.4
43	Rails with Trails	Spall Rd	Houghton 1	Q.1
44	Rose 1	Pandory St	Ethel St	Q.2
45	Sutherland 1	Harvey Ave	Gordon Dr	Q.2
46	Sutherland 2	Gordon Dr	Lake Ave	Q.2



This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



Ethel Active Transportation Corridor (ATC) & Proposed 2015 Project Map

- Future ATC ---
- Existing ATC ---
- Ethel ATC ---
- New Traffic signal
- 2015 Project Limits ---



Proposed 2015 Project Limits
(Harvey Ave—Bernard Ave, 300 m)

BERNARD AVE

Bernard Avenue

ETHEL ST

LAWRENCE AVE

LEON AVE

HARVEY AVE

Highway 97