

City of Kelowna

Regular Council Meeting

AGENDA



Monday, June 23, 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. Confirmation of Minutes

5 - 12

Regular PM Meeting - June 16, 2014

3. Public in Attendance

3.1 Presentation of the Government Finance Officers Association (GFOA) Award for Financial Reporting

3.2 Fred Steele, President, The British Columbia Fruit Growers' Association Presentation

13 - 26

To provide Council with an update on the tree fruit industry.

3.3 Todd Sanderson, The Rutland Unified Stakeholders Team (TRUST), re: Rutland Branding

27 - 33

4. Development Application Reports & Related Bylaws

4.1 Area Structure Plan Application No. ASP10-0001 and Official Community Plan Bylaw Amendment Application No. OCP13-0019 - 1855 Bennett Road, 1005 Clifton Road North and (E of) Paly Road, Lakeside Communities Inc.

34 - 145

To receive for information the North Clifton Area Structure Plan (ASP), and to consider the corresponding amendments to the Official Community Plan.

4.1.1 Bylaw No. 10978 (OCP13-0019) - 1855 Bennett Road, 1005 Clifton Road North and (E of) Paly Road

146 - 151

To give Bylaw No. 10978 first reading in order to change the future

land use designation of the subject properties from the Resource Protection Area and Future Urban Reserve designations to the Single/Two Unit Residential, Major Park and Open Space, and Future Urban Reserve Designations.

- 4.2 Official Community Plan Bylaw Amendment Application No. OCP13-0017 and Rezoning Application No. Z13-0040 - 901-911 Stremel Road, Tamdan Ventures Ltd. 152 - 179

This application seeks to rezone the subject parcel from the C9-Tourist Commercial zone and the I2-General Industrial Zone to the C10-Service Commercial zone and redesignate the subject parcel from Commercial / Industrial to Service Commercial, in order to facilitate the development of a new automobile dealership.

- 4.2.1 Bylaw No. 10976 (OCP13-0017) - 901-911 Stremel Road, Tamdan Ventures Ltd. 180 - 181

To give Bylaw No. 10976 first reading.

- 4.2.2 Bylaw No. 10977 (Z13-0040) - 901-911 Stremel Road, Tamdan Ventures Ltd. 182 - 183

To give Bylaw No. 10977 first reading.

- 4.3 Rezoning Application No. Z10-0100 - 445 Pearson Road, Balwinder Singh & Harbax Kaur Khunkhun 184 - 188

To forward the Bylaw for rescindment consideration and to direct staff to close the file.

- 4.3.1 Bylaw No. 10522 (Z10-0100) - 445 Pearson Road, Balwinder Singh & Harbax Kaur Khunkhun 189 - 189

To rescind 1st, 2nd & 3rd readings given to Bylaw No. 10522 and to direct staff to close the file.

5. Bylaws for Adoption (Development Related)

- 5.1 Bylaw No. 10775 (OCP12-0008) - 2219 Mayer Road, Heinz Strege 190 - 192

To adopt Bylaw No. 10775 in order to change the future land use designation of the subject property from the REP - Resource Protection Area designation to the S2RES - Single Two Unit Residential designation.

- 5.2 Bylaw No. 10776 (Z12-0052) - 2219 Mayer Road, Heinz Strege 193 - 193

To adopt Bylaw No. 10776 in order to rezone the subject property from the A1 - Agriculture 1 zone to the RU6b - Two Dwelling Housing with Boarding or Lodging zone.

6. Non-Development Reports & Related Bylaws

6.1	Chances Gaming - Remove Slot Restriction	194 - 200
	To seek approval to remove the Council imposed restriction to the floor area available for non-bingo gaming options such as 'slot machines' from 49% permitted to 100% allowed for the Chances Community Gaming facility.	
6.2	Our Rutland Project Update and Final Project Selection	201 - 239
	To provide Council with an update on the Our Rutland project and community engagement and obtain final project approval.	
6.3	Munson Pond Park	240 - 242
	To provide Council with an update on the status of Munson Pond Park.	
6.4	2013 Annual Financial Report	243 - 318
	The purpose of this report is to meet legislated reporting requirements for annual financial statements and provide contextual information for the data contained in the remuneration reports.	
6.5	South Pandosy Parking Strategy	319 - 404
	To seek approval from Council to implement parking management recommendations for the South Pandosy area.	
6.6	Pandosy Waterfront Update	405 - 488
	To provide Council with an update on the design, financial implications and timing considerations of Refined Option 1, as generated by the Pandosy Waterfront charrette.	
6.7	Transit Ridership	489 - 509
	To provide a review of transit ridership performance in 2013 by route, and to provide Council with information on planned service adjustments throughout 2014.	
6.8	Transit 3 Year Plan	510 - 526
	To update Council on a strategy for public transit expansions from 2015 to 2017.	
6.9	Kelowna Library Parkade Expansion Project Update	527 - 529
	To provide Council with an update on the construction of the addition to the existing Library Parkade, the proposed timeline for the Ellis Parkade, and options for monthly parking in the area.	
6.10	2014 General Local Government Election	530 - 545

To appoint a Chief Election Officer and Deputy Chief Election Officers and establish procedures for the conduct of the 2014 General Local Government Election.

6.10.1 Bylaw No. 10925 - 2014 General Local Government Election Bylaw 546 - 548

To give Bylaw No. 10925 first, second and third readings in order to provide for the procedures for the conduct of the 2014 General Local Government Elections and other voting.

6.10.2 Bylaw No. 10970 - Automated Voting Machines General Local Elections and Other Voting Bylaw 549 - 555

To give Bylaw No. 10970 first, second and third readings in order to provide for the procedures for the use of Automated Voting Machines General Local Elections and other voting.

6.11 Amend Bylaw No. 10908 to Repeal Loan Authorization Bylaw No 10582 - Electrical System Upgrades 556 - 557

To amend Bylaw No. 10908 being a Bylaw to Repeal the Loan Authorization Bylaw No. 10582 being Electrical System Upgrades

6.11.1 Bylaw No. 10908 - A Bylaw to Repeal the Loan Authorization Bylaw No. 10582 being Electrical System Upgrades 558 - 558

To repeal Bylaw No. 10582.

7. Bylaws for Adoption (Non-Development Related)

7.1 Bylaw No. 10971 - Road Closure Bylaw - Portion of Road adjacent to 235 Queensway 559 - 560

Mayor to invite anyone in the public gallery who deems themselves affected by the proposed road closure to come forward.

To adopt Bylaw No. 10971 in order to authorize the City to permanently close and remove the highway dedication of a portion of highway adjacent to 235 Queensway.

7.2 Bylaw No. 10974 - Amendment No. 3 to Revitalization Tax Exemption Bylaw No. 9561 561 - 570

To adopt Bylaw No. 10974 in order to amend Revitalization Tax Exemption Bylaw No. 9561.

8. Mayor and Councillor Items

9. Termination



City of Kelowna Regular Council Meeting Minutes

Date: Monday, June 16, 2014
Location: Council Chamber
City Hall, 1435 Water Street

Council Members Present: Mayor Walter Gray and Councillors Colin Basran, Andre Blanleil, Maxine DeHart, Gail Given, Robert Hobson, Mohini Singh, Luke Stack* and Gerry Zimmermann

Staff Present: City Manager, Ron Mattiussi; Deputy City Clerk, Karen Needham; Divisional Director, Corporate & Protective Services, Rob Mayne*; Director, Subdivision, Agriculture & Environment, Shelley Gambacort; Manager, Systems & Reporting, Jackie Dueck*; Manager, Long Range Planning, Gary Stephen*; Manager, Policy & Planning Department, Danielle Noble-Brandt*; Manager, Financial Planning, George King*; Director, Financial Services, Genelle Davidson*; Supervisor, Urban Planning, Lindsey Ganczar; and Council Recording Secretary, Tania Tishenko

(* denotes partial attendance)

1. Call to Order

Mayor Gray called the meeting to order at 1:33 p.m.

Mayor Gray advised that the 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. Confirmation of Minutes

Moved By Councillor Hobson/Seconded By Councillor Zimmermann

R422/14/06/16 THAT the Minutes of the Regular Meetings of June 9, 2014 be confirmed as circulated.

Carried

Divisional Director, Corporate & Protective Services, Rob Mayne

- Presented Deputy City Clerk, Karen Needham, with a Professional Award for Volunteer Service from the LGMA for her outstanding contribution on the LGMA Elections Committee.

3. Development Application Reports & Related Bylaws

3.1. Zoning Bylaw Text Amendment Application No. TA14-0003 - Proposed Text Amendment to Zoning Bylaw No. 8000 to add the A1m - Agriculture 1 with Medical Marihuana Production Facility

Staff:

- Displayed a PowerPoint presentation summarizing the application before Council.

Moved By Councillor Basran/Seconded By Councillor Stack

R423/14/06/16 THAT Zoning Bylaw Text Amendment No. TA14-0003 to amend City of Kelowna Zoning Bylaw No. 8000 to create a new designation, the A1m - Agriculture 1 with Medical Marihuana Production Facility, in the A1-Agriculture 1 zone which would permit a Medical Marihuana Production Facility on a site specific basis be considered by Council;

AND THAT the Text Amendment Bylaw be forwarded to a Public Hearing for further consideration.

Carried

3.1.1. Bylaw No. 10975 (TA14-0003) - Adding A1m - Agriculture 1 with Medical Marihuana Production Facility Designation to the A1 - Agriculture 1 Zone

Moved By Councillor Zimmermann/Seconded By Councillor DeHart

R424/14/06/16 THAT Bylaw No. 10975 be read a first time.

Carried

3.2. Rezoning Application No. Z12-0064, Extension Request - 275 Petch Road, Parminder Hans et al

Staff:

- Displayed a PowerPoint presentation summarizing the application before Council.

Moved By Councillor Basran/Seconded By Councillor Given

R425/14/06/16 THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Amending Bylaw No. 10847(Z12-0064), Lot 40, Section 23, Township 26, ODYD, Plan 18008, located at 275 Petch Road, Kelowna, BC be extended from June 4, 2014 to June 4, 2015;

AND FURTHER THAT Council direct staff not to accept any further extension requests.

Carried

Councillor Stack declared a conflict of interest due to proximity, and left the meeting at 1:53 pm.

4. Bylaws for Adoption (Development Related)

4.1. Official Community Plan Bylaw Amendment Application No. OCP11-0009, Text Amendment Application No. TA11-0008 & Rezoning Application No. Z11-0063 - 2030 Benvoulin Road & 2190 Mayer Road, R366 Enterprises Ltd.

Staff:

- Displayed a PowerPoint presentation summarizing the application before Council.

Moved By Councillor Hobson/Seconded By Councillor Blanleil

R426/14/06/16 THAT Council waives the requirements for a Development Permit and a 25 year lease agreement to be considered prior to Final Adoption of Zone Amending Bylaw No. 10636;

AND THAT Final Adoption of Official Community Plan Amending Bylaw No. 10634, Text Amending Bylaw No. 10635 and Zone Amending Bylaw No. 10636 be considered by Council.

Carried

4.1.1. Bylaw No. 10634 (OCP11-0009) - 2030 Benvoulin Road & 2190 Mayer Road, R366 Enterprises Ltd.

Moved By Councillor DeHart/Seconded By Councillor Zimmermann

R427/14/06/16 THAT Bylaw No. 10634 be adopted.

Carried

4.1.2. Bylaw No. 10635 (TA11-0008) - Text Amendments to City of Kelowna Zoning Bylaw No. 8000, R366 Enterprises Ltd.

Moved By Councillor DeHart/Seconded By Councillor Zimmermann

R428/14/06/16 THAT Bylaw No. 10635 be adopted.

Carried

4.1.3. Bylaw No. 10636 (Z11-0063) - 2030 Benvoulin Road & 2190 Mayer Road, R366 Enterprises Ltd.

Moved By Councillor Blanleil/Seconded By Councillor Basran

R429/14/06/16 THAT Bylaw No. 10636 be adopted.

Carried

Councillor Stack rejoined the meeting at 2:04 pm.

5. Non-Development Reports & Related Bylaws

5.1. Revitalization Tax Exemption Bylaw

Staff:

- Displayed a PowerPoint presentation summarizing the application before Council.

Moved By Councillor Given/Seconded By Councillor Blanleil

R430/14/06/16 THAT Council receives, for information, the report from the Department Manager, Policy and Planning dated June 16, 2014 with respect to clarifying the language within the Revitalization Tax Exemption Bylaw and agreement;

AND THAT Council gives reading consideration to Bylaw No. 10974 being Amendment No. 3 to Revitalization Tax Exemption Bylaw No. 9561.

Carried

Moved By Councillor Given/Seconded By Councillor Blanleil

R431/14/06/16 THAT Staff report back to Council at a later date with an update on the Revitalization Tax Exemption Program.

Carried

5.1.1. Bylaw No. 10974 - Amendment No. 3 to Revitalization Tax Exemption Bylaw No. 9561

Moved By Councillor Basran/Seconded By Councillor Blanleil

R432/14/06/16 THAT Bylaw No. 10974 be adopted.

Carried

5.2. Strategic Community Investment Funds

Staff:

- Provided an overview of the report and responded to questions from Council.

Moved By Councillor Hobson/Seconded By Councillor Zimmermann

R433/14/06/16 THAT Council receive the Strategic Community Investment Funds report from the Financial Planning Manager dated June 10, 2014 for information.

Carried

5.3. Community Works Fund Agreement

Staff:

- Provided an overview of the report and responded to questions from Council.

Moved By Councillor Stack/Seconded By Councillor Singh

R434/14/06/16 THAT Council authorizes the City to enter into the 2014-2024 Community Works Fund Agreement under the Administrative Agreement on the Federal Gas Tax Fund in British Columbia in the form attached to the Report of the Financial Services Director dated June 10, 2014, which Agreement replaces the current 2005-2014 Community Works Fund Agreement;

AND THAT the 2014 Financial Plan be amended to provide for the additional Gas Tax revenue to be received;

AND THAT the Mayor and City Clerk be authorized to execute the Agreement on behalf of the City.

Carried

5.4. Investment of City of Kelowna Funds for 2013

Staff:

- Provided an overview of the report and responded to questions from Council.

Moved By Councillor Blanleil/Seconded By Councillor Given

R435/14/06/16 THAT Council receives, for information, the Report from the Systems and Reporting Manager dated June 4, 2014 with respect to the investment of City of Kelowna funds for 2013;

AND THAT Council Policy No. 316, being Investment of City of Kelowna Surplus Funds be revised as outlined in the Report from the Systems and Reporting Manager dated June 4, 2014.

Carried

6. Mayor and Councillor Items

Councillor Stack:

- Attended the Opening of the Westbank Heritage Museum. First Nations Chief Robert Louie was appreciative of the support from the City of Kelowna, and also expressed his appreciation of First Nations considerations with the new boardroom at City Hall and the completion of Bernard Avenue.

Councillor Blangleil:

- Spoke on the attendance of the Boyd Autobody sponsored Fathers Day Car Show Downtown Kelowna, and wanted to congratulate them for the excellent event.

Councillor Basran:

- Spoke to the 3rd Annual Marathon of Sport Event hosted by the Young Professionals of Kelowna, which raised over \$61,000 for Motion Balls for the Special Olympics. There were 219 Athletes and 29 Special Olympians in attendance.


Councillor Singh:

- Extended a thank you to the City Manager Ron Mattiussi for participating in a 200 km bike ride to raise funds for MS. \$2,000 was raised for MS research.

7. Termination

This meeting was declared terminated at 2:33 p.m.

Mayor



Deputy City Clerk

/tt

Tree Fruit Industry Municipal Update Spring 2014



The BC Fruit Growers' Association
"125 in 2014"

Update

- One hundred and twenty-fifth Anniversary
- ALR
- Water and Wildlife
- Labour
- Municipal-Regional District Partnerships with the agriculture sector
- Request for action

Celebrating our 125th Anniversary



- Our 125th Annual Meeting was held February 14-15, 2014
- Hosted the Canadian Horticultural Council
- Sponsoring a meeting of International Scientists on Sterile Insect Control
- Hosting the CHC Apple Working Group
- Other events include:
 - Rotary International Children's Festival
 - Apple Triathlon
 - Interior Provincial Exhibition



- **Bill 24 issues**
 - Agriculture in favour of
 - ✦ Flexibility for agriculture uses
 - ✦ Provincial-level decision-making
 - Conditional support (depends on regulation and individuals appointed and performance)
 - ✦ 6 panels with oversight/recall of decisions to provincial level
 - ✦ Priority of agriculture use over other uses
 - Oppose
 - ✦ 2 zone approach
 - Wait and See?

ALR



- **BCFGA supports the aims of the ALR:**
 - Preserve agriculture land
 - Improve economic returns for farming
- **BCFGA takes positions on individual exclusion/subdivision**
- **specific exclusion/subdivision applications – BCFGGA comments separately**
- **respect municipal process**
- **Appreciate the support of councils for the economic health and growth of agriculture**

Water Sustainability Act



- New Water Act passed this Spring
- Province consulted extensively: ‘a model’
- Agriculture Sector supports the new Act
- Next steps:
 - Regulations
 - Possible pilot project on Agriculture Water Reserve in the Okanagan
 - Water pricing issues (competitiveness)
- BCFGa appreciates being involved in Regional Water Planning:
 - Water Stewardship Council / Okanagan Water Basin Board

Wildlife Issues



Urban Wildlife Management

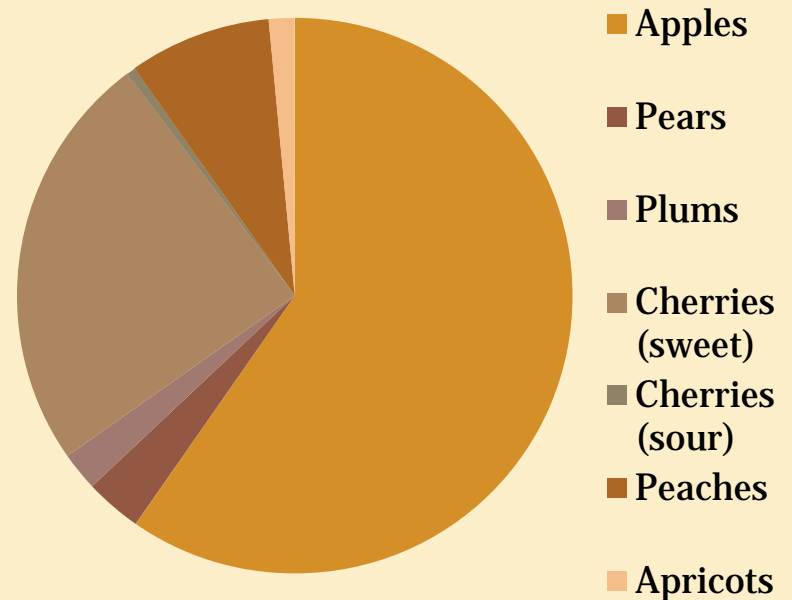
- Deer and coyotes
- Habituated to settled areas
 - Similar to problem bears
- Fencing re-locates issue
- How do we manage the wildlife problems?

Our Industry



Each Year:
Farm gate \$74.5 million
per year
Packed value of \$160.5
million
Economic
activity/contribution
\$552 million

**Thompson-Okanagan Tree Fruit
Area Cultivated, total 14,766
Acres**



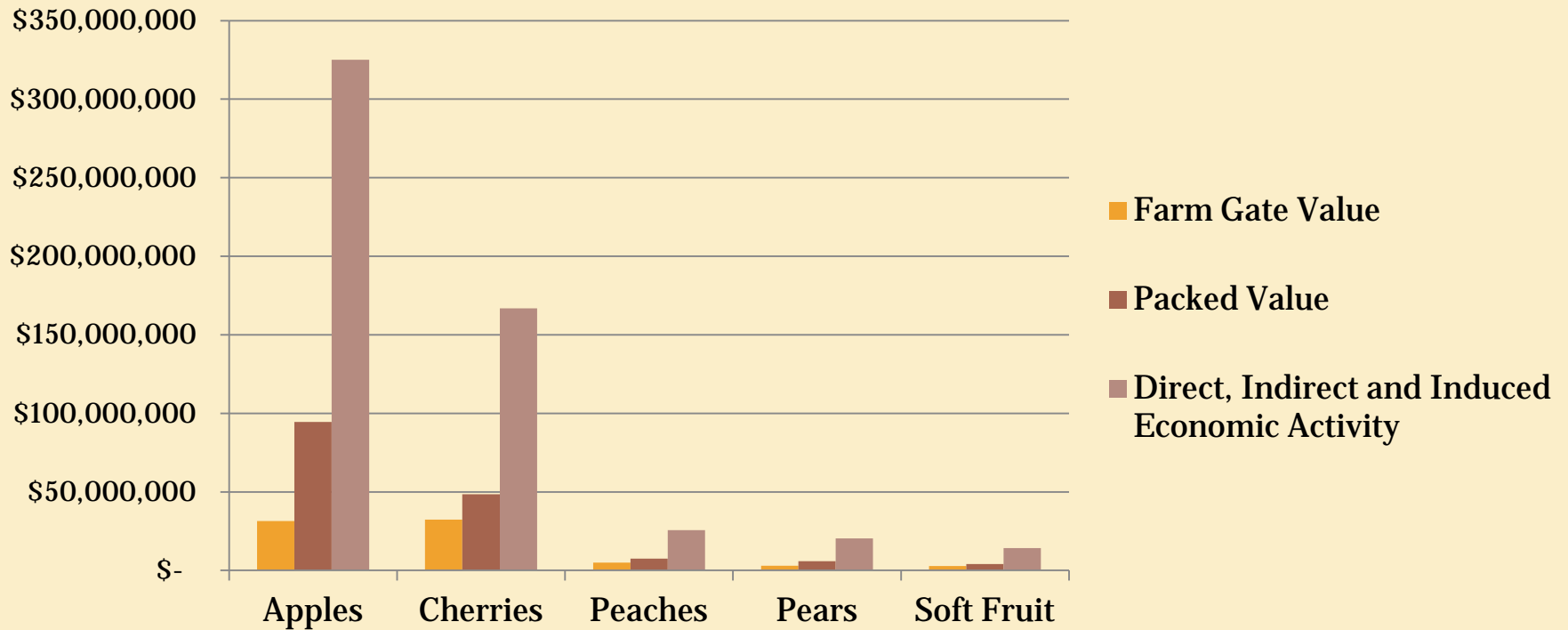
Source: 2011 Census of Agriculture

Our aim



- **Participate in the ag export goal of government**
 - Growth from \$11 billion to \$14 billion by 2017
- **Expand and utilize unproductive lands in the ALR**
- **New industry strategy to be developed**
- **Need new provincial Replant Program**

Our Industry by type of tree fruit



Domestic and Foreign workers

- **First use of local workers**
 - Facilitator hired for 2014
 - Safety and orientation training
 - Job vacancies / placement
- **Foreign workers to fill shortfall**
- **Seasonal Agriculture Worker Program**
 - Different from Low Skill Worker Program
 - 4-way agreement: Service Canada / Mexico Government / Employer / Employee (LSWP is 2-party agreement)
 - Independent housing inspections are carried out every year.
 - The Consulates monitor and intervene when issues arise.
- **BCFGA appreciates any input or ideas on improving the Seasonal Agriculture Worker Program.**



Municipal-Regional District Programs currently in place

- Municipal support of ag issues at UBCM
- Highway signage issue: importance to local farm businesses
- Municipal / Regional Government programs
 1. Wood Waste processing (chipping)
 - Alternative to burning
 2. Sterile Insect Release Program
 - Codling moth, using sterile insects and pheromones
 3. Starling Control Program
 - Reduces bird damage, reduces invasive species damage to wildlife, reduces use of bird-scaring noise devices

Industry appreciates these partnerships.
Thank-you!

Request for Action

1. Continue to refer agriculture items to the Municipal or Regional District Agriculture Advisory Committees for review before decision
2. Help us keep watch on Bill 24
3. Help industry implement a new strategy for growth in ag sector exports
4. Keep open communication on seasonal agriculture labour
5. Continue the great relationship with Agriculture





Thank You!

Rutland

Rutland
We're just getting started.



Rutland

We're just getting started.

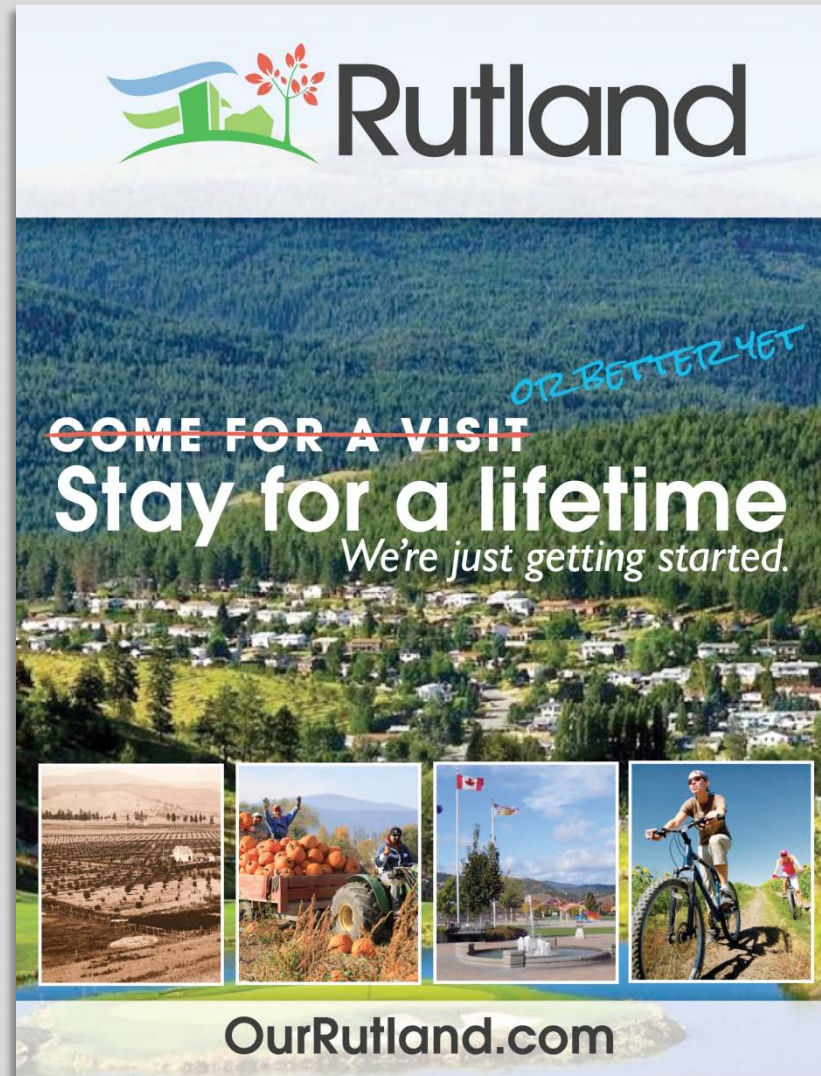




Rutland

OurRutland.com





REPORT TO COUNCIL



Date: 6/11/2014

RIM No. 1200-10

To: City Manager

From: Policy & Planning, Community Planning & Real Estate (JM)

Applications: ASP10-0001
OCP13-0019

Owner: Lakeside Communities Inc.

Address: 1855 Bennett Road
1005 Clifton Road North
(E OF) Paly Road
(E OF) Paly Road

Applicant: MMM Group Limited

Subject: Area Structure Plan & OCP Amendment

Existing OCP Designation: REP - Resource Protection Area
FUR - Future Urban Reserve

Proposed OCP Designation: S2RES - Single / Two Unit Residential
PARK - Major Park and Open Space
PSU - Public Service Utilities
FUR - Future Urban Reserve

Existing Zone: A1 - Agriculture 1
P4 - Utilities

1.0 Recommendation

THAT Council receives for information the report of the Policy & Planning Department, dated June 3rd, 2014, with respect to the North Clifton Area Structure Plan, prepared for Melcor Developments by the MMM Group, dated April 2014;

AND THAT Official Community Plan Bylaw Amendment No. OCP 13-0019 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by changing the Future Land Use designations of:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan KAP65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;
- Fractional South ½ of East ½ of the North West ¼ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North ½ of the Fractional East ½ of the Fractional North West ¼ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

from the Resource Protection Area and Future Urban Reserve designations to the Single / Two Unit Residential, Major Park and Open Space, Future Urban Reserve and Public Service Utilities

designations, as shown on Map "A" attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP13-0019 to amend Map 5.2 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by altering the extent of the Permanent Growth Boundary on:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan 65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;
- Fractional South $\frac{1}{2}$ of East $\frac{1}{2}$ of the North West $\frac{1}{4}$ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North $\frac{1}{2}$ of the Fractional East $\frac{1}{2}$ of the Fractional North West $\frac{1}{4}$ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

as shown on Map "B" attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP13-0019 to amend Map 5.9 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by adding linear corridors and paths on:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan 65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;
- Fractional South $\frac{1}{2}$ of East $\frac{1}{2}$ of the North West $\frac{1}{4}$ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North $\frac{1}{2}$ of the Fractional East $\frac{1}{2}$ of the Fractional North West $\frac{1}{4}$ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

as shown on Map "C" attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP13-0019 to amend Map 7.3 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by adding adding to the 20 Year Major Road Network on:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan 65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;
- Fractional South $\frac{1}{2}$ of East $\frac{1}{2}$ of the North West $\frac{1}{4}$ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North $\frac{1}{2}$ of the Fractional East $\frac{1}{2}$ of the Fractional North West $\frac{1}{4}$ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

as shown on Map "D" attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Official Community Plan Bylaw Amendment No. OCP13-0019 to amend Map 7.4 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by altering the Future City Serviced Areas:

- Lots 1 and 2, Section 17, Township 23, ODYD, Plan 65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;

- Fractional South ½ of East ½ of the North West ¼ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC;
- The North ½ of the Fractional East ½ of the Fractional North West ¼ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC;

as shown on Map “E” attached to the Report of the Policy and Planning Department dated June 11, 2014, be considered by Council;

AND THAT Council considers the Public Information Session public process to be appropriate consultation for the purpose of Section 879 of the *Local Government Act*, as outlined in the Report of the Land Use Management Department dated June 11, 2014;

AND FURTHER THAT the Official Community Plan Bylaw Amendment Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

To receive for information the North Clifton Area Structure Plan (ASP), and to consider the corresponding amendments to the Official Community Plan.

3.0 Policy & Planning Department

Policy & Planning Department staff are supportive of the proposed Area Structure Plan (ASP) and the corresponding amendments to the Official Community Plan (OCP). Since its adoption, the current OCP has anticipated the preparation of an ASP for this site in order to facilitate the development of approximately 200 single detached residential units. This form and density of development was accommodated within the City’s 20-year Servicing Plan.

The proposed development complies with the City’s overall expectations for the site. Development on the lands is clustered in groups on existing benches, respecting the site’s natural topographic limitations. This effort reduces the impact of hillside development (grading), while also protecting environmentally sensitive areas and visually significant features.

The ASP itself provides the detailed guiding principles that, when applied to future development, will result in a pleasant suburban community that blends effectively with its natural surroundings. In terms of development form, the proposal will also complement the surrounding established residential communities, including the McKinley Landing and Clifton Highlands neighbourhoods. It is anticipated that over time, the boundaries between the neighbourhoods may blur, each reflecting a form of lower density development that respects and reflects their natural surroundings.

While the aesthetic and overall feel of the proposed development may blend well with its surrounding environment, both natural and built, staff do acknowledge that there will be some significant impacts associated with the proposal. Some of these impacts are a result of changes that occur naturally as a city grows and takes in areas such as Clifton Highlands and McKinley Landing, which were once isolated rural neighbourhoods. In such cases, change is inevitable, though it does not have to be negative. Such is the case with the North Clifton ASP. Should the development eventually receive approval, there will be a road connection between two formerly isolated neighbourhoods, and traffic along this roadway will increase. Staff and the applicant have worked hard to ensure that this traffic can be predicted and accommodated. And, City staff will continue to work to ensure that the safety impacts of traffic increases are addressed.

But, just as traffic will increase, so will connectivity. As a result of new road connections, residents will be able to access other parts of the city much more conveniently. And, perhaps most significantly, the ability for residents and emergency responders to get access to and egress

from the area during an emergency will be greatly improved by the provision of a second dedicated public access.

In addition, the ASP proposal will result in the development of an extensive and publicly accessible trail network linked through multiple viewpoints to a central city-wide park. Taken together as two key parts of a recreation network, staff feel that the park and trail program will provide a significant amenity to the entire area for many years to come.

Alongside the road connection, the proposed development will be extending both sanitary and water services through the existing Clifton Highlands neighbourhood, ending at the doorstep of the McKinley Landing neighbourhood. Some intensification of land uses within existing OCP designations is expected in Clifton Highlands as residents connect to the system, subject to latecomer agreements. Staff do not anticipate any significant capacity concerns, as the potential for such intensification is seen to be limited. However, should McKinley Landing wish to connect to this system in the future, a capacity analysis would be required to ensure that they could be accommodated without triggering system upgrades. Appropriate analysis will be done on a case-by-case basis to ensure that all proposed future development addresses system capacity.

Staff also acknowledge the high level of interaction and standard of practice shown by the applicant team in their engagement with the public during this multi-year process. The applicant team provided regular updates and made themselves available far above any City requirements in order to answer public questions and concerns.

Overall, although it is acknowledged that the proposed development will bring with it changes to the surrounding area, this comprehensive planning exercise will accommodate growth in this location in a manner that achieves OCP objectives.

Should Council receive the ASP and OCP amendments favourably, there remain several significant steps that the applicant team must take prior to commencing development, including Rezoning, subdivision, and development permits. As these stages approach, staff will continue to work with the applicant team and area residents to ensure that any negative impacts of development are mitigated. Such efforts include consideration of upgrades to existing roadways to improve the safety in the face of additional traffic.

4.0 Proposal

4.1 Background

On October 14, 2010, the proponent made application to prepare an Area Structure Plan (ASP) for portions of the subject properties. The purpose of the ASP was to investigate development potential on the site, and to plan such future development comprehensively. On July 11, 2011, Council authorized the preparation of the ASP. At that time, Council also limited the number of units on the site to a maximum of 200. The original boundary for the ASP is shown on Attachment 1; however, part way into the process, the applicant requested that Council allow them to expand the ASP boundary area to encompass the entirety of the subject properties.

ASPs are prepared in two phases: the first is a general investigation by the proponent of the development potential for a site, including any off-site issues and on-site constraints; and in the second phase, the applicant uses the issues and constraints identified during Phase 1 to inform a plan for the development of the site. Throughout this process, applicants are strongly encouraged to engage with surrounding neighbourhoods to discuss their proposal, to listen to neighbourhood concerns, and to address those concerns where feasible. In this case, the applicant team was in regular contact with both the Clifton Highlands Community Association (CHCA) and the McKinley Landing Residents' Association (MLRA). Both City staff and the applicant team met with representatives of each association on multiple occasions throughout the ASP

development process to keep them abreast of developments, and to listen to any concerns. In addition to in-person meetings, area residents were kept informed via two required Public Information Sessions, regular email updates, a dedicated City website, and a website hosted by the applicant.

During the first phase of ASP development, the applicant team gathered critical information, including neighbourhood context, environmentally sensitive areas, visually significant features, hazard lands, and existing servicing. On March 29, 2012, the applicant held the required Public Information Session at the conclusion of the first phase of the ASP development process. At that session, approximately 103 members of the public were in attendance. Attendees noted several desired features of a future development on the site, including a robust parks and trail network, public lake access, and protection of environmentally sensitive areas. However, the road connection between the Clifton Highlands and McKinley Landing neighbourhoods was the most contentious issue. With this in mind, the City developed a rationale on the subject, which was posted on the project's website (see Attachment 2).

Once the information session had concluded, the applicant began work on the second phase of the ASP. This phase used the information gathered about site opportunities and constraints to prepare an overall development plan for the lands. On April 17, 2013, the applicant team held the last of the required Public Information Sessions where a draft of the ASP was presented for public comment. Of the 43 citizens who signed in at this session, comments respecting the development were generally positive; but, the road connection and associated impacts remained a significant concern.

As part of the Phase 2 work, the applicant was required to provide a City-Wide Park, as described in the City's Parkland Acquisition Guidelines. The location of this park was proposed at the southwest corner of the site at the time of the Phase 2 Public Information Session (see Attachment 3). However, subsequent to the session, the applicant team changed the location of the proposed park to the northwest corner of the site. Instead of an additional information session, the applicant team met with Residents' Association representatives to discuss the change. Residents expressed significant concern with the new park location (see Attachment 4), noting that it was inferior to the original park location on several fronts, including:

- Beach quality;
- Accessibility;
- Suitability for active park use and parking.

The result of Phase 2 was the first draft of the North Clifton ASP, which was provided to City staff for review on November 14, 2013. After thorough staff review, the applicant was asked to reconsider their park proposal, as they had not demonstrated that their proposal adequately addressed the City's park objectives. On April 23, 2014 the applicant team re-submitted the ASP with a revised park proposal, which included an expanded beach area to improve accessibility (see Attachment 5).

In addition to the park location, the road connection remained an issue of concern for area residents. Of particular concern for residents was the condition of the existing road network in the area, which they noted was poor and would be worsened by increased traffic volume. As part of Phase 2 of the ASP, the applicant commissioned both a Transportation Impact Analysis (TIA) and a Road Safety Audit (RSA), completed to terms of reference developed by the City, to review the transportation and safety impacts of the road connection. The conclusions of the TIA and RSA are summarized below:

- All study area intersections are expected to operate well within capacity (inclusive of all anticipated surrounding developments in the OCP);
- The existing roadway design for both along Clifton Road North and McKinley Road is rural in nature without any suitable pedestrian infrastructure in place;
- Clifton Road North is not a designated bike route and the existing narrow pavement lacks shoulder bike lanes; furthermore, the existing steep grade of 7% or more renders it a less suitable route for on-street bike lanes;
- Roadways in both existing neighbourhoods have a collision rate below provincial averages for similar roadways;
- The low volume of additional traffic from the proposed development, is unlikely to have any significant increase in terms of collision rate (fewer than one collision in two years);
- A range of improvements could be made to existing roadways to increase safety;
- The proposed new roads through the development are to be constructed based on the current design standards and best practices and will incorporate better safety features.

Based on the study findings and field investigation, the following roadway upgrades should be considered for gradual implementation in conjunction with this development:

- Provide a 9.7m pavement width along Clifton Road North, where possible, to provide a consistent 3.35m travel lane in each direction and a 1.5m paved shoulder on each side throughout the corridor;
- Extend existing concrete barriers along the west side of Clifton Road North from its current terminus at 114 Clifton Road North south to Boppart Court;
- Install road side barrier mounted reflectors/delineators along the curves north of Boppart Court;
- Install barrier with roadside slope stabilization/fill/blocks;
- Install curve warning signs, chevrons and delineator posts at select locations along the corridor;
- Trim roadside vegetation within road right-of-way at select locations to improve sightlines at driveways and intersections;
- Remove roadside hazards, for example, retaining wall structures, decorative entrance features within road right-of-way;
- Consolidate and improve direct property driveways, as opportunities arise.

The road connection between the Clifton Highlands and McKinley Landing neighbourhoods is not presently included in the Development Cost Charge (DCC) program, nor are any of the upgrades identified above. Alongside their off-site infrastructure improvements for sanitary and water, the applicant has agreed to work with residents and the City to find opportunities to address road safety concerns. Beyond this, it is proposed that the remainder of the upgrades will be prioritized alongside all other capital projects considered by the City in future budget deliberations.

Since an ASP is not a bylaw, and as such has no legal force, it is standard practice to bring forward the Future Land Use designations from the ASP in the form of an Official Community Plan amendment. While not guaranteeing the applicant development rights, which are subject to zoning and development permit processes, the OCP amendment cements the long-term concepts

of the ASP in a bylaw that will be used to evaluate future development proposals. Should Council consider the OCP amendment favourably, it is anticipated that the applicant will bring forward an initial Rezoning application in the near future.

4.2 Project Description

The proposal under consideration includes two distinct, but related elements. Each will be discussed in detail below:

Area Structure Plan (ASP)

The applicant is proposing low density single detached housing development in clusters over the subject properties. These nine (9) clusters totalling approximately 175 units, respect the most sensitive areas of the land and focus development in those areas found to be most suitable. The result is a proposed residential community that respects its context, both in terms of its natural surroundings and the existing neighbourhoods to the north and south.

As noted above, the applicant prepared an Environmental Assessment as part of the initial phase of ASP development. The assessment ranked the subject lands according to established criteria to determine those areas that are most environmentally sensitive (ESA-1). This allowed the applicant to avoid such areas wherever possible, and instead to protect them as natural open space. The assessment further included information about the protection of key wildlife corridors. While much of this information was useful in planning at the ASP level, the direct application of this information on the ground will occur at the Rezoning and Natural Environment Development Permit stage.

In conjunction with the environmental assessment, the applicant also conducted a Visual Impact Analysis, wherein they identified all the visually significant features on the site. The proposed development is sited primarily on the existing plateaus and benches on the properties, but preserves the significant knolls, rocky outcrops and foreshore areas.

The environmentally sensitive areas and visually significant features noted above generally form part of an open space network on the site, linked by a series of trails (see attached Map "C"). The trails link foreshore areas and beach to the upland hiking trails running through woodlands. The proposed trails also feature several key viewpoints where trail users can take in the vistas offered from the lands. The network links to adjacent properties to facilitate future trail expansions. The hub of the trail network is the city-wide park, which provides a variety of park experiences from active park space towards the east, to passive natural areas and beach access to the west. From this central area, residents and community members can branch out to enjoy the recreational opportunities offered by the trail network.

A major collector road bisects the site, running north to south. It is anticipated that this road will be the principal link for local area residents moving both to Glenmore (north) and to downtown (south). The collector road is linked to several local roads running through the proposed development, and connecting in some cases to existing roads in neighbouring residential areas. These connections are critical, as they will facilitate the eventual integration of this development into the fabric of the surrounding area. These road linkages also provide critical emergency secondary access for all area residents in the case of wildfire.

Undertaking the proposed development will require that the proponent bring services to the site, including water, storm drainage, and sanitary sewer. Both water and sanitary sewer will be provided through the City of Kelowna, with the proponent extending existing services from their

current terminus on Clifton Road North. In association with this service extension, the proponent is examining opportunities to partner with the City to address some of the key recommendations of the road safety audit over and above any off-site upgrade requirements of the City.

Beyond providing the likely physical layout of future development on the site, the ASP also provides key policy direction that is far more detailed and site specific than that which is provided in the OCP. These policies must be consistent with the OCP, and will be used to guide the evolution of development on the site, providing both City staff and the developer with a common set of principles from which to work. The ASP will be a guiding document against which future development applications will be evaluated.

Official Community Plan (OCP) Amendment

In order to bring forward the conclusion of an ASP into a bylaw format, the OCP must be changed to reflect the ASP's recommendations. In this case, the applicant is proposing the following OCP amendments, which are shown on the attached Maps A - E:

- 1) Change the Future Land Use designations on the subject properties;
- 2) Alter the Permanent Growth Boundary to include the entirety of the subject properties;
- 3) Include the new park and trail network;
- 4) Include the new road network; and,
- 5) Adjust the future service boundaries.

4.3 Site Context

The subject properties, being approximately 79.5ha are situated in the McKinley sector of the city, between the southern end of the McKinley Landing neighbourhood and the northern terminus of Clifton Road. The properties have seen limited forestry and agricultural uses in the past, but remain principally in their natural state. Some recent wildfire mitigation work has been undertaken in the area. There is one existing residence on the southwest portion of the lands, which is accessed from a driveway extending from the south end of Bennett Road in the McKinley Landing neighbourhood.

The majority of the site is situated within the Permanent Growth Boundary and is designated Future Urban Reserve in the OCP. However, the easternmost portion of the proposed development is outside of the Permanent Growth Boundary and is designated Resource Protection Area in the OCP.

Existing environmental information suggests that there are several areas containing sensitive terrestrial habitat, and the foreshore is comprised of very high value Kokanee spawning habitat. Also, the terrain on the subject properties is challenging, with a large proportion of land exceeding a slope of 30%.

The surrounding neighbourhoods consist of established low density rural residential development, with average lot sizes being approximately 1,200m². Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RR2 - Rural Residential 2 P4 - Utilities	Large lot rural residential GEID reservoir
East	A1 - Agriculture 1	Future Wilden development area
South	A1 - Agriculture 1 RR3 - Rural Residential 3 LUC76-1087	Large lot rural residential

West	RR3 - Rural Residential 3 RR2 - Rural Residential 2 LUC78-1024	Large lot rural residential
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Subject Property Map: North Clifton ASP lands**5.0 Current Development Policies****5.1 Kelowna Official Community Plan (OCP)****Development Process**

The subject properties are designated in the Official Community Plan (OCP) for the preparation of an Area Structure Plan. Chapter 3 of the OCP goes further to anticipate the type and density of development on the site, which is linked to the City's 20 Year Servicing Plan. As such, it was anticipated that the subject lands would accommodate up to a maximum of 200 single detached dwellings.

Staff recommends that the public process described in Section 4.1 of this report should be considered appropriate for the purpose of Section 879 of the *Local Government Act*, and that the process is sufficiently early and does not need to be further ongoing in this case. Furthermore, additional consultation with the Regional District of Central Okanagan, other boards, councils or agencies listed in Section 879, is not required in this case.

Staff have reviewed this application, and it may move forward without affecting either the City's Financial Plan or Waste Management Plan.

Provide parks for a diversity of people and a variety of uses.¹

Ensure environmentally sustainable development.²

¹ City of Kelowna Official Community Plan, Objective 5.14 (Development Process Chapter).

² City of Kelowna Official Community Plan, Objective 5.15 (Development Process Chapter).

Environmentally Sensitive Area Linkages. Ensure that development activity does not compromise the ecological function of environmentally sensitive areas and maintains the integrity of plant and wildlife corridors.³

Steep Slopes. Prohibit development on steep slopes (+30% or greater for a minimum distance of 10 metres) except where provided for in ASPs adopted or subdivisions approved prior to adoption of OCP Bylaw 10500.⁴

Access Through Steep Slopes. Discourage roads (public or private) through +30% slope areas intended to access lands beyond, except in cases where it can be demonstrated the road will be sensitively integrated (visual and aesthetic impacts minimized) with the natural environment and will present no hazards to persons or property, environmental threats or unreasonable servicing or maintenance challenges.⁵

Ensure development is compatible with surrounding land uses.⁶

Ensure context sensitive housing development.⁷

Cluster Housing.⁸ Require new residential development to be in the form of cluster housing on / or near environmentally sensitive areas and areas of steeper slopes to lessen site disturbance and environmental impact on those areas identified on the Future Land Use Map 4.1 as single-two unit residential hillside. Steeply sloped areas should be retained as natural open space, public or private. The intent of the clustering would be to preserve features identified through the Development Permit process that otherwise might be developed and to maximize open space in order to:

- a. Protect environmentally sensitive areas of a development site and preserve them on a permanent basis utilizing the most appropriate tools available;
- b. Facilitate creative and flexible site design that is sensitive to the land's natural features and adaptive to the natural topography;
- c. Decrease or minimize non-point source (i.e. asphalt roofs, driveways and parking) pollution impacts by reducing the amount of impervious surfaces in site development;
- d. Promote overall cost savings on infrastructure installation and maintenance; and
- e. Provide opportunities for social interaction, walking and hiking in open space areas.

6.0 Technical Comments

Addressed within the ASP document.

7.0 Application Chronology

Date of Application Received: October 14, 2010

Date of Authorization to Prepare: July 11, 2011

Date of Boundary Amendment: April 23, 2012

³ City of Kelowna Official Community Plan, Policy 5.15.3 (Development Process Chapter).

⁴ City of Kelowna Official Community Plan, Policy 5.15.12 (Development Process Chapter).

⁵ City of Kelowna Official Community Plan, Policy 5.15.13 (Development Process Chapter).

⁶ City of Kelowna Official Community Plan, Objective 5.19 (Development Process Chapter).

⁷ City of Kelowna Official Community Plan, Objective 5.22 (Development Process Chapter).

⁸ City of Kelowna Official Community Plan, Policy 5.22.1 (Development Process Chapter).

Date of Phase 1 Open House: March 29, 2012
Date of Phase 2 Open House: April 17, 2013
Date DRAFT ASP Submitted: November 14, 2013
Date Final ASP Submitted: April 23, 2014

Report prepared by:

James Moore, Long Range Policy Planning Manager

Reviewed by: ☐ Danielle Noble, Department Manager, Policy & Planning

Approved for Inclusion: ☐ D. Gilchrist, Div. Dir., Community Planning & Real Estate

Attachments:

Subject Properties Map

North Clifton Area Structure Plan (*Appendices Not Included*)

Attachment 1 - Map of Original ASP Boundary

Attachment 2 - Clifton Road Extension Rationale

Attachment 3 - Map of Original Park Location

Attachment 4 - Map of Revised Park Location

Attachment 5 - Map of Final Park Proposal

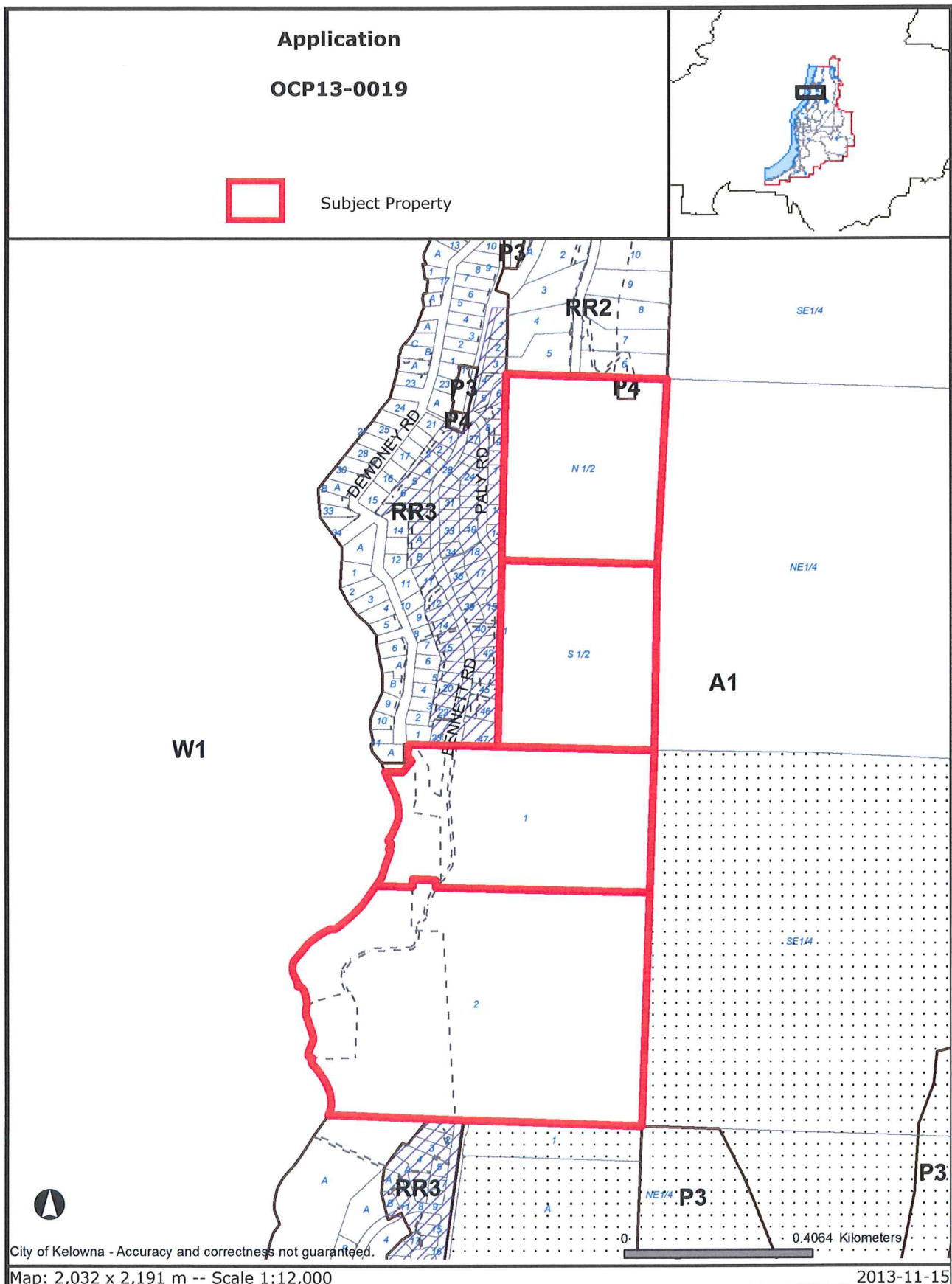
OCP Map "A" - Map 4.1 Generalized Future Land Use

OCP Map "B" - Map 5.2 Permanent Growth Boundary

OCP Map "C" - Map 5.9 Linear Corridors/Paths

OCP Map "D" - Map 7.3 20 Year Major Road Network and Road Classification Plan

OCP Map "E" - Map 7.4 Water Supply System



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.



North Clifton Area Structure Plan

**Lakeside Communities
(Melcor Developments)**

April 2014



EXECUTIVE SUMMARY

Lakeside Communities Inc. is pleased to present the North Clifton Area Structure Plan for the undeveloped lands located at the end of Clifton Road North. This plan was prepared in consultation with the landowners and stakeholders of the McKinley Landing Residents Association, Clifton Highlands Community Association, City of Kelowna staff and Council, and other stakeholders. This Area Structure Plan details the opportunities and constraints of the area, community design, land uses, parks and open spaces, services, and staging of development to take place within the project area. This plan addresses how these undeveloped hillside lands can be developed into a healthy, vibrant lakefront residential neighbourhood that will compliment surrounding neighbourhoods.

Specifically, the Plan provides for the following:

- ▶ A system of neighbourhood open space and lakefront parkland, with both passive and active features, and neighbourhood trails to connect all residents to the amenities provided;
- ▶ A maximum of 200 single/two family residential homes for an estimated 460 people.
- ▶ A general servicing scheme to complete the neighbourhood.
- ▶ An approximate staging plan for efficiently guiding development.

This Area Structure Plan focuses upon providing a lakefront lifestyle and single family housing types through the provision of a range of housing forms. Specific details of sensitive site design, lot layout, and preservation and protection of environmental features are also provided for in the concept design.

The Plan's policies seek to complement and enhance with the strengths of the existing surrounding neighbourhoods, while creating a new neighbourhood that looks to the future. The vision of the neighbourhood is achieved through a plan that has considered sensitive site design, single/two family housing, the public realm, and a compliment of neighbourhood amenities.

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APPENDIX - Under separate cover



PART I - ADMINISTRATION

1.0 INTRODUCTION

The North Clifton property is a 197.44 acre (79.90 ha) lakefront site located within the northwest area of the city of Kelowna. Specifically, North Clifton is an undeveloped tract of land between the McKinley Landing and Clifton Highland neighbourhoods (**Figure 1.1 Area Context**). In relation to the new North Clifton neighbourhood, McKinley Landing is located to the north, Clifton Highlands is located to the south, Wilden is located to the east, and Lake Okanagan shoreline is located to the west. The proposed development lands consist of four legal parcels, which are described in further detail in the following sections.

This ASP document has been divided into three separate parts, each of which provides specific content that supplements the document as a whole:

Part I: Administration – provides brief statements and descriptions about the North Clifton Area Structure Plan, ASP purpose, authority, preparation process, interpretation, timeframe, and ASP amendment process.

Part II: Background and Context – provides sufficient background history of the area and its' conditions, past and existing development, connectivity of lands within the ASP area and as it relates to the surrounding areas, land ownership details, and site context, including, but not limited to environmental and geotechnical conditions, and infrastructure information.

Part III: Land Use, Transportation, and Servicing – provides information related to the future of the area and how development will progress. Information within this Part will identify the areas vision, goals and objectives, land use, transportation, and servicing policy, parkland and open space facilities, population and unit projections, and implementation measures.

1.1 Area Structure Plan Purpose

The purpose of the North Clifton ASP is to ensure that the growth and development of the site progresses in a logical and integrated manner. The ASP Plan will further ensure that the development is set within the context of the adjacent existing and developing neighbourhood and the context of the city as a whole.



The limits of the of the North Clifton ASP boundary are illustrated (**Figure 1.2 ASP Boundary and Topography**), and fully described in Part II.

1.2 Plan Authority

The North Clifton Area ASP is authorized by the City of Kelowna as a formal policy document, which was guided by the policies within the City's Growth Management Strategy, and Official Community Plan.

The City of Kelowna Growth Management Strategy and 2030 Official Community Plan (OCP) provides the foundation for the development of policy established within the ASP. Using the direction provided by formal City policy documents as a foundational guide, the North Clifton ASP provides development principles and policy for land use, road and transportation, municipal servicing and utilities, parks and open space, and environment and ecology.

This ASP has been guided by high-level City policies which foster the creation of neighbourhoods and communities. The policies within this Area Structure Plan conform to, and seek to fulfill the objectives as outlined within the 2030 OCP, which include:

- ▶ Develop sustainably
- ▶ Focus development to designated growth areas
- ▶ Ensure adherence to form and character, natural environment, hazardous condition and conservation guidelines
- ▶ Ensure appropriate and context sensitive built form
- ▶ Promote social well-being and quality of life by providing facilities that serve all community members
- ▶ Achieve high-quality urban design
- ▶ Ensure opportunities are available for greater use of active transportation and transit to:
 - ▶ Improve community health
 - ▶ Reduce greenhouse gas emissions; and
 - ▶ Increase resilience in the face of higher energy prices
- ▶ Provide parks for a diversity of people and a variety of uses
- ▶ Ensure environmentally sustainable development
- ▶ Ensure efficient use of land

1.3 Plan Preparation Process

The City of Kelowna has established a hierarchy of Community Plans. **Figure 1.3** illustrates how the Area Structure Plan relates to other City Planning documents.

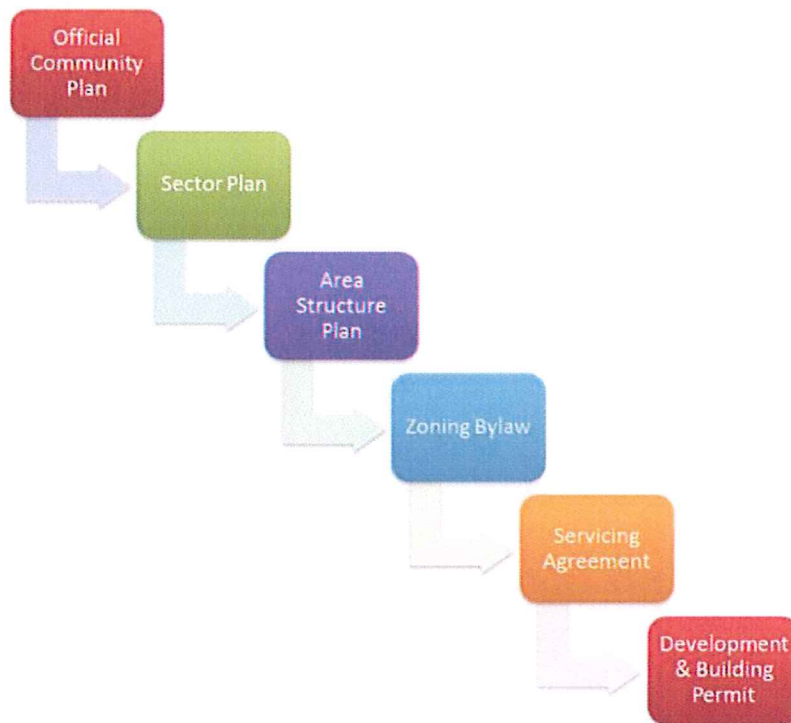



Figure 1.3 – Plan Process

The North Clifton ASP provides an intermediate link between the Official Community Plan, and specific development applications. More specifically, Area Structure Plans provide policy and a generalized development concept for future development within specific areas of the City. An ASP must adhere to the spirit and intent of the Official Community Plan, and include the primary development elements as it relates to the site. The primary elements addressed within the North Clifton Area Structure Plan include, but are not limited to land use, parks and open space areas, transportation, infrastructure servicing strategies, environment and ecology.

1.3.1 North Clifton Process and Open Houses

The North Clifton ASP was developed in consultation with a range of stakeholders, including various City of Kelowna departments and interested citizens from the Clifton Highlands and McKinley Landing residential neighbourhoods. In addition to several meetings with City staff, multiple meetings and



presentations were delivered to the Clifton Highlands and McKinley Landing Residents Association. Communication to area residents and stakeholder groups was successfully achieved through the establishment of a project website and email updates. Both the project website and email updates promoted open and ongoing opportunities for dialog and feedback.

A total of two open houses were held during the ASP development process to inform the general public of the process and to present the land use concept and receive feedback.

Open House #1

The first open house was an informal 'drop-in' format that provided background information to participants on multiple 24" x 36" display panels. Project staff and facilitators were present at the open house to provide information and field questions by attendees. City staff were also in attendance to observe and answer questions related to the process. To ensure all attendees had a comprehensive understanding of the content presented at the Open House, a two-page project summary hand-out was provided and a four-point questionnaire was available to record attendee comments.

Several verbal and written comments were received at the Open House and via the questionnaire. Many residents expressed concern for the proposed road connection from Clifton Road N. to Arthur Court, quoting increased traffic volumes and safety concerns. However, most open house participants did not have concerns with the development of the ASP itself or the addition of future residential development within the area. Many residents expressed the desire for Lakeside Communities to preserve the existing trails on site in addition to providing public beach access and active transportation opportunities.

Open House #2

The second open house mirrored the approach of the first open house for consistency purposes. The approach was an informal 'drop-in' format that provided attendees with detailed information about the Draft North Clifton ASP. Multiple 24" x 36" display panels were used to communicate the ASP proposal, including its land use, parks and open space, and road network concept. A written 'take-home' summary was available for attendees that highlighting the key elements of the draft North Clifton ASP. In an effort to attain feedback about on draft North Clifton ASP, participants were asked to complete and submit a short questionnaire with any additional comments. Results of the questionnaire and comments provided by open house participants were reviewed and taken into consideration prior to finalizing the Draft North Clifton ASP.

A detailed summary of each open house (Open House #2 pending) can be found within **Appendix F**.



1.4 Interpretation

Any mapping and figures within the North Clifton ASP including boundaries, lot locations, and locations of any symbols or areas shown on a map or figure in the ASP, are approximate and conceptual only, and are not absolute and therefore should be interpreted as such.

Where a statement accompanies a policy or policies, it is provided for information purposes only to enhance the understanding of the policy. Should there be any inconsistency between general statements and the policies themselves, the policy shall take precedence. The purpose of the Plan is not to replace other city policy documents or by-laws, but to enhance and provide assistance to decision makers.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the rezoning, subdivision, or Development Application stages.

1.5 Timeframe

The North Clifton ASP is future-oriented and depicts a proposed land use and transportation pattern for the area. No specific timeframe is applied to the Plan as the timing of development will be influenced by a number of contributing factors such as, but not limited to market changes, and the supply and demand of housing. It is, however, anticipated that under existing development conditions, full build out of the North Clifton Area could take between 10-15 years from the start of construction.

1.6 Plan Review and Revision

The text and illustrative figures within the North Clifton ASP are not intended to be static. Instead, their purpose is help guide the future development of the area. While the North Clifton ASP describes and illustrates the best representation of how the development will proceed, designs are conceptual and some modification and revision may occur as development progresses.



PART II – LOCAL CONTEXT AND BACKGROUND

The intent of Part II – Local Context and Background is to provide historical background and context to the North Clifton site. The content identifies both historical and existing background, while providing information about surrounding neighbourhoods, site features, current infrastructure servicing conditions, and community open house undertaken as part of the overall ASP process. The content of this section forms the foundation for the established development concept and resulting guiding principles and land use policies within Part III.

2.0 SITE DESCRIPTION

2.1 Location

The North Clifton Road ASP area is located in Kelowna, British Columbia, approximately 10 kilometres north of the Kelowna City Centre on Okanagan Lake (Figure 1.1). The study area is approximately 79.90 hectares (197.44 acres) located between the McKinley Landing neighbourhood to the north, Clifton North neighbourhood to the south, Wilden neighbourhood to the east and Lake Okanagan shoreline to the west (Figure 1.2).

2.2 Background

The North Clifton lands have long been identified in the City of Kelowna Official Community Plan as having future development potential, subject to the completion of an Area Structure Plan demonstrating viable development opportunities. Various development opportunities have been explored for the site, including large lot residential and a golf course. However, the most sustainable development opportunity is the provision of a variety of single/two family lots.

In September 2010, MMM Group Ltd., on behalf of Lakeside Communities, formally requested authorization from the City of Kelowna (City) Municipal Council to proceed with the preparation of an Area Structure Plan (ASP) for lands located between the Clifton North and McKinley Landing neighbourhoods. Following review and consideration of the submitted request, City Council authorized the preparation of this ASP in June 2011. The preparation of the ASP was to be developed in accordance with the Kelowna Official Community Plan 2030 and Council Policy No. 247.

In September 2011, the City of Kelowna provided the Terms of Reference (ToR) to Lakeside Communities and MMM Group that sets the framework and guidelines for the ASP development and corresponding process. The proposed North Clifton ASP is being prepared for formal application submission in accordance with the content and format requirements set out under the ToR. As per the City's ToR, the ASP process involves two phases: 1) acceptance of the ToR and baseline information review; and 2) development of the ASP.

2.3 Land Ownership

The North Clifton ASP area encompasses four different parcels. Each of the four parcels is owned privately by Lakeside Communities Inc., a Joint Venture where Melcor Developments Ltd. has a majority interest. For the purpose of this document, land ownership of the ASP area will be referred to as Lakeside Communities.

Melcor Developments is one of Western Canada's premier Community Developers with over 90 years in the Real Estate business. Melcor owns and develops land throughout Alberta, British Columbia, and USA.

Melcor Developments Ltd. and its predecessor companies have operated in the real estate industry under the direction and principal ownership of the Melton family since 1923. The company was operated as a family real estate firm and carried on the real estate related business as Melton Real Estate Ltd. until 1976, at which time it shifted its principal operations to land development and the ownership and management of investment properties.

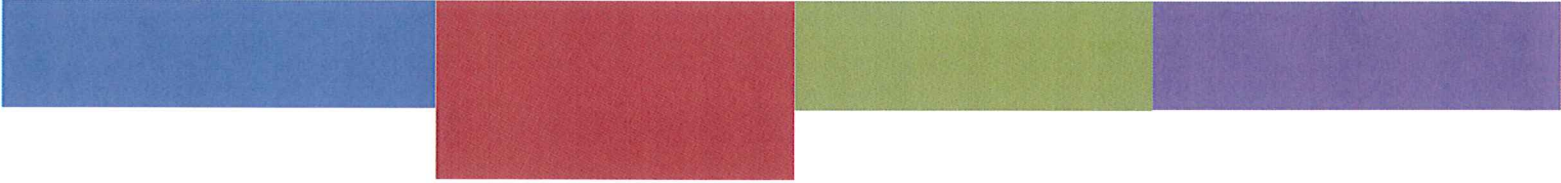
Table 2.1, Land Ownership, provides the legal and civic address for each of the four parcels and is visually identified within Figure 1.2.

Table 2.1: Land Ownership

Land Owner	Legal Address	Civic Address
Lakeside Communities Inc.	Lot 1, Plan 65503, Section 17, Township 23, ODYD	1855 Bennett Road, Kelowna, BC
Lakeside Communities Inc.	Lot 2, Plan 65503, Section 17, Township 23, ODYD	1005 Clifton Road N., Kelowna, BC
Lakeside Communities Inc.	S½ NE¼, Section 17, Township 23, ODYD	E of Paly Road, Kelowna, BC
Lakeside Communities Inc.	N½ NE¼, Section 17, Township 23, ODYD	E of Paly Road, Kelowna, BC

2.4 Site Context

The North Clifton lands are located between the McKinley Landing and Clifton Highlands residential neighbourhoods. Both neighbourhoods are well established within Kelowna, contain modest size lots



supporting single family homes, offer a quiet atmosphere, and provide a range of passive recreation activities through the use of parks and trails in the surrounding area.

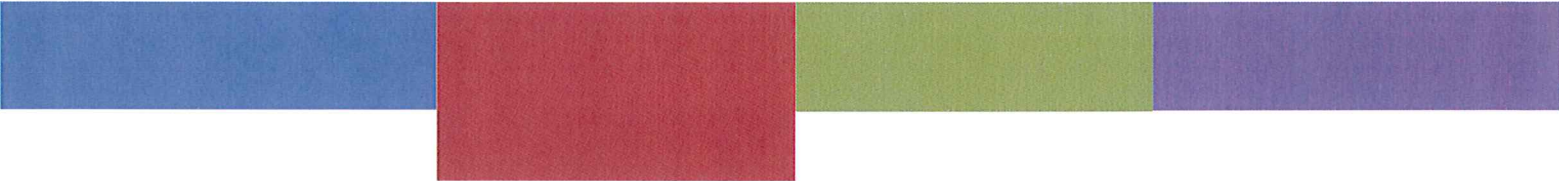
The average lot size within the McKinley Landing and Clifton Highlands neighbourhoods is 0.30 acres (1,214 m²). Lots within Clifton Highlands are serviced with City water and City sanitary sewer as far north as Sheerwater. The remaining lots are on City water but rely on septic disposal for sewer. Lots in McKinley are serviced with GEID water and are all on septic disposal systems. Lots within each neighbourhood are primarily accessed via minor collector and local road standards. Presently, neither the McKinley Landing nor Clifton Highlands are serviced by transit.

While the ASP area is bordered by the McKinley Landing and Clifton Highlands neighbourhoods, there are no roads that connect the two neighbourhoods. Access to the Clifton Highlands neighbourhood is obtained via Clifton Road North and access to McKinley Landing is obtained via McKinley Road. However, the City of Kelowna has communicated to Lakeside Communities that any development within the ASP area requires a connector road. It is proposed that the existing Clifton Road North be extended through the ASP area and connect with the existing Arthur Court in McKinley Landing. The extension of Clifton Road North will be completed in multiple phases.

The ASP lands are predominantly in their natural state and existing landscape consists of hilly Ponderosa Pine forest located on a west-facing slope along Okanagan Lake. The area is subject to a diverse range of slope gradients, ranging from 0% to 30% or greater, with various localized benches providing ideal development potential (**Figure 2.1**).

There is evidence of limited past agricultural activity along the moderately sloping western bench adjacent to the lake. It is likely past agricultural activity was limited to a forage crop, such as hay or alfalfa. One existing single-family residence is located in the south western portion of the property, adjacent to Okanagan Lake. This residence is accessed by a partially paved driveway off the terminus point of Bennett Road within the McKinley Landing neighbourhood. The home will likely be removed as development of the site progresses.

Two abandoned cabins and one pump house or outhouse are also present at the south end of the property near the lake shoreline. The state of both cabins and outhouse / pumphouse are presently so dilapidated that it is difficult to determine the original use and timeline associated with the use. Notwithstanding, representatives from the Kelowna Museum were invited to view the cabins to determine if they held any historical significance. Following the review, it was deemed the cabins have no historical significance.



The balance of the land shows historical evidence of limited timber harvesting and has been informally (i.e. without authorization) used for hiking and mountain bike trails. Evidence of an old single lane road exists from the terminus point of Clifton Road North down a very steep draw to the south western portion of the property. This road would not be passable except by a very capably equipped off-road vehicle or construction equipment.

Several areas of the site have been subjected to Pine Beetle infestation. In response to this, Lakeside Communities has undertaken a comprehensive wildfire hazard mitigation plan, which includes the removal of infected vegetation. This plan is discussed in more detail within Section 4.0.

2.4.1 Geotechnical Conditions

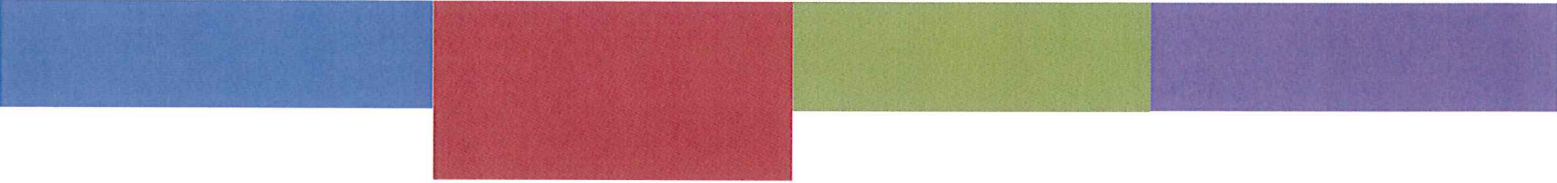
Beacon Geotechnical Engineering, on behalf of Lakeside Communities, completed a formal geotechnical investigation. The purpose of the investigation was two-fold: 1) to determine the physical and engineering properties of the soil, bedrock, and groundwater profile in the area with the objective to offer recommendations for design and construction of the site; and 2) identify any geo-hazard areas within the site. To complete the investigation, three primary tasks were completed including investigation of soil profiles through excavated test pits; collection of soil samples; and sample analysis and geotechnical report development.

The ASP area is situated on a topographic ridge separating the Glenmore Valley from Okanagan Lake. The northern area is an extension of a long slope down to Okanagan Lake. Gradients vary from 20% to 80%. Rock outcroppings are abundant and there is an existing scree slope located approximately in the centre of the property. Two large, deep ravines are located within the slope, near the middle of this area. At the east end, the ravines are approximately 15 metres deep and 30 metres across.

The topography of the southern ASP area consists of benches separated by steeper slopes. Two main benches were noted. The first bench is located north of Clifton Road North. The second bench is located west of the first bench, in the general vicinity of where the existing single family home is situated. Both benches will be used as future development areas for single family homes.

2.4.1.1 Hydrological & Hydro-Geological Conditions

A subsurface profile was conducted for the ASP area. Upon investigation it was discovered that the development area included a veneer of overburden, including topsoil and organic material, glaciofluvial sand and gravel, glaciolacustrine silts and glacial till and colluvium material, including talus. Bedrock was encountered nearly exclusively throughout the investigation, and bedrock outcrops were noted over the majority of the ASP area.



No groundwater seepage was encountered at any of the test pits. However, groundwater seepage should be anticipated during construction of underground utilities along preferential seams at the overburden bedrock contact. Further to this, no surface water or seepage was noted during site reconnaissance. However, the gullying located on the west facing slope in the northern area are drainage relics from the retreat of the last glacial period. No evidence of recent flow was noted, however, ground water seepage should be expected in these areas during construction as well.

Overall, no significant discoveries were made during the geotechnical investigation that would limit residential development of the site.

Further detailed surrounding geotechnical, hydrological, and hydro-geological conditions can be found within the Beacon Geotechnical Ltd. Geotechnical Investigation (dated October 5, 2012) located in **Appendix A, Geotechnical Assessment.**


2.4.2 Existing Terrestrial & Aquatic Ecology

In an effort to better understand the site's ecology and potential environmental sensitive areas, Makonis Consulting, in conjunction with Okanagan Wildlife Consulting, completed a comprehensive Environmental Assessment. The Environmental Assessment included site visits, review of recent orthophotos from the City of Kelowna, reports and independent studies for the area, and recent Terrestrial Ecosystem Mapping (TEM) undertaken by City of Kelowna. Subsequent site visits were made to confirm and identify plant communities, to confirm any changes to landscape, and to confirm and make appropriate changes to TEM /SEI mapping. The Environmental Assessment inventory was conducted in spring 2012 and completed in August 2012. The vegetation assessment utilized the "Biogeoclimatic Ecosystem Classification" (BEC) used extensively throughout British Columbia to report and describe terrestrial ecosystems.

The subject property is located in the Okanagan very dry hot Ponderosa Pine biogeoclimatic subzone variant occurring at lower elevations along the bottom of the Okanagan Valley. The area is characterized as one of the warmest and driest forested variants for this subzone in British Columbia, due to its' southerly latitude, and the pronounced rain shadow.

In general, ecological communities on existing natural features of the North Clifton Plan Area were typical of the rock escarpments and forested conditions of the central Okanagan region. **No wetlands, streams, surface flows or surface seepages are found in the plan area.**

Forest structure varied throughout the plan area; however multiple forest health impacts were noted. No old growth forests were found in the plan area. Several had been mapped in the Kelowna TEM/SEI as old growth but none were seen during the ground truth exercise of the project. Although, larger trees



were in the plan area, nearly all had succumb to beetle or related health problems and are standing snags. Historically this area had been logged in the early 1900's as seen by many of the older stumps still visible throughout the site. Recent fire mitigation has now opened the forest canopy and understorey has responded with lush growth. Still, pockets of the areas outside of mitigation remain suppressed and in poorer condition.

The ponderosa pine – bluebunch wheatgrass - fescue dominated vegetation community that comprises the property is relatively undisturbed and contains sensitive features or specialized habitats, including undeveloped Okanagan Lake shoreline with gravel beach and vegetated foreshore habitat, rocky outcrops, and talus slope. The Okanagan Lake shoreline contains 'black' and 'red' fish spawning areas and recommendations for appropriate mitigation have been made within the Environmental Assessment.

2.4.2.1 Wildlife

All provincially Red- and Blue-listed vertebrate wildlife species as well as Species-at-Risk Act scheduled species were assessed for possible occurrence in the plan area. A short list of these species that could be on the site was developed for more detailed assessment. Habitat suitability was assessed for the wildlife species for which habitat models were prepared within the Kelowna and Central Okanagan Terrestrial Ecosystem Mapping (Haney and Iverson 2009).

All vertebrate wildlife and wildlife signs were recorded on all visits. In total 12 hours were spent on site. On the evening of May 8, 2012, 30 minutes was spent on the south end of the site doing call playbacks to determine if Flammulated Owls were present. Results of the call playbacks determined no owls were present.

2.4.2.2 Environmental Significant Areas

The North Clifton Environmental Assessment includes identification of environmental significant areas (ESA's). Protocols were developed to determine ESA's, including general mitigation and recommended guidelines. The procedure for designating ESA's was based on wildlife, ecosystem, and other natural values. The ESA designations were applied to be consistent with earlier ESA reporting in the adjacent plan area of the McKinley Landing ASP, previously known as Vintage Landing. A graphical representation of the ESA's identified within the North Clifton ASP area can be found in **Appendix B, Environmental Assessment**.

The Environmental Assessment presents a number of strategies to mitigate effects of development on environmental features such as those mentioned. Maintenance of wildlife movement corridors, refuge areas, pockets of representative vegetation and riparian buffers can, in many instances, be incorporated into the project at detail design stages.



Findings, results, and Environmental Significant Areas are described at length within Appendix B.

2.4.3 Historical, Cultural, Archaeological Buildings, and Sites

2.4.3.1 Building Sites

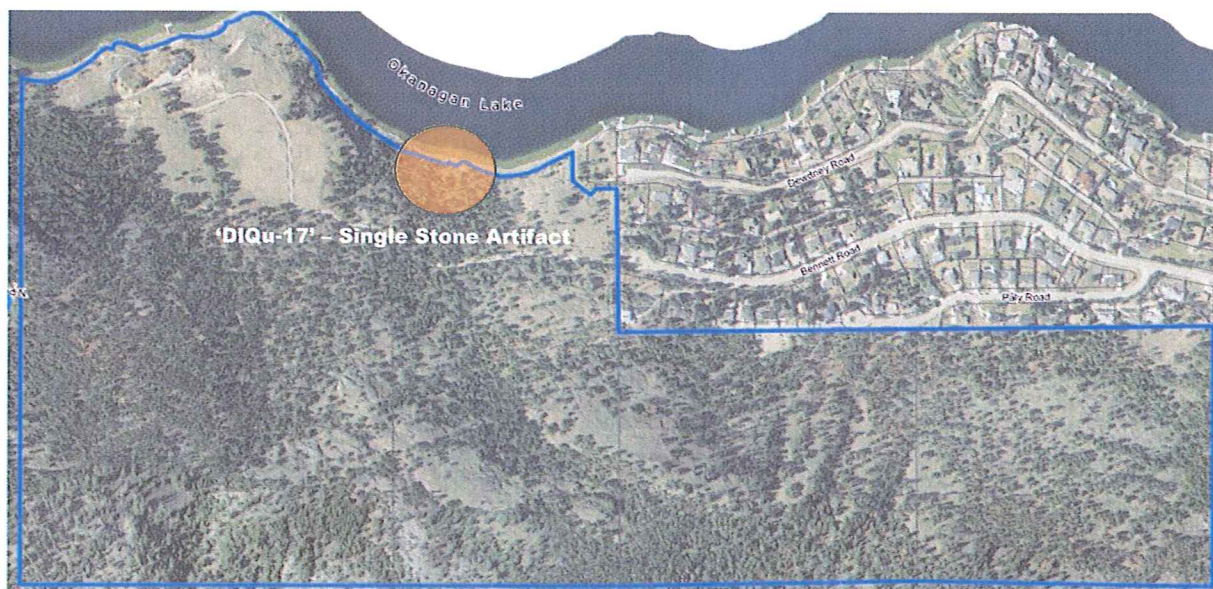
The North Clifton lands are predominantly in their natural condition. There is evidence of limited past agricultural activity along the moderately sloping western bench adjacent to the lake, but was likely limited to a forage crop such as hay or alfalfa. There is one existing residence in the south western portion of the property adjacent to the lake. This residence is accessed by a partially paved driveway off the end of Bennett Road from the McKinley Landing Neighbourhood. In addition two abandoned cabins and one pumphouse / outhouse are present at the south end of the property near the lake shoreline. The cabins and outhouse / pumphouse are presently in such a dilapidated state that it is difficult to determine the original use and timeline associated with each structure. It is logical the cabins were used as seasonal hunting shelter.

The balance of the land shows historical evidence of limited timber harvesting and has been informally (i.e. without authorization) used for hiking and mountain bike trails. Evidence of an old single lane road exists from the end of Clifton Road down a very steep draw to the south western portion of the property.

2.4.3.2 Archaeological Sites

A formal Archaeological Assessment was not conducted on the North Clifton lands as part of the ASP process. However, the Ministry of Forests, Lands and Natural Resource Operations - Archaeology Branch communicated to the City of Kelowna that a protected archaeological site, referenced as 'DIQu-17', consists of a single stone artifact find. The stone artifact find is located immediately adjacent to the western boundary of the ASP area, along the Okanagan Shoreline (**Figure 2.2**). The Ministry indicated additional archaeological materials may exist on the beach and upland area where the 'DIQu-17' archaeological site is recorded. Further to this, Provincial archaeological potential data suggests there may be potential for additional unknown, but protected archaeological sites to occur at the western edges of the ASP adjacent to the shoreline. The same archaeological potential data indicates there is only moderate to low potential for unknown archaeological sites to occur throughout the rest of the subject parcels.

Figure 2.2: Archaeological Discovery

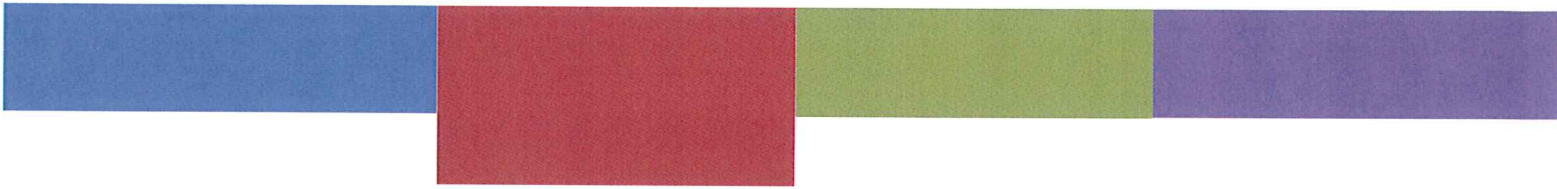


At the present time, the ASP site is being planned at a high level for future development and no physical earthworks are proposed as part of the planning process. However, Lakeside Communities will continue to monitor and protect heritage resources during high level planning stages and will follow the requirements of the Heritage Conservation Act (1996). Upon commencement of physical earthworks and land development, Lakeside Communities will work with contractors to protect 'chance finds' of archaeological remains that are found during site excavation, servicing, and development. Any archaeological discoveries made in the future will be reported to the Ministry of Forests, Lands and Natural Resource Operations - Archaeology Branch.

2.4.4 Landscape & Visually Significant Features

The existing landscape consists of hilly Ponderosa Pine forest located on a west-facing slope along Okanagan Lake. The ASP area is subject to a diverse range of slope gradients, ranging from 0% to 30% or greater, with various localized benches providing ideal development potential. Furthermore, these naturally occurring bench site features enable sensitive design approaches that will minimize site disturbance, vegetation removal, and intrusive 'cut and fill' techniques.

Each of the rich and diverse natural characteristics of the study area – talus slope, rock outcrops, localized benches, peaks and ridges, open forest and grasslands, mature trees, and Okanagan Lake shoreline – will be embraced as assets to development plans and be sensitively incorporated in the

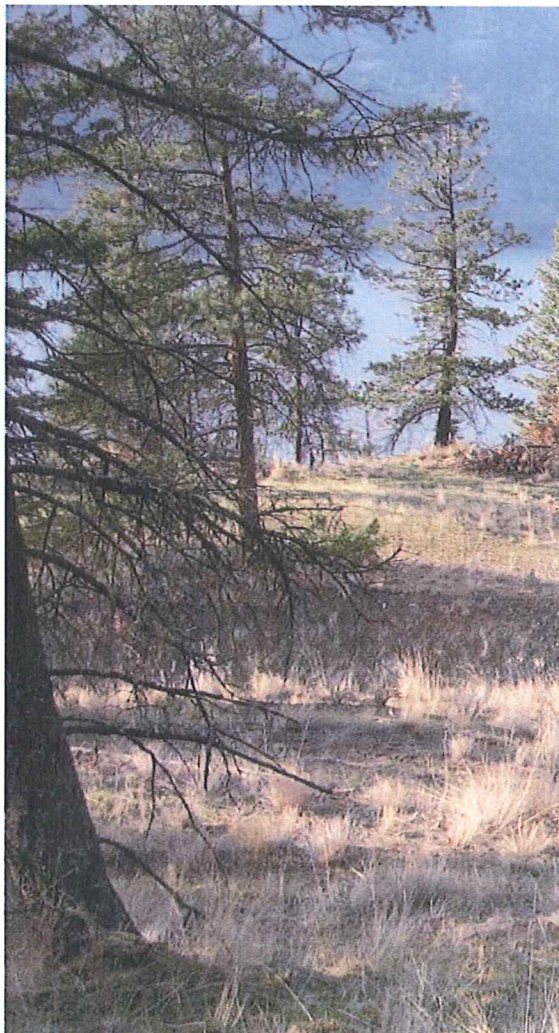


overall planning design of future development areas. While an array of landscape and visually significant features encompass the ASP area, there are no wetlands, creeks, or streams present.

The landscape and visually significant features are an integral part of the lands and contribute to the character and form of the North Clifton ASP. The following pages include brief descriptions of the identified landscape and visually significant features and corresponding photos. **Figure 2.3 Site Features** further identifies the various site features within the ASP area. It should be noted that although some of the landscape and visually significant features have been identified as ESA's, the North Clifton Environmental Assessment provides a description and recommends ESA preservation / mitigation measures. The Environmental Assessment report can be found within Appendix B.

2.4.4.1 Localized Benches

Several localized benches are present within the North Clifton ASP boundary. Each of the benches have been targeted as the most feasible areas for land development, including associated roads and infrastructure, single/two family residential homes, parks and open space. The nine benches identified for residential development are well separated visually and topographically from each other, providing a natural sense of privacy within each bench area.



2.4.4.2 Rock Outcrops and Talus Slopes

A number of rock outcroppings and talus rock areas are present within the North Clifton area and are found primarily on steeper, west facing slopes. Both rock outcrops and talus slopes are considered specialized habitats where vegetation cover can be sparse and usually interspersed within bedrock or rock pieces. Many species use the steep slopes, cracks, pockets of soil vegetation as shelter.

Given the importance of the rock outcrops and talus rock areas, efforts will be made to preserve such areas. In some cases, where talus slope is not disturbed by construction of Clifton Road North, these features will be protected as open space and natural areas. Further to this, both rocky outcrops and talus slopes were identified as Environmentally Significant Areas (ESA). ESA-1 areas (+30% slope) within private lands will be protected. However, ESA-1 areas outside private lands will form part of the dedicated open space areas.



2.4.4.3 Mature Trees and Grasslands

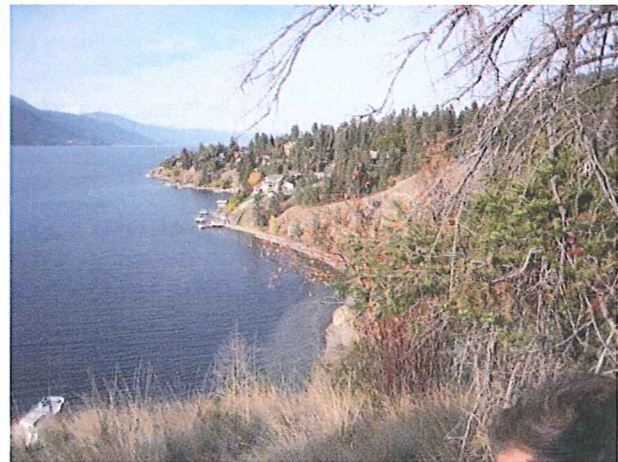
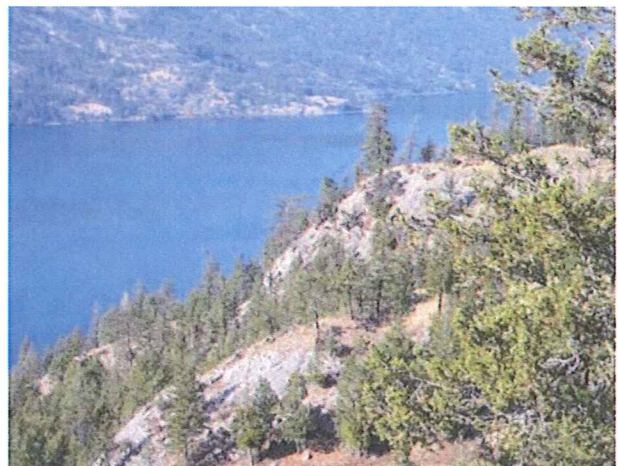
The North Clifton site consists of a large area that is covered by mature tree stands and grassland areas. Trees offer an array of benefits to neighbourhoods and existing ecosystems. Specifically, the benefits include, water and energy conservation, social (neighbourhood and community), health, air quality, wildlife habitat, and climate change mitigation. For these reasons, mature tree stands within ESA-1 areas on private lands will be protected. However, ESA-1 areas outside private lands will form



part of the dedicated open space areas. Similar to mature tree stands, grasslands also provide ecosystems, climate change mitigation, and social benefits. Of particular note, some grassland species have been identified as environmentally significant, as noted within the North Clifton Environmental Assessment (**Appendix B**). Recognizing that grasslands contribute to the social, economic, and environmental character of the area, grasslands within ESA-1 areas will be preserved where possible. Preservation of grassland areas will primarily be achieved through open space areas.

2.4.4.4 Peaks and Ridges

There are no true ridges within the ASP area. There is, however, one peak within the North Clifton ASP boundary. The peak is located at the most eastern boundary of the site within an area that consists of various rock outcrops. At the present time, an unofficial / unauthorized trail has been used to access the peak and its surrounding area by neighbourhood residents. This trail may be formally developed in the future as a formal trail link from the North Clifton area to the Wilden neighbourhood



2.4.4.5 West Facing Slope

The entire length of the ASP is located on a west facing slope. The highest point of the site is located at the east ASP boundary leading down to the west ASP boundary and Okanagan Lake, at the lowest point.

As noted, hillside slopes within the ASP area vary in steepness, but provide highly suitable development potential. As the ASP area is located on a west-facing slope, this slope will receive additional sunlight hours and will generally be warmer than an east-facing slope. Accordingly, the area may be dryer during spring and summer months but will remain a host for a diverse range of vegetation.

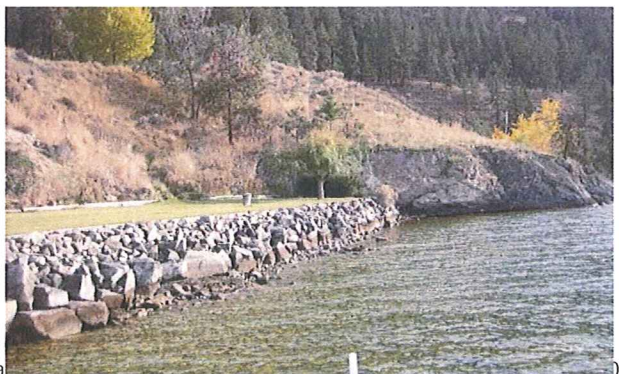
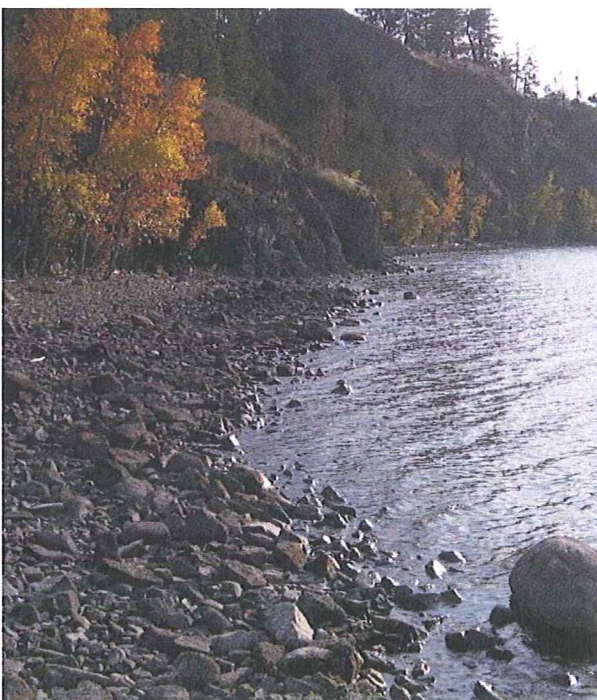
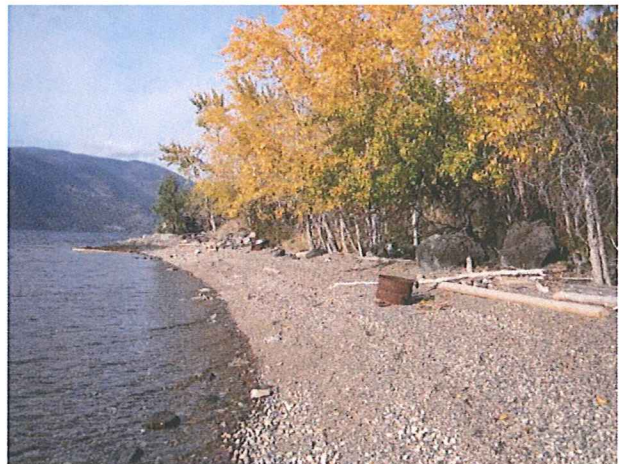


2.4.4.6 Okanagan Lake Shoreline

The most western boundary of the ASP area is immediately adjacent the Okanagan Lake shoreline. The shoreline provides an array of social and environmental benefits including passive recreation pursuits, natural amenity areas for area residents, and natural habitat for various aquatic and terrestrial species. Identification and conservation of environmentally sensitive areas will contribute to the overall quality of life of the area.

The North Clifton Environmental Assessment has identified the shoreline as a fish spawning area. It is highly unlikely the shoreline will sustain any development disruption. Given the topography of the land, residential development will not occur immediately adjacent to the shoreline. Where residential lots are located above the shoreline on a bench, development will be set back from the bank. An emphasis will be placed on ensuring that seasonal and permanent residential development along the shoreline occurs in a manner which complements the lake environment.

Where feasible, waterfront lots could host private docks. However, future private docks on the waterfront will be subject to applicable municipal, provincial, and federal regulations as it relates to private moorage opportunities.



2.4.4.7 View Analysis

The North Clifton ASP area is situated on west-facing hillside slopes. As such various view points, vistas, and corridors exist both on and off the site.

Within the ASP area, viewing areas and points exist from the peak of the site, each of the development benches, and other various points throughout the ASP area. Although several viewpoints are present within various areas of the site, the primary view corridors occur from each of development benches. While the development benches within the site can be open and sparsely vegetated, the site is quite unique in that there will be minimal visual overlooking of development from adjacent development benches. This will be made possible by harnessing the site's natural topography opportunities, minimizing 'cut and fill' approaches, unnecessary removal of vegetation, and strategic site design.

Looking inward towards the ASP area, it is clear that certain aspects of proposed development will be visible. However, given the sensitive planning approach for the area, strategic site design, and using the natural topography of the site – tree stands, tree lines, and natural hillside draws – visual impacts will be minimal.

A full evaluation of potential visual hillside impacts from an east vantage point has been conducted through a visual impact analysis. Results of the Visual Impact Analysis can be found within **Appendix E**.





2.4.5 Adjacent Neighbourhoods

A total of three neighbourhoods are within immediate proximity to the North Clifton ASP area – McKinley Landing, Clifton Highlands, and Wilden – and each neighbourhood is serviced with water and stormwater infrastructure. However, residential lots north of Lochview Road within the Clifton Highlands neighbourhood and the entire McKinley Landing neighbourhood are not serviced with municipal sanitary sewer infrastructure. Both McKinley Landing and Clifton Highlands are well established areas located immediately adjacent to the site. The Wilden neighbourhood is located approximately 1,000 metres east and south of the ASP boundary and is relatively new. Adjacent portions of Wilden remain undeveloped and will likely be developed towards the final stages of that development.

The average lot size within the McKinley Landing and Clifton Highlands neighbourhoods is 0.30 acres (1,214 m²), whereas lots within the Wilden neighbourhood are more typical of standard city-size lots. All lots have been designed to host a range of single family homes. While the dominant choice of housing architecture is primarily the 'craftsman' style, several lots showcase a modern 'west coast' style.

McKinley Landing, to the north, will be directly accessible via internal service roads, the Clifton Road North extension, emergency access lanes (non-vehicle access), and various trails and pathways. The existing Clifton Highlands neighbourhood is currently accessed via Clifton Road North, in addition to various existing trails and pathways. However, the extension of Clifton Road North will enable the Clifton Highlands neighbourhood access via the McKinley neighbourhood. The Wilden neighbourhood is located east and south of the ASP area at a significantly higher elevation. There is potential to access the Wilden neighbourhood through future potential trail / pathway system. However, direct vehicular access to Wilden from the North Clifton Area is not possible. On a broader accessibility level, all three neighbourhoods are not currently serviced by transit.

2.4.6 Existing Infrastructure

The ASP area is not serviced with any existing municipal water, wastewater, or stormwater infrastructure. While water service is available at the terminus point of Clifton Road North, upgrades would be required. As such, new infrastructure will be required to connect and service the area by extending sewer trunk mains, water trunk mains, and road networks, including the extension of Clifton Road North. MMM Group has reviewed and evaluated the preliminary servicing needs to provide the North Clifton ASP area with potable water, stormwater management, and sanitary sewer servicing. Both engineering, environmental, and geotechnical studies demonstrate infrastructure servicing methods are feasible.



2.4.6.1 **Water**

The Area Structure Plan area is not currently serviced with a formal water supply connection from either the City of Kelowna or Glenmore Ellison Irrigation District (GEID). Recognizing future development within the area will require a water connection from the City or GEID, discussions with agency representatives were undertaken. Future water servicing connections via City of Kelowna, GEID, or a combination of both were considered. After investigation, it was determined that connecting with the City of Kelowna water supply would be more feasible and desirable than connecting with the GEID water source.

The City of Kelowna water supply connection to the ASP area will extend from the Clifton Road North corridor. Initial investigation has revealed water main improvements will be required at the developers cost and other various upgrades to the pumping and storage facilities that should be recoverable through Development Cost Charges (DCC) credits. At the present time, the diameter of the existing water pipe where future connection points and extensions will occur is unknown and requires confirmation by the City of Kelowna. The length of water main needing to be replaced will have to be confirmed as there are conflicting records of the pipe diameter that has been installed to date.

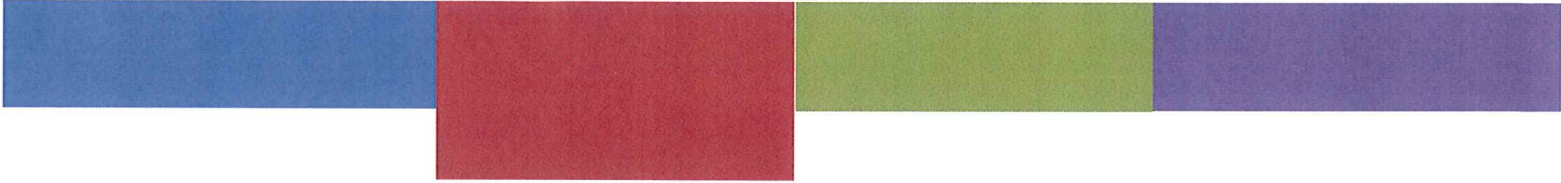
While it is anticipated the primary water supply extension will occur from City of Kelowna, there may be the need to design the water system for future interconnection with GEID.

2.4.6.2 **Storm Drainage**

At present, the North Clifton ASP area does not have any formal storm drainage system. As such, all onsite drainage follows a natural drainage pattern. There are, however, adequate drainage connection points available to the site through neighbouring development (i.e. McKinley Landing residential neighbourhood).

Past experience in the Magic Estates neighbourhood to the south has demonstrated that storm drainage methods must be examined carefully to avoid environmental damage. Both site drainage and storm sewer connection opportunities are currently being examined. While various opportunities exist for the site, a logical and practical choice for drainage and storm connections will be determined based upon investigation and supporting data. Preliminary site stormwater design indicates lands within the northern portion of the ASP will drain west into an underground infiltration / detention area with an outlet to a new 450mm diameter offsite storm. Lands within the south portion of the ASP will drain west into an underground infiltration / detention area with surface overflow to the lake.

All stormwater will be addressed in accordance with City of Kelowna bylaw requirements and will match pre-development conditions through the use of the aforementioned infiltration / detention areas. Where



possible, the ASP area and proposed development may utilize low impact development (LID) practices including in-ground recharge system and minimize hard surface areas.

2.4.6.3 Sanitary Sewer

Similar to water and storm drainage servicing, there is no formal sanitary sewer service within the ASP area or immediately adjacent to the areas. Therefore, as development progresses, servicing will be required. Previously, the City's 50 year servicing plan for sanitary sewer contemplated service being provided from Clifton Road and some downstream infrastructure has been put in place for this service routing.

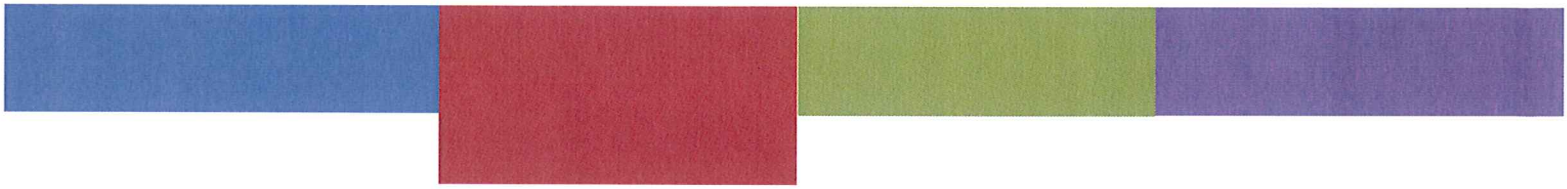
Sanitary sewer connection and servicing options have been considered for the ASP area. Given the sloping topography of the area, the most logical method for a servicing is to connect and dispose through the use of a gravity system. The anticipated site connection point is the existing Clifton Road North sanitary system. While costs to install additional infrastructure would be incurred, the net cost would potentially be reduced by benefiting properties between Lochview Road and the end of Clifton Road.

As stated, the ASP area gravity sewage collection and disposal system will be utilized. Flows from each development area will be directed to new lift stations, which will be pumped to the Clifton Road North gravity system and delivered to a downstream City sewage treatment plant.

2.4.6.4 Road Network

The City has communicated that the ASP must show routing for the extension of Clifton Road North through to existing Arthur Court in McKinley Landing. Preliminary engineering has been undertaken to determine if the Clifton Road North connection is feasible. The results of the investigation found the road extension is possible.

An internal road network for the area has also been considered, while being mindful of hillside design requirements. The objective of road design is focused on working with the natural topography and minimizing 'cut and fill' approaches. Excluding access via the Clifton Road North extension, an additional secondary access point will be provided to McKinley Landing via the ASP internal road network. Furthermore, emergency access lanes have been considered as part of the road network. On-site mobility will place an emphasis on minimizing vehicle use and encouraging active transportation methods through the use of walking lanes, trails, and cycling paths.



2.4.7 Existing Utility Corridors & Utility Rights of Ways

There are no known existing utility and utility rights of ways. However, as land development progresses, typical utilities, including hydro, telephone, cable television, and fiber –optic systems will service the site through underground systems. It is also anticipated that natural gas will be distributed throughout the ASP area.



2.4.8 Other Site Constraints

As noted earlier, there is an existing residence in the south western portion of the property adjacent to the lake. With the exception of this residence, the ASP area is primarily in its natural state. There are no known additional site areas or elements that would require investigation (i.e. telecommunications aerial / cellular towers, contaminated sites, etc).



PART III – LAND USE, TRANSPORTATION, AND SERVICING

The City of Kelowna Official Community Plan (OCP) 2030 identifies the ASP lands as a growth area for additional housing units and as a development area suitable area for up to 200 single/two family residential units.

The Official Community Plan 2030 identifies community goals, projected future requirements, and objectives and policies for those activities that may affect neighbourhood environments. The OCP further discusses the social and economic health of individuals, and the community as a whole. Recognizing the unique qualities of North Clifton, the goal is to create a high quality, comprehensively designed neighbourhood that is, first and foremost, complimentary to its natural setting. The ASP is founded on the City's objective of achieving sustainable development principles while balancing the needs of a healthy neighbourhood. These qualities have been respected through the ASP design process.

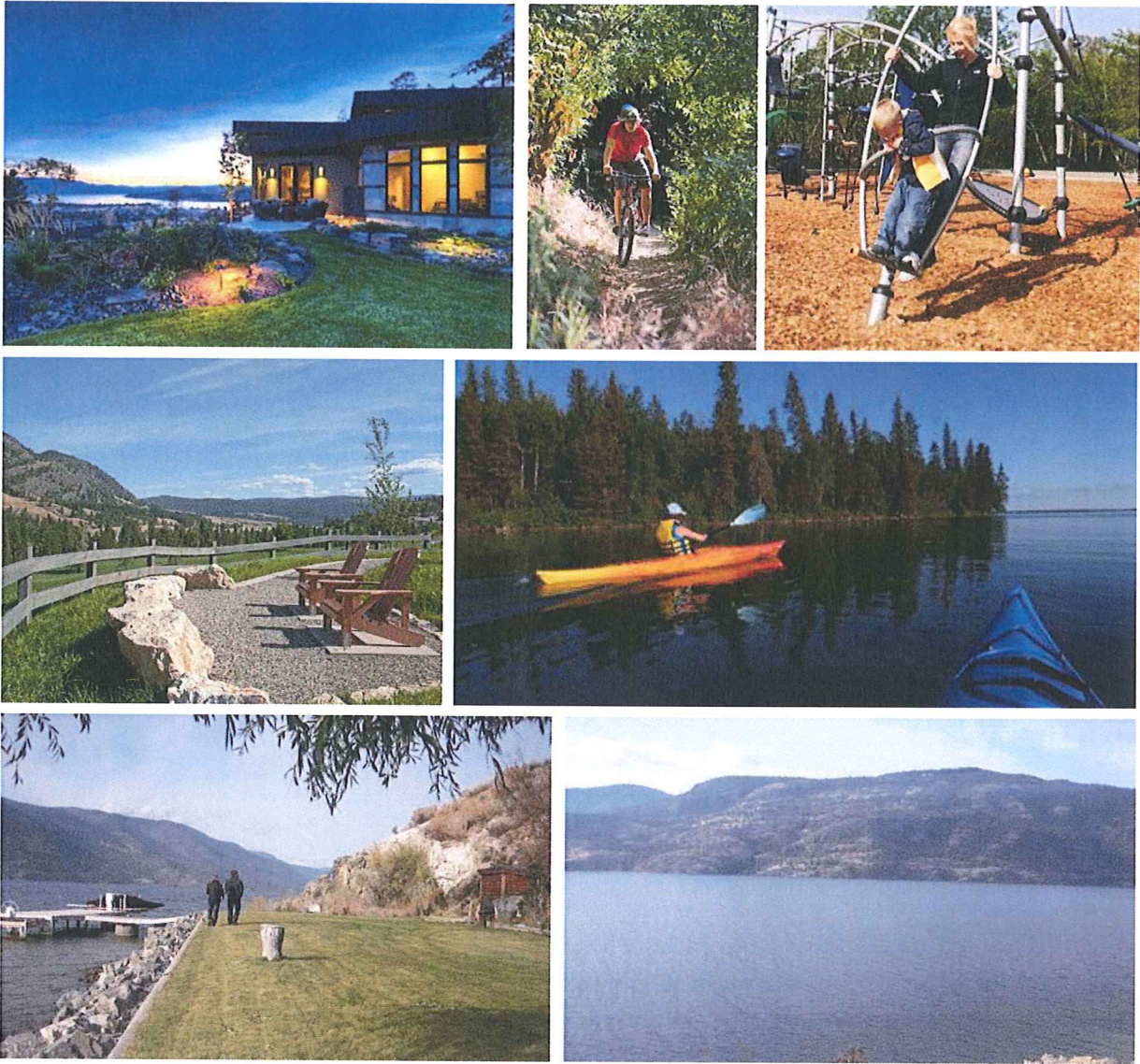
3.0 NORTH CLIFTON NEIGHBOURHOOD

The North Clifton Area Structure Plan (ASP) represents an opportunity to establish a planning framework to guide sensitive integration of the development plans with long-term social and environmental health of its site. The vision for the North Clifton neighbourhood is founded on two primary elements: 1) the historical and background information outlined within Part II of this document; and 2) the broader goals and objectives found within City of Kelowna formal policy documents.

3.1 Vision & Guiding Principles

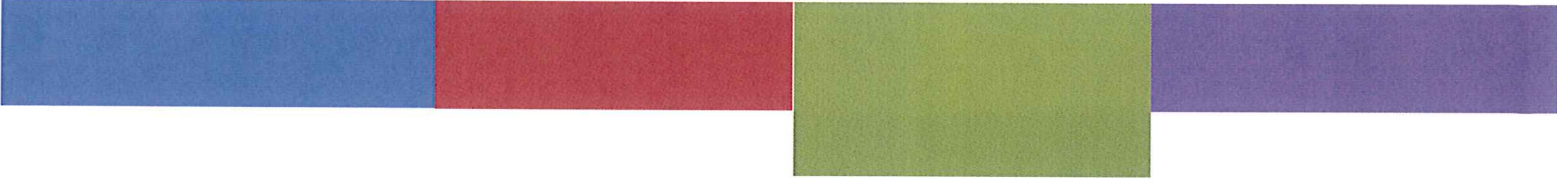
Vision

The North Clifton neighbourhood will be a lakefront single/two family residential neighbourhood dedicated to respect for the land, topography, nature, ecology, and careful consideration of residential development design within it. The neighbourhood will be inter-connected by a series of roads, trails, pathways, and Waterfront Park with lake access providing a diverse range of amenity needs. Interconnected trails and pathways will be specifically designed to link with all components of the North Clifton area, while offering seamless connections to the surrounding neighbourhoods.



Guiding Principles

- Recognize the importance of the City's goal of creating and enhancing neighbourhoods as a key objective to the Official Community Plan.
- Recognize that existing neighbourhoods such as McKinley Landing, Clifton Highlands, and Wilden provide direct and indirect links to North Clifton and contribute to the area as a whole.

- 
- ▶ Recognize that North Clifton is a social and economic catalyst for land use, parks and open space, transportation, and servicing opportunities within the City.
 - ▶ Encourage unique architectural form and character that respects the sloping topography, view corridors, and existing single-family residential form and character.
 - ▶ Encourage and enhance the preservation and protection of the sites ecology and wildlife.
 - ▶ Design the neighbourhood that encourages walking, cycling, and passive recreation use.
 - ▶ Ensure connectivity throughout the North Clifton neighbourhood, in addition to established neighbourhoods.
 - ▶ Support an active residential population through high quality parks, pedestrian-oriented streets, and trail networks.
 - ▶ Demonstrate the importance of sustainability through building design, public realm design, transportation and servicing choices.
 - ▶ Design the neighbourhood that can adapt to transit needs.

Development within hillside environments and on lakefronts demands solutions that are as specific as each individual property. By responding to the guiding principle established for the North Clifton area, the ASP addresses character of the land by ensuring that built form represents minimum land modifications required to achieve a balance of built form and open space.

The established ASP guiding principles promote neighbourhood design which integrates natural features and systems to create a sense of place and community that is respectful of its natural hillside environment. The neighbourhood encompasses single and two family housing forms arranged within nine separate housing enclaves. Each housing enclave will have convenient access to pathways, trails, and parkland through various transportation modes, including walking, cycling, and automobile. The public areas are designed as an integrated network including parkland, walkways, viewpoints, trails, and pathways.

North Clifton raises environmental awareness and interest through environmental preservation and enhancement, and by demonstrating the potential for long-term sustainability. Tree stands and natural areas are preserved and enhanced. The development concept further respects the sites' natural characteristics ensuring that natural drainage patterns are used and eco-friendly design approaches are utilized when possible.



4.0 NORTH CLIFTON DEVELOPMENT CONCEPT

The North Clifton development concept is based entirely on the natural features and unique characteristics of a typical Okanagan hillside site. With over 1.5 kms of sweeping lake views, diverse terrain, and ecological features, the site lends itself to an array of residential development opportunities. The Land Use Concept (**Figure 3.1**) incorporates the guiding principles established in Section 3.0, while responding to the sensitive characteristics of the plan area.

A comprehensive understanding and appreciation of the site was obtained through multiple walkabouts of the entire site. Property owners, in addition to a diverse range of technical professionals, explored and evaluated the site with efforts to reveal its potential. The result of the walkabouts, site investigations and evaluations is a development concept centered on achieving balanced solutions. Hillsides, and topography attributes are largely preserved as open space features ensuring the site's dramatic lake and mountain vistas belong to neighbourhood residents and those living in surrounding areas.

At its maturity, North Clifton is envisioned to be home to approximately 200 units (460 residents) within a neighbourhood that is innovatively designed, walkable, connected, and, environmentally healthy.

4.1 Single/Two Family Residential

The proposed scale of low-density residential development will complement the existing neighbourhood areas with opportunities for creative residential development design. Similar to the McKinley Landing and Clifton Highlands neighbourhoods, North Clifton endeavors to develop localized benches into single/two family residential housing enclaves (**Figure 3.2 Residential Enclaves**) that will be available for a range of demographics. Development of each housing enclave responds to the development directions established by the City's OCP policies and a site sensitive planning approach to the creation of a vibrant neighbourhood community. Through architectural housing expression and site location, each housing enclave will be distinct and characterized with its' own unique attributes. Each residential enclave will function as part of the neighbourhood as a whole through its cohesive inclusion and easy access to parkland and open space areas. Neighbourhood elements, including architecturally designed homes, trails, parks, landscaping, views and vistas will be respected and seamlessly transition with the McKinley Landing and Clifton Highland neighbourhoods. In some cases, the design has made pedestrian connection to Wilden possible. Similar to the existing neighbourhoods, internal service roads will gently meander throughout the proposed residential benches and link at multiple locations within the McKinley Landing neighbourhood.

Detailed Design Guidelines will be developed and/or modified at each future phase of subdivision for the



ASP Area.

4.1.1 Potential Unit Count

The North Clifton ASP was approved by City Council for a maximum of 200 units. Achieving 200 residential units within the site is possible by reducing lot sizes considering cluster housing and two family housing formats, and increasing overall site coverage. However, the design of North Clifton embraces the established guiding principles and was mindful of the Clifton Highlands and McKinley Landing neighbourhood design, form, and character. Where possible, the overall character, environment, and ambiance, including lot configuration and size, of existing neighbourhoods are reflected.

The North Clifton development concept includes a preliminary residential lot layout (**Figure 3.3**). Based on the preliminary lot layout, it is anticipated the North Clifton neighbourhood will produce approximately 175 units. While Figure 3.3 is strictly conceptual, the unit count is a result of a process that identified areas to be preserved for parks and open space, slopes over 30%, and environmentally sensitive areas resulting in a variety of potential “development clusters”, in addition to a desire of maintaining consistency among the surrounding neighbourhoods. The advent of comprehensive hillside zoning may enable slightly different housing formats. However, the overall threshold of 200 units will be respected.

The projected population for North Clifton is 460 persons, assuming 2.7 persons per family household. The expected school generation projection is 60 students. The neighbourhood school student population will be accommodated by School District No. 23 (SD 23) defined catchment areas. School generation factors are assumed to be 0.3 students per family housing unit. The source for the school generation factors is SD 23.

A summary of North Clifton's land use areas and projected population is provided in **Table 3.1**.

Table 3.1: Land Use Areas

	Area (acres)	Length (m)
Total Site Area	197	---
Gross Residential Land Use Area	114	---
Net Developable Area	91	---
Dedicated Open Space (Natural Area)	60	---
Dedicated Parkland (City-Wide Park)	4.0	---
Public Roadways	---	4,600
Trails / Pathways Length	---	8,800

* land use areas used within Table 3.1 have been rounded

Final unit counts will be determined at the detailed design and subdivision development stage.

4.1.2 Residential Enclaves

The North Clifton neighbourhood is designed with the characteristics of the sites topography, environmental features, view corridors, and development benches, which are predominately situated on plateaus where slopes are less than 30%. The nine development benches create a collection of residential enclaves capturing the character and essence of the Okanagan. Each enclave is unique through the varying topography, landform, view corridors, and open space offerings.

The areas of low density residential will consist of ground-oriented detached dwellings and semi-detached. Buildings will range from one to 2.5 storeys in height to match the character of the adjoining residential neighbourhoods. In some cases, the lot layouts within existing neighbourhoods were duplicated within North Clifton. For example, lot configuration and dimensions on Paly Road will closely mirror existing lot layout and dimensions in McKinley Landing (**Figure 3.2**).

In an effort to preserve and protect the sites environmental sensitive areas, lot building envelopes and coverage will be established and will not exceed or encroach into overly sensitive areas. Confirmation of site coverage details will be addressed at the rezoning and subdivision phases.

Residential enclaves 1, 5, 7, and 8 of plan area (**Figure 3.2**) include a range of topography with moderately dense tree cover. The terrain within these areas suits modest size residential lot sizes of

approximately 0.35 acres. These lots will be suitable for smaller building footprints within the sloped areas.

Residential enclaves 2, 3, 4, and 6 are primarily open with a gently sloped meadow area flanking Okanagan Lake. Most lots within this area will have unobstructed views of Okanagan Lake and mountain ranges beyond. Lot size will vary between 1 – 3 acres with larger building envelopes and possible lake access. Where feasible, waterfront lots could host private docks. However, future private docks on the waterfront will be subject to applicable municipal, provincial, and federal regulations as it relates to private moorage opportunities.

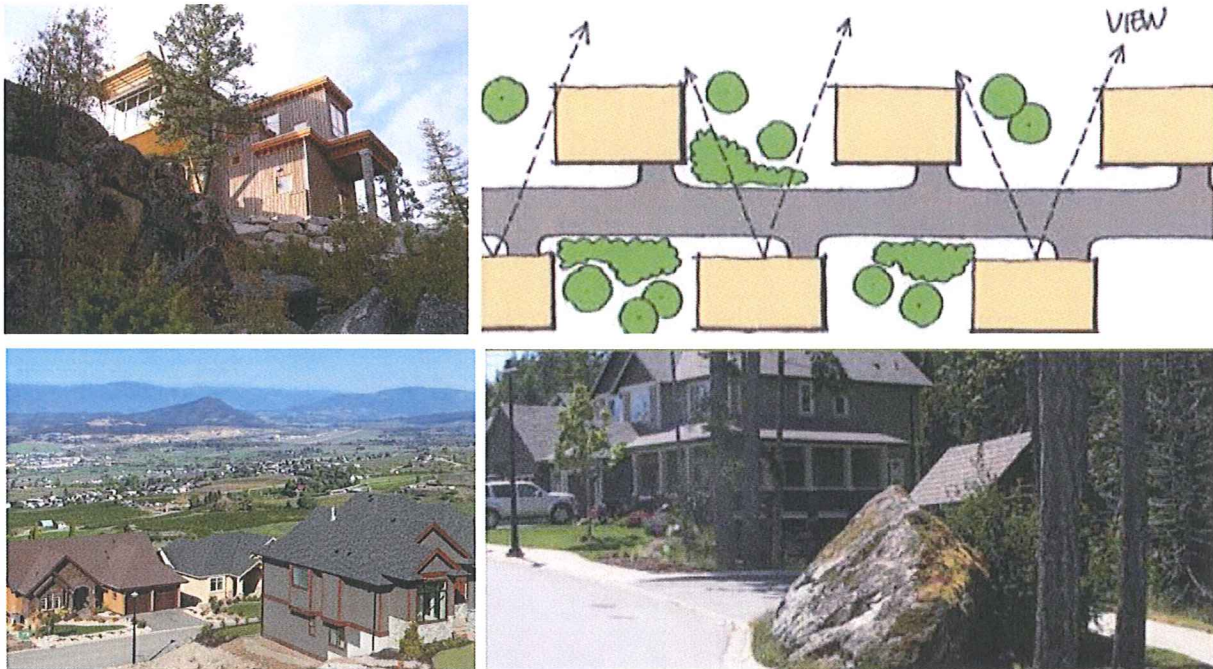
Enclave 4 represents the best and largest contiguous development mode within the ASP. As such, Lakeside Communities will give this area further review as development proceeds to ensure the best design possible. The final form of development in Enclave 4 will still respect the development threshold for the ASP.

Residential enclave 9, located along the east ASP border, is situated at one of the highest elevations within the plan area on relatively steep terrain and moderately dense tree cover. Of all the residential enclaves, it is anticipated this area will have less than 10 lots. Notwithstanding, each lot will have sweeping views of Okanagan Lake. While each lot will be approximately five acres, the terrain is conducive to smaller building envelopes as this area of the Plan is located on steep slopes. The lots will have large building envelopes but will not be proportionate to the actual lot size, but rather estate type. All lots within residential enclave nine will be access via a shared lane. The shared lane will be accessed via a road reserve located in the northeast section of the site.

In addition to the nine residential enclaves, an opportunity exists for an additional development enclave (Figure 3.1). At the present time, access cannot be obtained to the Future Urban Reserve area via the North Clifton transportation network. However, access to this area is possible through an expansion of the Wilden neighbourhood. The Wilden Ownership Group has indicated that this area will be reviewed when development proceeds in this area. For this reason, this Future Urban Reserve area will remain as part of the open space and trail network area until future plans are complete.



While each residential enclave is characterized with uniqueness, development will assume similar character, form, and housing styles. The steeper slope areas create a buffer between the individual residential enclaves and combine to form the basis of the trail networks and preservation corridors. The trail network and preservation corridors provide open space and various trail opportunities for neighbourhood residents as well as preserving wildlife habitat and wildlife movement corridors. This creative approach to design enables each residential enclave to have limited or no visual overlooking of development areas, thus enhancing lot privacy and decreasing visual impact. At the time of the preparation of this ASP, the City was still in the process of developing a set of comprehensive Hillside Zoning regulations. Draft copies of these new standards have indicated some flexibility in housing form, lot size, building height, lot coverage, etc. It is expected that Lakeside Communities will use these new standards which may allow housing forms not previously described. Where possible, Lakeside Communities will consider the use of the new Hillside Zone regulations.



4.2 Environment and Ecology

Preliminary environmental survey work was completed to identify significant environmental features to be addressed and honoured through the design of appropriate residential enclaves. In general, ecological communities within existing natural features of the site were typical of the rock escarpments and forested conditions of the central Okanagan region. A variety of forested vegetation is present within the site and ongoing fire mitigation has opened the forest canopy and enabled the understory to respond

with lush growth. No wetlands, streams, surface flows or surface seepages were found within the ASP area.

The ponderosa pine – bluebunch wheatgrass - fescue dominated vegetation community contains sensitive features or specialized habitats, including undeveloped Okanagan Lake shoreline with gravel beach and vegetated foreshore habitat, rocky outcrops, and talus slope. The Okanagan Lake shoreline also contains fish spawning areas.

Many of the discovered natural features are considered sensitive and environmentally significant areas and have been identified accordingly. In keeping with North Clifton's commitment to environmental protection and preservation, it is encouraged that impact of sensitive areas are minimized. All designated Environmentally Significant Areas (ESA) can be found within Figure 3.4 and a description of the ESA rating system can be found in the Appendix B.

The North Clifton neighbourhood has been developed within a framework of ensuring environmental compatibility within development areas. Accordingly, the land use concept identifies large areas of the site that will remain in their natural state. However, in an effort to achieve a neighbourhood where the resident experience can be complementary to the unique natural characteristics of the site, development areas have been carefully placed to minimize disruption of sensitive areas. The intent is to create a sense of harmony between the built environment and the existing topography while maintain the safety and integrity of sensitive areas.



Figure 3.4 shows potential lot layout within the ESA areas. However, the Land Use Concept is conceptual only and is presented as a demonstration of how various elements could be distributed throughout the site, which could require further refinement at the time of detail design.

The environmental report makes reference to necessary mitigation and compensation requirements should development occur within the Environmental Sensitive Areas (ESAs). While it is anticipated development will occur within ESA-2 areas pending the resolution of adequate environmental measures

as determined at the time of Environmental Development Permit, development within ESA-1 areas will be avoided to the fullest extent possible.

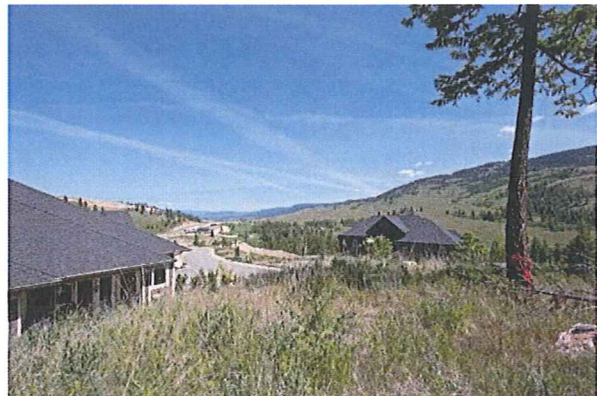
4.2.1 No-Disturb and Limits of Disturbance Areas

4.2.1.1 No Disturb Areas

The North Clifton ASP demonstrates an environmentally responsible commitment to the site through the protection and preservation of undeveloped areas. This includes preservation and protection of environmentally sensitive areas (**Figure 3.4**), parks and open space areas, and portions of future residential lots.

Figure 3.4 includes the North Clifton Environmentally Significant Areas, including the preliminary lot layout concept. At first glance it appears a significant portion of the site will be impacted by residential lots. In reality, only a small portion of the residential lots will be impacted by site development as each lot will be identified with a building envelope. It is anticipated that all residential lots within the preliminary layout identified with an ESA-1 should not be impacted. While some residential lots are shown to incorporate ESA-1 areas, site development will be regulated to ensure impacts are avoided or mitigated. To ensure this, the areas will be protected through 'no-disturbance' covenants. Where possible, 'no-disturbance' covenants may be applied to other specific ESA's of the site with the intention to limit site disturbance.

In addition to the residential no-disturbance areas, the open space areas, wildlife corridors, and parkland areas will be dedicated to the City of Kelowna. It is anticipated these areas will also be protected through various approaches.





4.2.1.2 Limits of Disturbance

The North Clifton ASP provides sound guidance and direction for all future site development. Sufficient land use planning and engineering has been completed to provide preliminary locations of the road network, infrastructure servicing, and shallow utilities.

The servicing and shallow utilities lines will run parallel with the roads within the proposed transportation network. As such, the disturbance area will generally be limited to the road network. The exception to the foregoing is a small portion of the sanitary system and drainage system. At this time, it is anticipated a portion of the sanitary system traversing the ninth residential enclave (Figure 3.2) may impact an ESA-2. Where overland drainage paths shift from open space areas to private development lots, specifically within the 'gully / drainage course' (Figure 3.10), drainage from the gully will be directed into a storm sewer which will flow into the detention system and overflow from the underground detention will be piped. In addition to this, it is possible a drainage line may impact the foreshore area in the most southwest portion of the site. In each case, the design approach includes two primary steps:

- ▶ Select servicing alignment that minimizes environmental impact; and
- ▶ Design with the least impact to environmental section.

The ultimate goal is to keep site disturbance to an absolute minimum. Currently the development concept is only able to identify disturbance and no-disturbance areas at a high level as the figures are conceptual in nature and may be subject change or refinement. Notwithstanding, additional details and identification of these areas will be identified at the rezoning and subdivision stage.

4.3 Parks and Open Space

Well-designed neighbourhoods place high values on community access to natural systems, trail networks and parks. The parks and open space network for North Clifton has been designed to provide residents with ample pedestrian, recreational, and leisure opportunities through the provision of trail connections, proximity to programmed park areas, and the open space network. The design and interface between home sites, parks, trails, and open space strongly determines the character and livability of the overall neighbourhood and it has been an important criterion in the development of this ASP. It was equally important to consider the fragile balance and integration of residential homes within the natural open space areas. The overall goal of the parks and open space within North Clifton is to promote:

- ▶ Healthy and active residents;
- ▶ Social engagement;
- ▶ Community spirit; and

► Environmental responsibility.



With the exception of programmed parks, open space areas will primarily be undisturbed lands that remain in their natural state. These areas, in addition to the programmed park areas, provide physical and visual amenity to the neighbourhood. In addition, they preserve and protect significant landscape features. Generally, the North Clifton ASP designates a number of hillside areas as dedicated open space, which includes a vast nature trail network. In doing so, the development concept offers an unprecedented 60 acres of the total site area to be designated as dedicated parkland and open space **(Figure 3.5)**.

The development of the formal trail network for North Clifton was primarily completed through the establishment of existing informal trails used by area residents. Where possible, the informal trails have been integrated into the ASP area as a formal amenity. The purpose of this was to provide existing residents with the continued use and enjoyment of such an amenity and offer new residents of the neighbourhood a valuable amenity feature

A significant portion of the trails are located within the open space areas. These trails, however, do not fully extend to the northern boundary of the site. Recognizing the importance to have adequate connections extend throughout the entire site, the road network has been designed with the pedestrian in mind, which includes pedestrian connections and linkages to surrounding neighbourhoods. Connections are offered in the form of roadside corridors, including dedicated pedestrian crossing points, pathways, multi-use trails, and nature trails.

A full complement of active transportation amenities is offered as part of the North Clifton area. This also includes a formal parkland area with access to the beach. A full description of the parkland area, trails, and open space network, as identified within Figure 3.5 are described in the following sections.

4.3.1 City-Wide Park (Neighbourhood Park)

North Clifton's neighbourhood park, officially a City-wide park, will be dedicated to the City of Kelowna by way of a combination of Development Cost Charge (DCC) credits and acquisition. The proposed park is centrally located within the ASP area adjacent Okanagan Lake with multiple access points to the trail network. It is nearly 4.0 acres and specifically responds to the local outdoor recreation needs of the immediate neighbourhood. However, given its city-wide park status, the park may be used by the general public.



The waterfront park is bounded by McKinley Landing neighbourhood to the north, proposed Bennett Road extension to the east, and the Okanagan shoreline to the west. The features and facilities within this area may include vehicle parking area, informal open space, playgrounds, picnic facilities, passive recreation amenities, turf area, and beach access to the Okanagan Lake. Access to the beach and lake was a popular comment noted within the initial March 2012 Open House. The beach access will be made available via right-of-public-access along the foreshore (below the high water mark). A concept plan illustrating how the northern portion of the waterfront park site could be developed is shown below. Notwithstanding, Lakeside Communities will work with the City and stakeholders through the development approval process to refine the park development plan and will seek to partner with the City for the physical park development.



Bennett Park concept sketch

4.3.2 Open Space

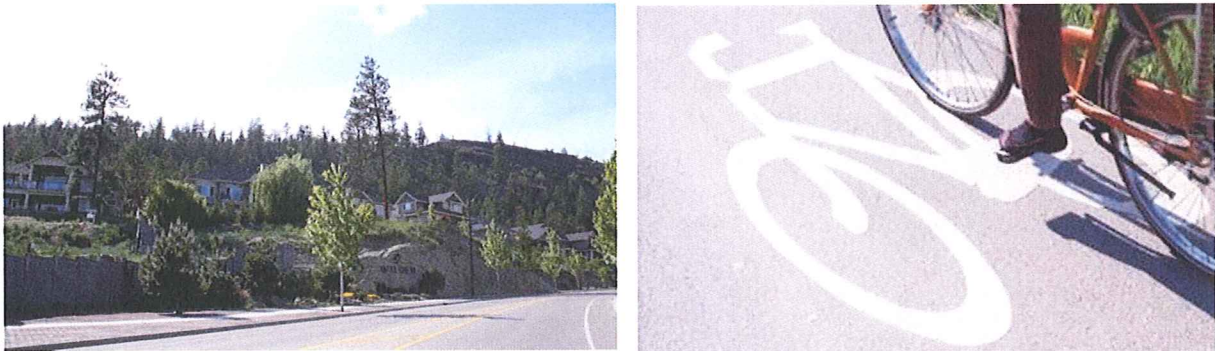
The open space area within North Clifton encompasses over 60 acres and will be dedicated to the City of Kelowna. This area is primarily one that serves to protect important landscapes of the site, provides opportunities for outdoor activities that will attract residents, and provides a natural greenway system for wildlife habitat linkages.

The dedicated open space area is largely located within the southern area of the ASP, but provides ample connection points that link the immediate and surrounding area.



4.3.3 Roadside Corridor

Roadside corridors are heavily utilized, hard-surfaced wheel and pedestrian pathways with universal accessibility for walking, jogging, cycling, and wheelchairs by residents of all ages. They may include sidewalks or cycling corridors that are physically connected or separated to the roadway. These walkways and corridors will be designed as part of the North Clifton roadway network and enable easy linkages and connection points to the trails within the park and open space areas, and surrounding neighbourhoods.



4.3.4 Multi-Use Trails

The multi-use trails are moderately utilized, non-motorized hard or soft-surfaced secondary trails for the purpose of walking, jogging, hiking, cycling and wheelchair use (where possible) within open space areas that provide residents with access to viewpoints and nature areas. Integrating multi-use trails within the neighbourhood was primarily possible in those areas with less aggressive slopes and terrain. Although limited to the southwest portion of the site, they will provide access to adjacent neighbourhoods and viewing areas.



4.3.5 Nature Trail

The nature trails within North Clifton are located within the dedicated open space areas. Although they are predominantly passage areas with more aggressive slopes and terrain, they help form an important component of the area. These trails are primarily used by residents for walking, mountain biking, and hiking. The nature trails also form an integral part of the wildlife habitat corridor. In many cases, the existing nature trails are game trails that have been expanded by human use.



4.3.6 Dedicated Crossing Point

Dedicated crossing points will be located at select points within the North Clifton road network. The purpose of the crossing point is to provide pedestrians and cyclists safe passage across roads. To increase the safety of crossing points for pedestrians and cyclists, the use of coloured and textured treatments can be used. The use of textured surface treatments is further supported in the North Clifton Road Safety Audit. Specifically, it is recommended the road design process identify key pedestrian crossings as pedestrian routings of sidewalks and walkways are established.

Collectively, the parks and open space system, as illustrated within the Parks and Open Space figure, identifies a variety of park and open space sites integrated by a trail network that will provide pedestrian connections between the residential enclaves, the park site and open space areas, and adjacent neighbourhoods (i.e. Clifton Highlands, McKinley Landing, Wilden). These areas will also integrate with its surrounding context ensuring adequate corridors are preserved for wildlife movement. The opportunity for a wide range of nature trails, lookouts and viewpoints has been conceptually designed to complement the roadway system as integral elements of the pedestrian network. Trail design will be developed with consideration of the standards established in the City's Linear Parks Master Plan. All final details will be developed on an individual site basis in consultation with City Parks staff.



4.4 Guiding Architecture and Neighbourhood Design Patterns

No specific architectural style has been determined at this stage. However, design, construction and landscape guidelines common to all development within the North Clifton neighbourhood will be established at the detailed design and subdivision development stage. Recognizing the site is surrounded by both new and established neighbourhoods, architectural design requires a compliment of design elements. At the subdivision stage, design guidelines for building sites, parks and open space areas, and roadways will be developed seeking a middle ground between conformity and individual expression.

Acceptable home architectural styles will be consistent with the Okanagan's history, traditions and unique climate. Potential variations are anticipated to be within the core "vocabulary" of west coast contemporary style, while incorporating the classic 'craftsman' design and encouraging the use of earth tone colours. Fundamental to all allowable stylistic expressions will be a focus on "four-sided architecture" in which the design and detailing is visible from all vantage points and consistent with the topography of the land. Taking cues from historically successful neighbourhood precedents, the North Clifton development will encourage a variety of housing forms within each housing enclave.



Similar to the housing architecture, the overall neighbourhood design patterns, including roadways are inspired from Okanagan's landscape and culture. A strong focus will be placed on the pedestrian scale with special attention paid to ensure the area is not dominated by the automobile. To reinforce this, accesses to the trail and pathway network will be available throughout each of the residential enclaves and at various points. Multiple pedestrian crossing points will also be designed into the road network to create visual cues for the driver and promote an active neighbourhood, and various areas throughout the neighbourhood will developed with textured treatments as an alternative to concrete or asphalt.

4.5 Transportation Network

The transportation network for North Clifton consists of a full range of transportation facilities to accommodate the movement of automobiles, pedestrians, bicycles and transit. The network is primarily composed of local roads that will provide all traffic modes effective and efficient movement. A major collector road – Clifton Road North extension - will provide a roadway connection between the existing Clifton Highlands and McKinley Landing neighbourhoods.



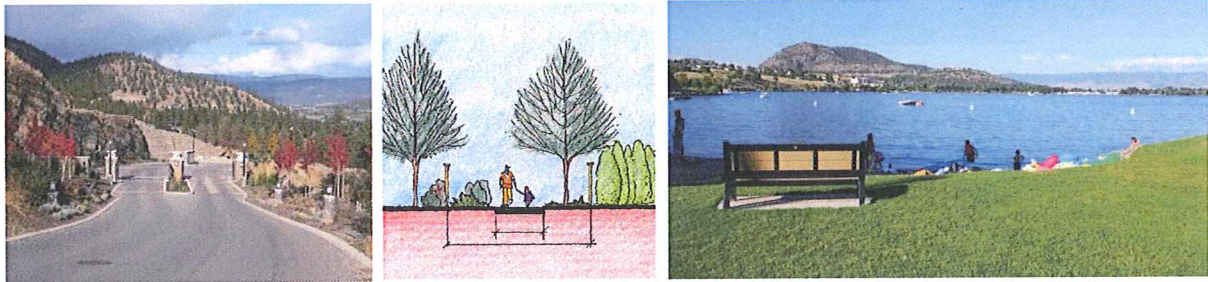
Providing residents and patrons with a variety of transportation mode choices represents a strategic component of the transportation system envisioned for North Clifton. The design of the network sought to provide a balance of transportation facilities to encourage people to utilize various forms of transportation modes with the purpose to access the neighbourhood and the amenities within it. It was equally important to achieve a road network that was well connected throughout the site and minimized 'cut and fill' road development approaches. Doing so presented significant challenges due to the sites topographic constraints. However, this goal was achieved through the use of sensitive planning and design approaches (Figure 3.6).

4.5.1 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) was completed to assess and evaluate potential off-site road impacts as a result of new development. The study area, identified by the City of Kelowna, is bounded by Glenmore Road North to the east, Okanagan Lake to the west, McKinley neighbourhood to the north and Clement Avenue to the south that encompassed a total of 17 intersections.

In short, the North Clifton TIA concluded development of the site will not produce any major impacts to off-site roads. Given the target or design parameters provided by the City, modifications to the roadway or changes to the traffic control devices are not required for any of the study area intersections based upon the capacity analysis results.

The detailed Transportation Impact Assessment, including appendices, can be found within **Appendix**



C.

4.5.2 Clifton Road North Extension

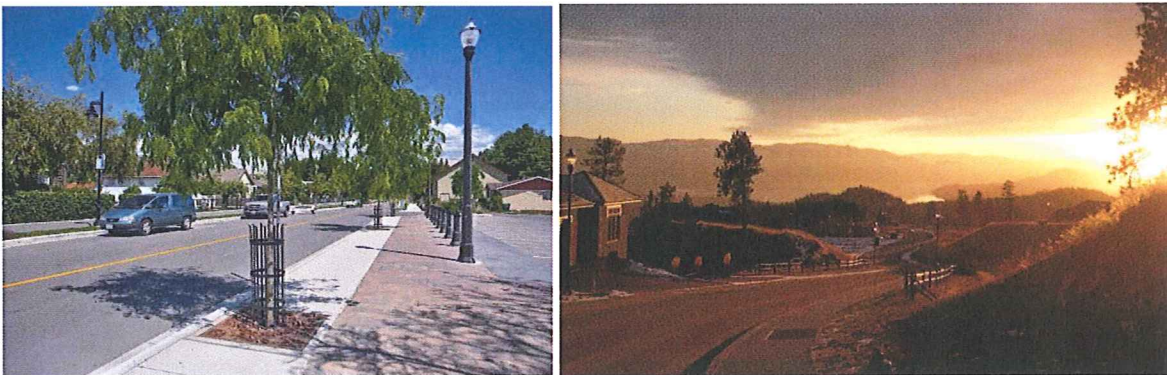
Primary access to the North Clifton neighbourhood is obtained via an extension of Clifton Road North. Existing Clifton Road North, which terminates at the north end of the Clifton Highlands neighbourhood, will extend northward. As development of the area progresses over time, the road extension will continue to traverse north and eventually connect to existing Arthur Court, located within the McKinley Landing neighbourhood. It is expected Clifton Road North will be designed to the City of Kelowna's major-collector road standard.

The extension of Clifton Road North is a requirement of the City of Kelowna. However, this requirement will add significant benefits to the overall area. Specifically, safety will be a considerable benefit to the area in terms of emergency evacuation, as both the McKinley Landing and Clifton Highlands neighbourhoods only have 'one-way in – one-way out' access.

Pursuant to the North Clifton Road Safety Audit it is suggested the section of Clifton Road North between the Clifton Highlands and McKinley Landing neighbourhood be constructed to a 50 km/h design

speed (with the exception of intersection sightlines, which should be based on 60 km/h design speed). This section of road should also utilize a two lane cross-section with bike lanes, and incorporate traffic calming measures, where feasible, to encourage appropriate speeds. Traffic calming measures may include, but are not limited to, a roundabout, traffic 'button's, chicanes, and prominent gateway features at entry points to the neighbourhood. The Road Safety Audit further suggests that strategic design and use of gateway features at each terminus point of the development, supplemented by raised medians, promote vehicle deflection and provide a narrowing effect to encourage lower speeds. The integration of traffic calming measures at strategic points of Clifton Road North extension will increase safety for area residents. Integration of traffic calming features will be carefully selected so as not to create safety hazards or hinder snow clearing and operational activities.

The goal was to have all residential lots access off local roads. In some cases, however, steep hillsides prevented this. As such, some residential lots will be accessed directly off Clifton Road North.



4.5.3 Internal Road Network

The road network was specifically designed to utilize low speed design standards and the integration of traffic calmed areas. Given the sites topographical characteristics, the internal road network is predominantly north – south directional access. Where residential enclaves are situated in the higher elevated portions of the site, road switchbacks are utilized to gain access. It is expected all internal roads will be designed at a local hillside road standard.

The development of the North Clifton Road extension enables strategic access to those residential enclaves within the northeast, southeast, and southwest areas of the ASP. A total of three local roads will be accessed from Clifton Road North and each of those residential lots will be directly accessed from the local roads. While the residential lots located within the southwest portion of the site are accessed off Clifton Road North, the road network design has specifically included an extension of McKinley

Landing's Bennett Road. The extension of Bennett Road will connect the neighbourhoods and be beneficial in creating a physical and social link.

Unlike the residential areas accessed off Clifton Road North, the residential enclave located within the most northwest portion of the ASP will be accessed through the McKinley Landing neighbourhood. These lots will be accessed through the development of a new local road that flows off of the existing Paly Road. The creation of this local road terminates as a cul-de-sac. It will, however, provide an opportunity for an emergency access route to Clifton Road North.

It is anticipated that, the combination of a collector supported by local roadways within and adjacent to the plan area will provide an efficient and effective roadway framework to support the development associated with the proposed plan amendment. On-street parking may be available close to residential lots, near parks, and trails where road cross-sections will enable it.



4.5.4 Emergency Access

The North Clifton site is west-facing receiving significant sunshine during spring and summer seasons, resulting in dry conditions that lead to wild fires. In addition to the three-phase wildfire mitigation program undertaken on the site, the transportation network has been designed to provide clear, pre-determined emergency access routes. Two emergency access lanes are provided within the neighbourhood. The first is access off the Clifton Road North extension and the second is located near the western boundary of the ASP (Figure 3.6). Both emergency access routes double as a pedestrian connection which links directly to the neighbouring McKinley Landing road network.





4.5.5 Pedestrian Connectivity

Placing an emphasis on pedestrian connectivity and walkability within the area supports sustainable design and development through the promotion of alternative modes of transportation. The North Clifton neighbourhood encourages the development of pedestrian corridors and linkages. A number of trails, pathways, and multi-use corridors are planned to connect with each residential enclave, amenity area and surrounding neighbourhoods. Although portions of the open space network may not completely extend throughout the entire site, the roadside corridor and sidewalks will provide connection points throughout the site and link with the Clifton Highlands and McKinley Landing neighbourhoods. Inclusion of multi-use trails and corridors in the plan area will facilitate and promote alternative modes of transportation (walking, running, cycling) while developing an interactive sustainable community. These corridors may be situated adjacent to the internal roadways.

4.5.6 Road Safety Audit

In addition to the Transportation Impact Assessment, a formal Road Safety Audit was completed. The purpose of the Road safety Audit was two-fold: 1) investigate the safety implications associated with the proposed North Clifton residential development; and 2) investigate the safety of the adjacent areas that may be impacted by the proposed residential development.

While the onsite North Clifton conceptual design was not designed to a level where a traditional road safety audit would be beneficial, safety issues that would be generated with hillside development were reviewed. Typical hillside safety issues were identified. While these potential safety issues should be mitigated during the detail design process, it is anticipated that completing road design and construction to the City of Kelowna's standards will circumvent road safety issues.

Potential off-site safety road issues within existing Clifton Road North and McKinley road network were investigated. A review of historical collision records suggested that both Clifton North and McKinley Road corridors have a safety performance that does not exceed an average safety performance benchmark. The collision rate on McKinley Road is slightly less than the provincial average, when compared to similar types of roadways. The Clifton Road North also has a collision rate that is significantly less than the provincial average.

Despite collision histories, safety issues were identified on both road networks. The safety issues elevate the level of safety risk for road users, which will be impacted with an increase in traffic volume. However, it is noted that these safety issues currently exist on both corridors and these safety issues will continue to be safety issues, with or without the proposed North Clifton residential development.

The complete Road Safety Audit report can be found within **Appendix D**.

4.6 Infrastructure and Servicing

The North Clifton infrastructure system will supply the immediate neighbourhood with water, sanitary and stormwater services. The proposed system will meet high design standards and be environmentally responsible.

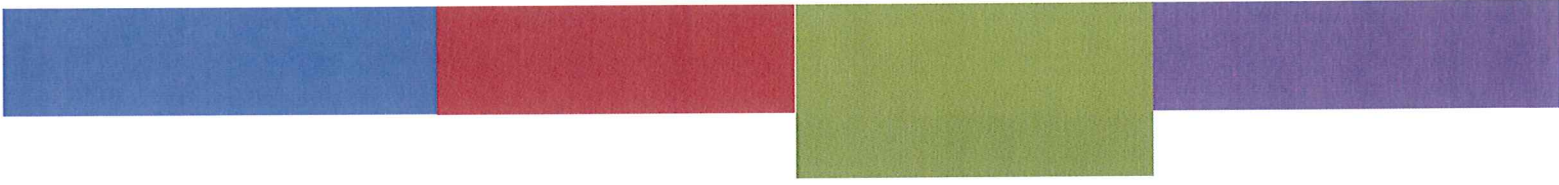


4.6.1 Water Supply

The North Clifton property is adjacent to both the City of Kelowna and Glenmore Ellison Irrigation District (GEID) service areas. The GEID McKinley Reservoir is located at the North end of the property and is accessed via a utility lot (Figure 3.1). This reservoir has a top water level of 470 metres geodetic, which means that it could service the lower portions of the property (about 1/3 of the property) without pumping. In discussions with GEID it was advised that there would likely be limitations in this part of their water system regarding available domestic supply and the ability to transmit fire flows.

The adjacent City of Kelowna water system operates at a hydraulic grade line of 540 metres geodetic. This means it can service about 2/3 of the property without pumping. The 250 mm watermain at the end of Clifton Road is expected to have adequate capacity for a Fire Underwriters Survey fire flow of 60 L/s. Consequently, due to the better system pressure and distribution system capability, North Clifton will utilize the City of Kelowna water system to service the site.

Figure 3.7, Proposed Water System identifies the proposed water system for the North Clifton development. The water system will include a series of 250 mm and 200 mm watermains to distribute the water and a Booster Pump Station to create a 560 metre pressure zone that will service the upper portion of the site. Ultimately, this booster pump station will feed a proposed reservoir near the northeast corner of the property. The water system will also include pressure reducing stations as



required. The pressure reducing stations will create 530 metre and 470 metre pressure zones in the lower portion of the site.

It is expected that the water system will be designed and constructed to the City of Kelowna Subdivision, Development and Servicing Bylaw.

It is noted that the North Clifton ASP proposed water servicing deviates from the City of Kelowna's OCP Map 7.4 – Water Supply System. However, the provision of future water supply for the ASP area was undertaken with direction from Glenmore Ellison Irrigation District and the City of Kelowna. Accordingly, applications to formally amend existing OCP water supply boundary mapping will be submitted as development progresses.

4.6.2 Sanitary System

The proposed on-site sanitary collection system is illustrated in **Figure 3.8, On-site Sanitary**. The onsite sanitary system will include gravity sewers to service each proposed lot and a lift station at the low end of the site near the end of Bennett Road. This lift station will pump via forcemain to the gravity sewer on the extension of Clifton Road. In addition to the foregoing, a lift station will be installed near Paly Road, which will pump via forcemain to the proposed off-site sanitary sewer.

The proposed off-site sanitary sewer is shown on **Figure 3.9, Off-site Sanitary**. The off-site sanitary system is expected to include a short length of forcemain at the north end of existing Clifton Road North and a gravity sewer running south to the existing Clifton Road Lift Station near Lochview Road. The existing Clifton Road Lift Station forcemain and gravity sewer to Magic Drive currently has adequate capacity for the North Clifton Development. However, a new gravity sewer will extend south along Clifton Road North, such that the Hillsborough Lift Station will be bypassed. This new gravity sewer will connect to an existing 250 mm gravity sewer. Please note the *Sheerwater Sanitary Sewer Connection* report submitted to the City of Kelowna by Bel-MK Engineering Ltd (now MMM Group Ltd.) in May 2006 demonstrates system capacity.

Both the on-site and off-site sanitary sewer systems will be designed and constructed in accordance with the City of Kelowna Subdivision, Development and Servicing Bylaw.

4.6.3 Stormwater Management

The proposed drainage system is illustrated on **Figure 3.10**. Per City of Kelowna requirements, post-development drainage patterns will match the pre-development pattern. As well, through a combination of infiltration and detention, the post-development flows will match the pre-development flows.



There are two primary drainage catchments for North Clifton. A description of these catchment areas are described, as follows:

- South catchment – drainage is collected and directed to an underground detention and infiltration system with an extreme event overflow to Okanagan Lake. This is near the south end of the proposed Bennett Rd
- Middle, west catchment – drainage from the emergency access lane will be directed to existing dry wells at the south end of Dewdney Road. It is anticipated above-ground drainage methods will be utilized, unless it is determined that sub-surface approaches are required for erosion protection purposes. Also, drainage from a portion of the Bennett Road extension will be directed to existing drywells in Bennett Road

The on-site system will consist of a series of swales, ditches, culverts and storm sewers. Stormwater treatment systems will be provided where the bylaws and environmental approvals dictate their use. The stormwater management system will be designed and constructed in accordance with the City of Kelowna Subdivision Servicing Bylaw.

4.7 Shallow Utilities

Standard shallow utilities, including natural gas, hydro, telephone, and cable will be installed as part of the development. Right-of-ways, as they relate to shallow utilities, have not been illustrated within an ASP figure as their exact location and placement is unknown. They will, however, be identified at the rezoning and subdivision stages.

4.7.1 Natural Gas


Fortis BC (natural gas division) will extend the existing natural gas system from the existing Clifton Road North and the Bennett / Paly Road area as required for each phase of development.

4.7.2 Hydro

Fortis BC has an overhead three phase line along Clifton Road North and Bennett / Paly Road. This system will be extended underground as required for each development phase.

4.7.3 Telephone

Telus will utilize the same underground alignment as Fortis BC with a separate duct system to service the area. As off-site works on Clifton Road North progress, Telus may relocate some of their utility



underground. The cost to relocate the utility underground off-site will be not be borne by Lakeside Communities.

4.7.4 Cable

Shaw Cable will follow the same routing as Fortis BC and Telus, with separate ducting for the underground portion. Further to this, Shaw Cable may choose to relocate their utility underground as off-site works progress along Clifton Road North. The cost to relocate the utility underground off-site will be not be borne by Lakeside Communities.

4.8 Wildfire Mitigation and Fire Protection

The City of Kelowna 2030 Official Community Plan identifies the North Clifton site as a Wildfire Development Permit Area (DPA). This DPA was created within areas that could potentially cause hazards to property and human safety through wildfires and serves as a tool to protect against possible wildfire hazards. In response to this, a qualified professional was engaged to evaluate potential wildfire hazards. The purpose of this was two-fold: 1) complete a wildfire risk assessment; and 2) Undertake a wildland fire implementation plan.

Additional objectives included:

- ▶ Outlining appropriate actions to reduce, mitigate, and maintain a lower hazard rating;
- ▶ Identifying and treating forest health issues that constitute a fire hazard (i.e. Western Pine Beetle, Douglas Fir Tussock Moth, etc.); and
- ▶ Encouraging a balance of vegetation and maximizing tree retention without compromising fire suppression safety and increasing fire hazard ratings.

Following the completion of the wildfire hazard assessment, a wildfire hazard assessment of 'extreme' was assigned to the area. Over a period of three years, the site has undergone three phases of various prescription treatments, including mechanical treatment, slash / log disposal, and reforestation / re-vegetation, with efforts to achieve the recommended objectives. The applied treatments have significantly reduced the wildfire hazard rating from extreme to low. Further to this, a fire break between existing residential homes and North Clifton will be created.

Despite the three-phase wildfire mitigation measures undertaken, additional fire protection services are available. Currently, the McKinley Landing Volunteer Fire Department provides fire protection services within the area and will continue to provide such services into the foreseeable future.



4.9 Combined Development Concept

Various figures have been identified to illustrate how the North Clifton ASP will progress. A combined development concept of land use, preliminary lot layout, parks and open space, and the transportation network can be found within **Figure 3.11**.



5.0 NORTH CLIFTON DEVELOPMENT POLICY


North Clifton ASP policy strives to minimize disruption of the natural setting, while maximizing opportunities to establish waterfront and traditional parks, and enhance passive recreation trail networks with added connections to Clifton North, McKinley Landing, and Wilden neighbourhoods. ASP policy further aims to establish a framework to guide sensitive integration of future development with long-term environmental health of the site.

The North Clifton residential neighbourhood strives to achieve an integrated area that is socially, environmentally, and economically responsible. The area encompasses formal and informal trails, pathways, parks, open space areas, and public lake access within short walking distances to the single-family residential area. Recognizing North Clifton's location between three existing neighbourhoods (Clifton Highlands, McKinley Landing, Wilden), specific policy statements have been included that address the need for future development to seamlessly transition with adjacent areas. The following sections identify the policies that will guide North Clifton future development, including:

- ▶ Land Use and Housing
- ▶ Environmental
- ▶ Parks, Trails, and Open Space
- ▶ Transportation
- ▶ Infrastructure and Servicing

5.1 Land Use and Housing

- ▶ The general intent and conceptualization of the residential areas should be maintained as identified within the nine development enclaves of the North Clifton land use concept plan, recognizing some flexibility may be exercised during detailed design stages of development.
- ▶ Lot clustering within development enclaves shall minimize physical and visual hillside disturbance and maximize trails, open space, parkland, and lake views.
- ▶ Identify and preserve the sites' natural features, maintaining the natural setting and character of the land as a backdrop for complementary development forms.
- ▶ Gross residential density shall not exceed 200 units.
- ▶ Common or shared driveways can be used where topography is challenging.

- 
- ▶ Direct site development according to the location and relevance of views, natural features and topographic conditions.
 - ▶ Create a cohesive residential development that integrates with surrounding neighbourhoods through road networks, trails, and pathways.
 - ▶ Encourage an architectural form and character that is harmonious with the site's intrinsic nature through selective placement, architectural controls and use of complimentary construction materials.
 - ▶ Develop site specific architectural forms that are appropriate to the hillside location, respects the natural topography, and retains existing landforms and vegetation to the greatest extent possible.
 - ▶ Provide an interconnected transportation network which allows for cycling, pedestrian and other non-motorized means of travel as well as the requirements for vehicular traffic.
 - ▶ Address the need for public (park spaces) linkages within the proposed development and connections to offsite open space systems both short and long term.
 - ▶ Utilize dominant natural features and landscape to provide logical boundaries or definition to development enclaves.
 - ▶ Consider alternative road standards that complement the terrain and features associated with the surrounding hillsides and that reduce site grading, overall site disturbance, and associated visual impacts without compromising public safety.
 - ▶ Development will be directed to appropriate areas with slopes averaging less than 30%.
 - ▶ Natural vegetation should be retained on slopes where possible in order to control potential erosion, land slip and rock falls.


5.2 Environment and Ecology

Large areas of North Clifton are to remain in their natural state. The environmental assessment identifies environmental features to be addressed and honoured through the design of appropriate residential areas.

The development areas have been carefully designed to minimize disruption to the steeper slope areas. The intent is to create a sense of harmony between built environment and the existing topography to reinforce the natural state of the site.

5.2.1 Environmental and Ecology Policies

- ▶ Wildlife corridors and habitat areas shall be protected and enhanced as per the recommendations of our environmental consultant.

- 
- ▶ Clifton Road North extension right-of-way (ROW) encroachment within the ESA 1 area shall minimize wildlife corridor and habitat disturbance to the greatest extent possible.
 - ▶ Disturbed ESA areas shall be remediated per recommendations within the North Clifton Environmental Assessment and compensated as per City of Kelowna requirements.

5.3 Parks, Trails, and Open Space

Collectively, the open space system will provide a comprehensive network of preserved natural landscape. In physical terms, these lands will accommodate trails that provide connections throughout the plan area and beyond the immediate ASP boundaries to adjacent neighbourhoods (i.e. Clifton Highlands, McKinley Landing, Wilden). Additionally, the open space system will be strategically located and appropriately sized to facilitate wildlife movement patterns through the ASP area. The development allocates over 60 acres of open space and dedicates nearly four acres as new park space.

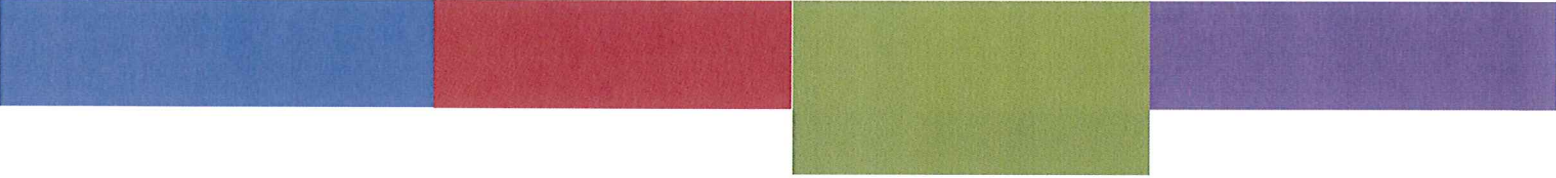
5.3.1 Parks, Trails, and Open Space Policies

- ▶ Incorporate initiatives to restore any disturbed natural landscapes within North Clifton.
- ▶ A comprehensive site furniture and sign package including benches, human-scaled lighting, street trees and garbage receptacles are to be provided as key unifying neighbourhood elements in accordance with City of Kelowna standards.
- ▶ The dedicated parks, trails, and open space areas, where possible, are to connect with the City of Kelowna's existing network, forming seamless, interconnected network.
- ▶ Development of residential enclaves will ensure that residents have access to open space and trails within a five minute walking distance or 400 metres.

5.4 Transportation

5.4.1 Transportation Policies

- ▶ Develop entry and connection roadways that transition from adjacent neighbourhoods into North Clifton.
- ▶ Develop roadways that are pedestrian-oriented.
- ▶ Provide extensive landscape treatment for visual interest, shade and separation from the roadway.
- ▶ Alternative modes of transportation shall be promoted and accommodated in keeping with the City of Kelowna 2030 OCP.
- ▶ Wayfinding signage identifying pathways and linkages should be installed as appropriate.


- 
- ▶ The design of the internal road network should accommodate for future stormwater management facilities.
 - ▶ The design of the internal road network should accommodate for convenient connections and multiple route choices to origin/destination points within the neighbourhood.
 - ▶ The design of the internal road network should accommodate for interconnected pedestrian systems within the residential neighbourhood.
 - ▶ The design of the internal road network should accommodate for future transit stops and routes.
 - ▶ Development of appropriate roadway circulation should create opportunities for “transit friendly” development.
 - ▶ Direct connections and multiple route choices should be provided to allow for efficient movements within the neighbourhood, and to destination points outside of North Clifton.
 - ▶ Innovative road designs should be considered as it relates to site-specific development issues within hillside conditions.
 - ▶ Network roads will be located on the most favourable alignment to meet road, and emergency services design criteria while minimizing site disruption.

5.5 Servicing and Shallow Utilities

5.5.1 Servicing and Shallow Utility Policies

Servicing

- ▶ The water distribution system for the planning area shall be designed to adequately and efficiently serve the development of the area.
- ▶ The wastewater collection system for the planning area shall be designed to adequately and efficiently serve the development of the area.
- ▶ Land drainage and stormwater management facilities shall be designed to reduce the impact on the regional infrastructure system and shall be developed generally in conjunction with the road network system that serves as a connection through the neighbourhoods.
- ▶ Ensure that a stormwater management plan is provided to mitigate environmental impacts from storm runoff, erosion sedimentation and contains onsite drainage to pre-development levels.
- ▶ Stormwater management designs should incorporate natural drainage channels which provide for storm flows over the site to Okanagan Lake in accordance with applicable regulations.

- 
- ▶ Land and storm drainage systems should be designed to create a natural, rather than manufactured, appearance.
 - ▶ Industry best-practices and environmentally responsible design approaches, such as low impact development, should be integrated in all servicing designs.
 - ▶ Sharp cuts and fills and long linear slopes of uniform grade should be avoided, where possible.

Shallow Utilities

- ▶ Utility rights-of-way shall be provided to accommodate utilities as determined necessary. Where possible, utilities will be located within the same right-of-way area.
- ▶ Utility rights-of-way shall be provided to accommodate shallow utilities as determined necessary.
- ▶ Utility rights-of-way and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.
- ▶ A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

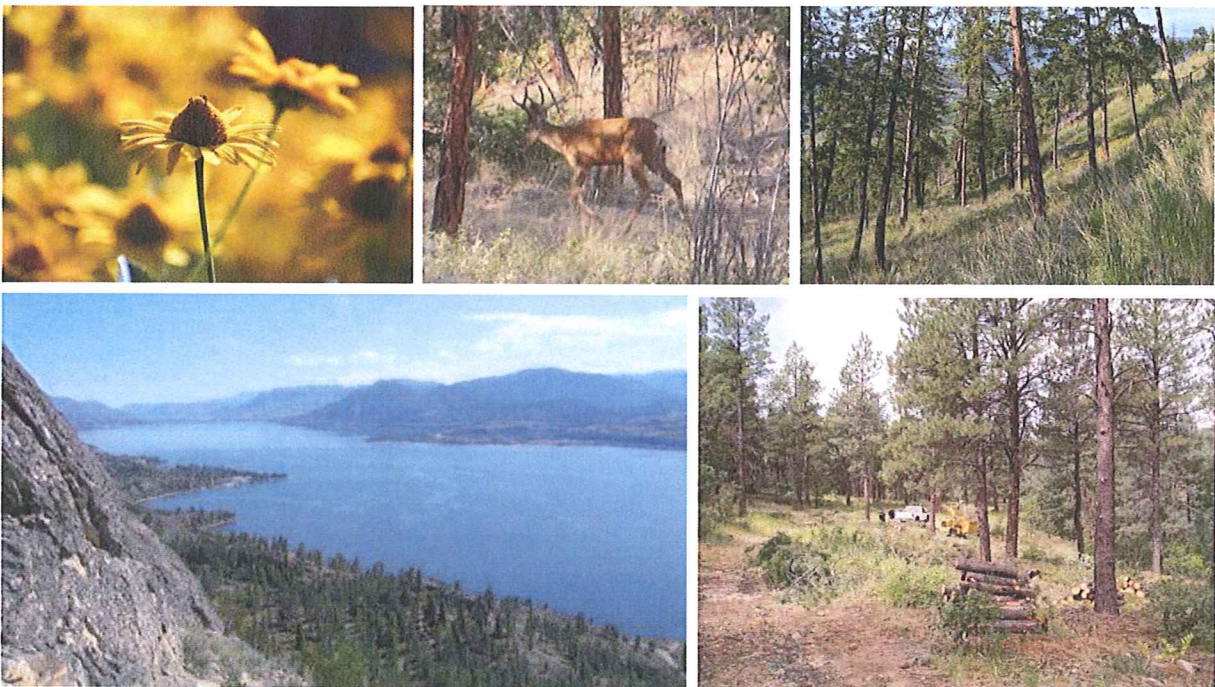
6.0 DEVELOPMENT PERMIT AREAS

Pursuant to the Local Government Act Section 879 and 920, the City of Kelowna has included a number of Development Permit areas within the 2030 Kelowna Official Community Plan. The purpose of Development Permit Areas (DPA) is to provide protection to environmentally sensitive areas and hazard lands, wildfire interface protection basis, hillside development areas, and form and character.

North Clifton will primarily be located entirely within the following 2030 Kelowna Official Community Plan DPA's:

- ▶ Natural Environment
- ▶ Hazardous Conditions
- ▶ Wildfire
- ▶ Urban Design Development (Hillside 20% +)

Accordingly, development within North Clifton will be subject to the foregoing DPA's. The objectives and provisions for the guidelines are to be administered as a supplemental process to the 2030 Kelowna Official Community Plan. Further, development within North Clifton will be carried out in accordance with each of the applicable DPA guidelines, and objectives and policy set within the North Clifton ASP, while recognizing that the DPA guidelines take priority.





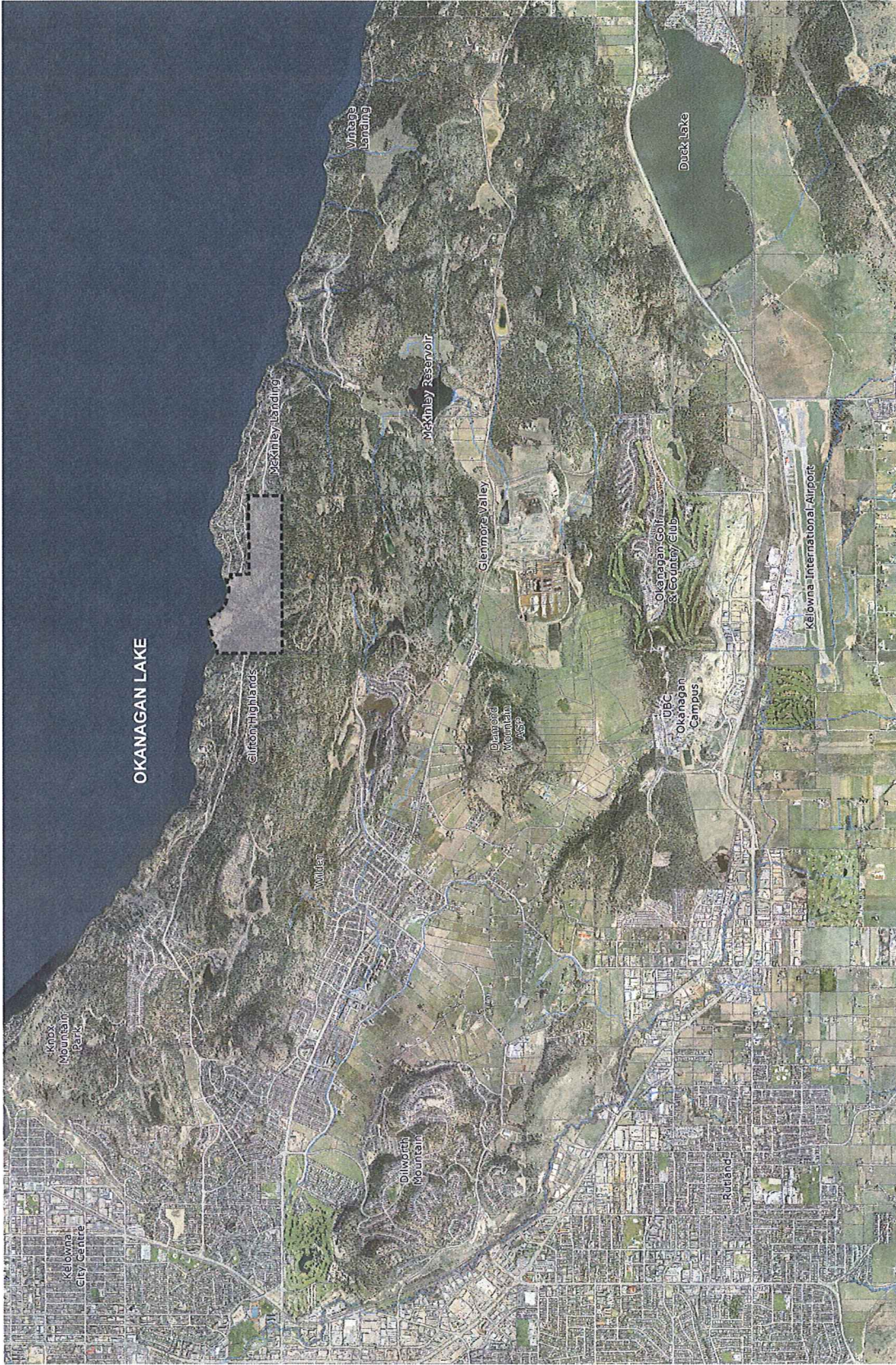
7.0 IMPLEMENTATION AND PHASING

The North Clifton ASP is at the first stage of the overall development process and must be accepted by City of Kelowna staff and Council prior to any further development planning. Following acceptance of the document, the implementation of the ASP process will be initiated through a series of development processes, including, but not limited to rezoning, subdivision, and development permits, and issuance of building permits.

The North Clifton general development phasing plan is illustrated in **Figure 3.12, Phasing Plan**. Although the first phase of development has been identified, no specific timeframe is applied to the ASP. The timing and development phasing sequence will be influenced by a number of contributing factors such as, but not limited to market changes, and supply and demand of housing. In addition to this, development phasing will respond to the logical extension of services to the site.

Although the exact development timing of site is unknown, it is expected that under current economic and market conditions, full build out of the North Clifton area could take between 10-15 years.





LEGEND:

--- ASP BOUNDARY



NORTH

SCALE 1:40,000
(METRIC)

Not to scale
This map is conceptual in nature. Any development
patterns including lots and transportation networks
are subject to change and are not intended to be used
at the subdivision development phase.

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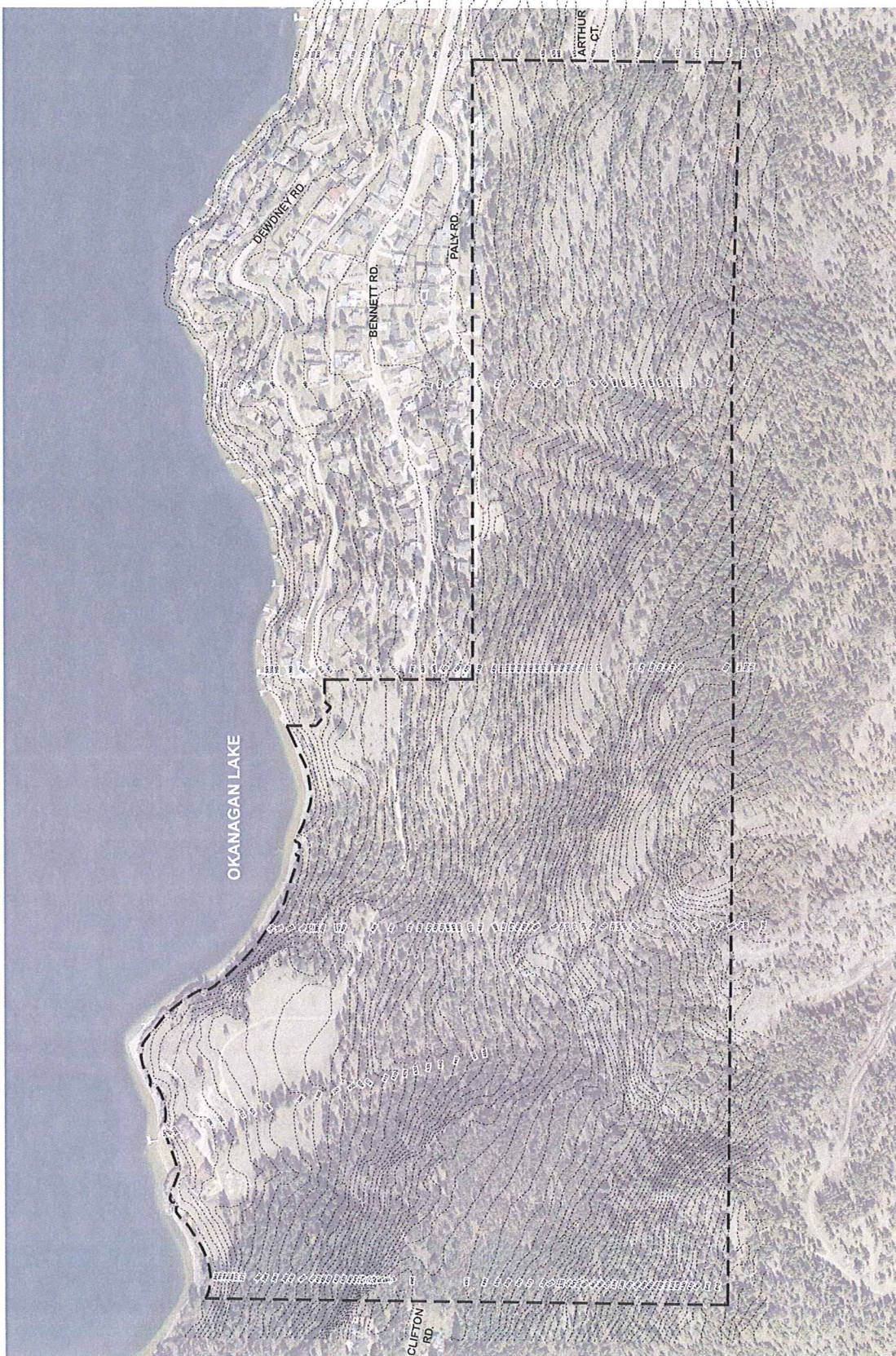
MMM GROUP

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

AREA CONTEXT

FIGURE 1.1

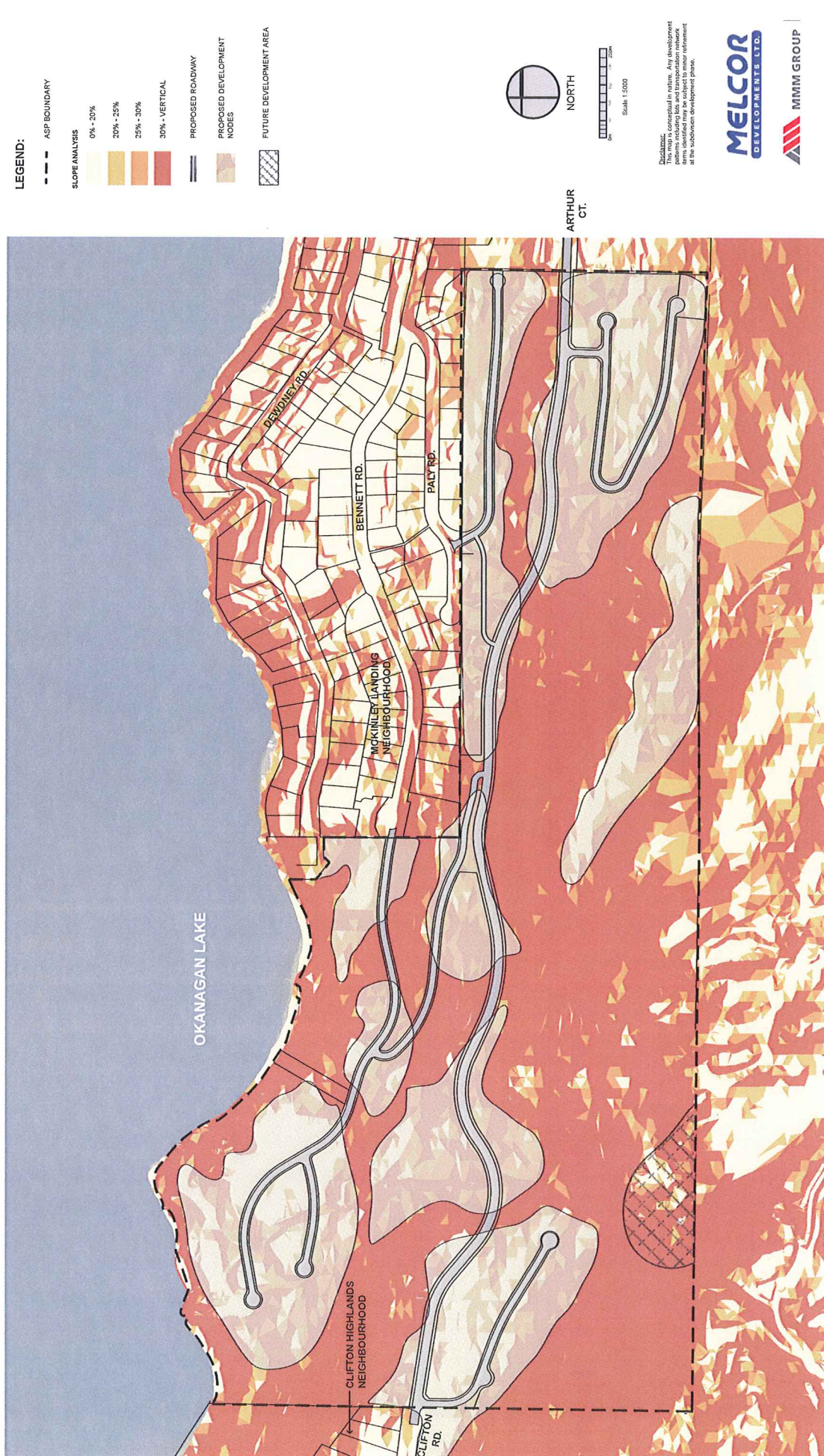


NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

ASP BOUNDARY +
TOPOGRAPHY

FIGURE 1.2

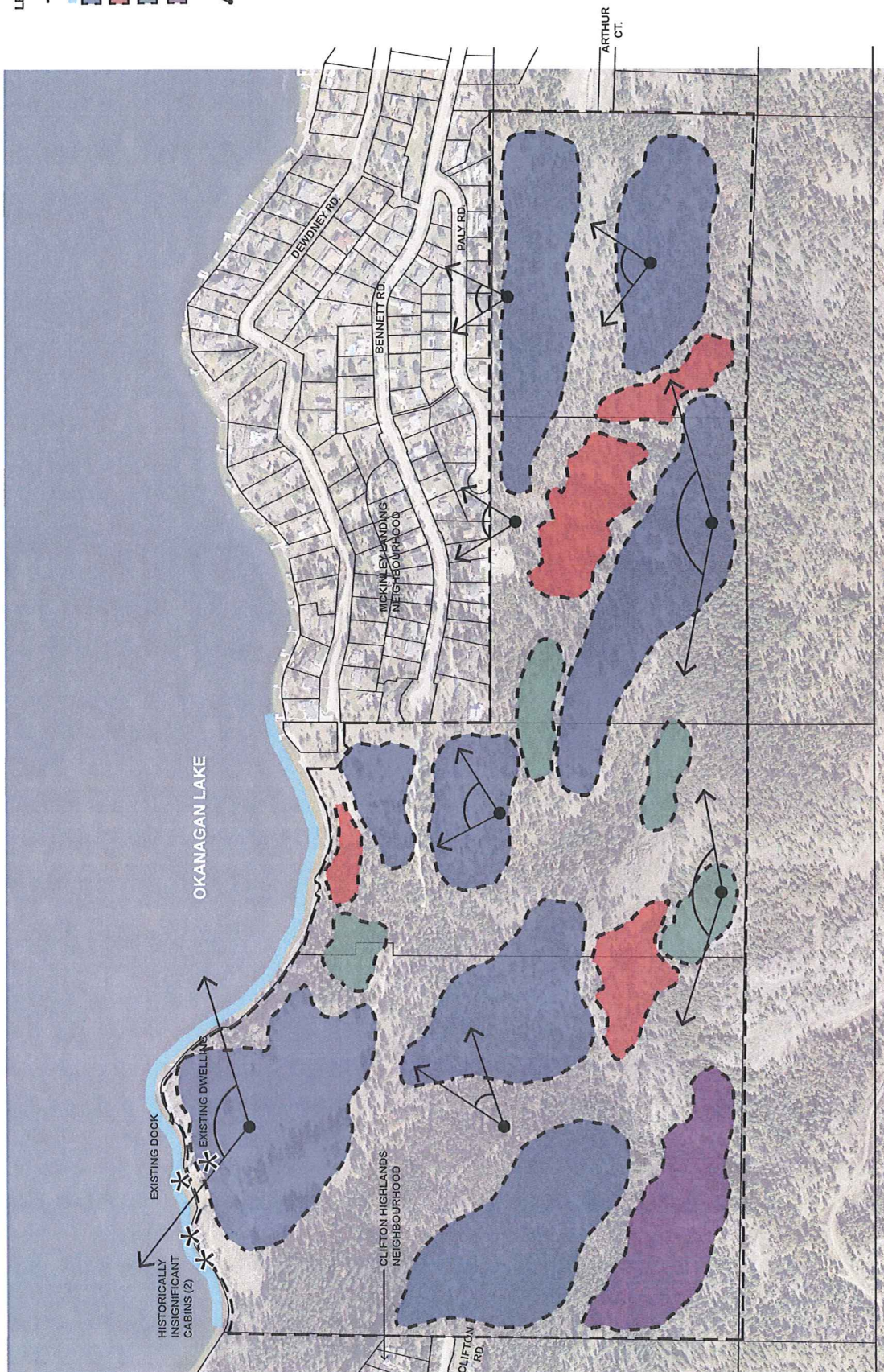


NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

SLOPE ANALYSIS

FIGURE 2.1

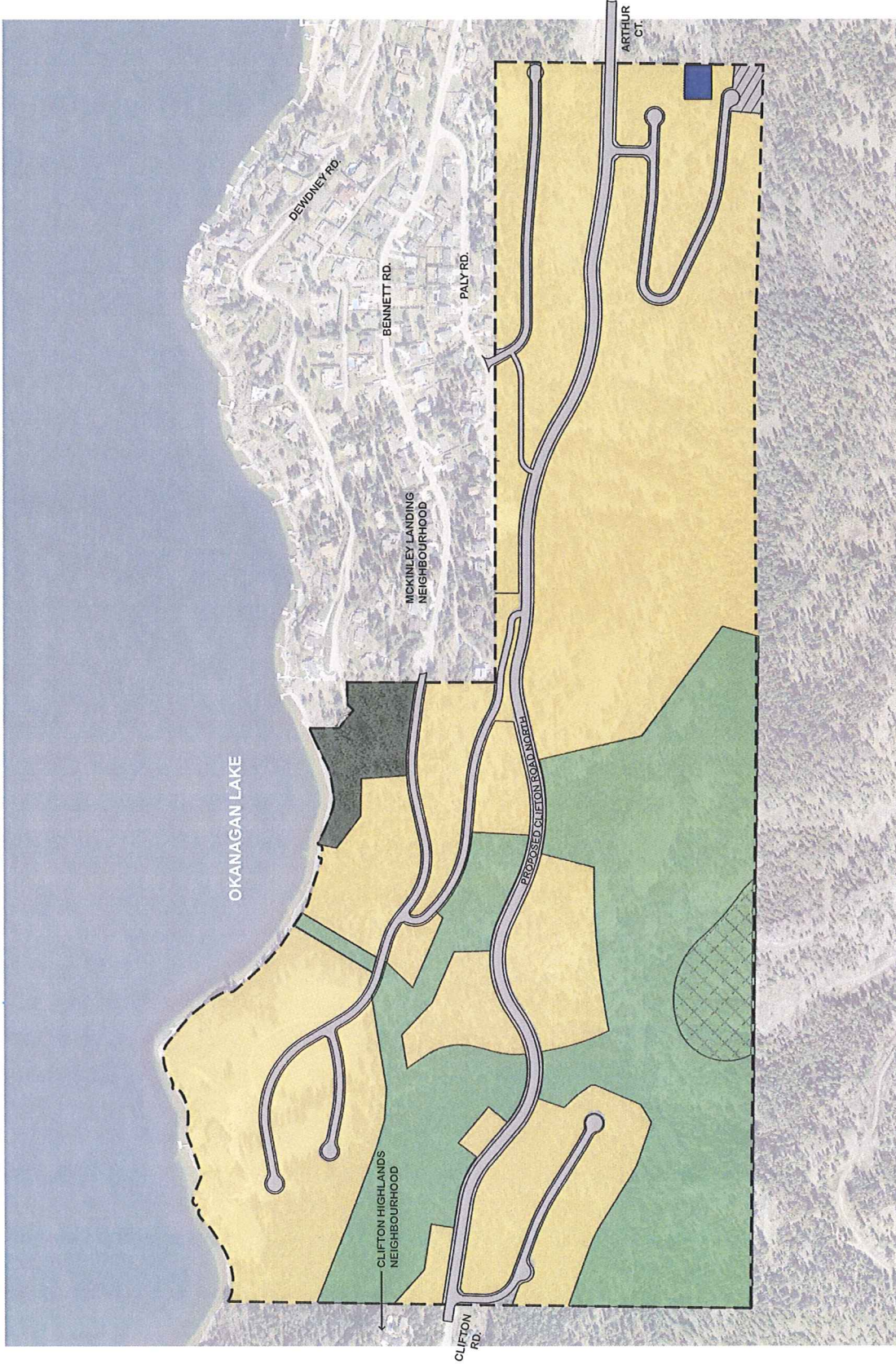


NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

SITE FEATURES

FIGURE 2.3



LEGEND:

- ASP BOUNDARY
- PROPOSED ROADWAY
- DEDICATED OPEN SPACE
- DEDICATED PARKLAND ACQUISITION
- SINGLE / TWO FAMILY RESIDENTIAL DEVELOPMENT
- FUTURE DEVELOPMENT AREA
- UTILITY LOT
- ROAD RESERVE



Scale 1:500

Disclaimer:
This map is conceptual in nature. Any development patterns including lots and transportation network at the subdivision development phase.

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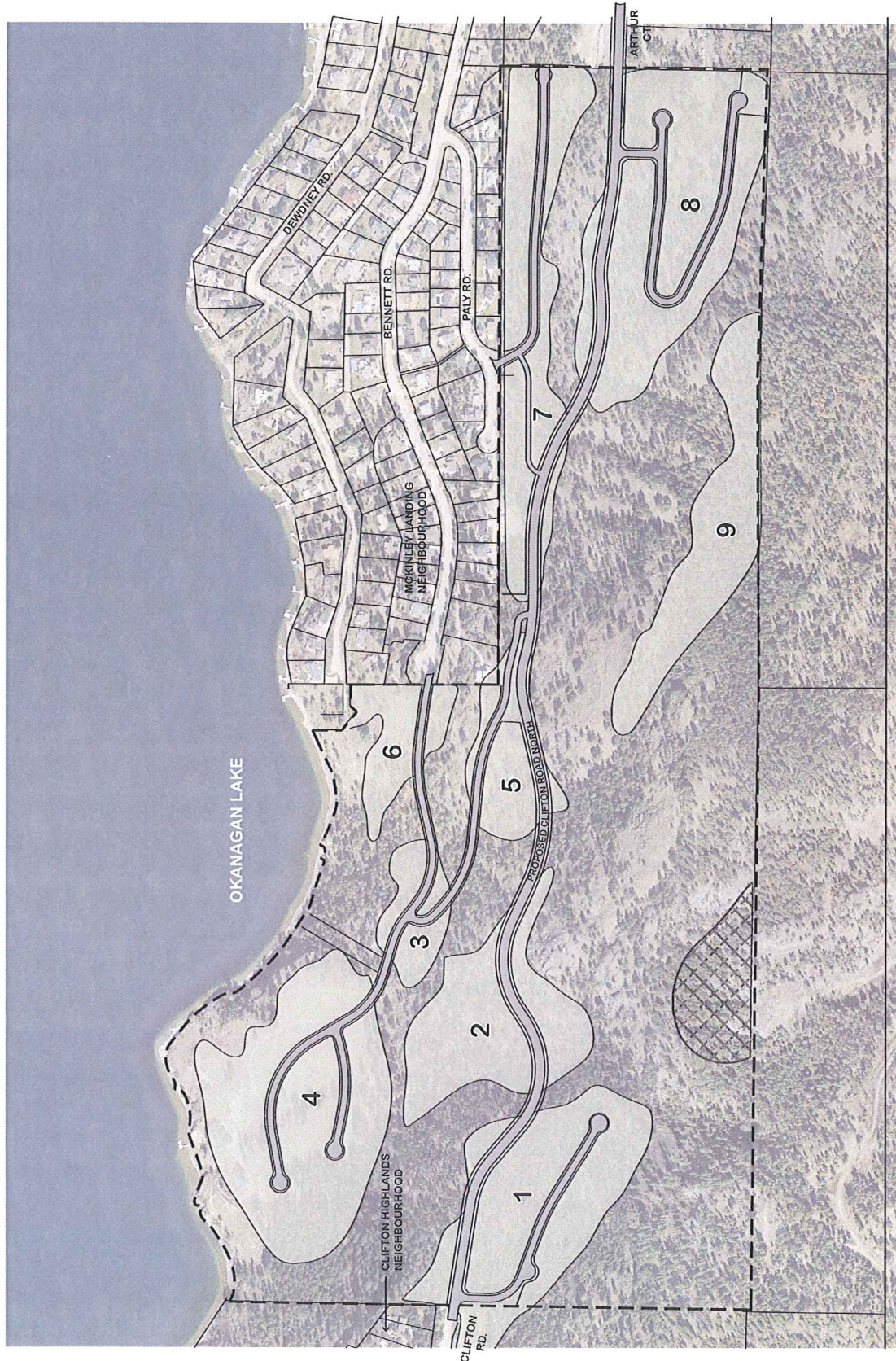
MMM GROUP

LAND USE
CONCEPT

FIGURE 3.1

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

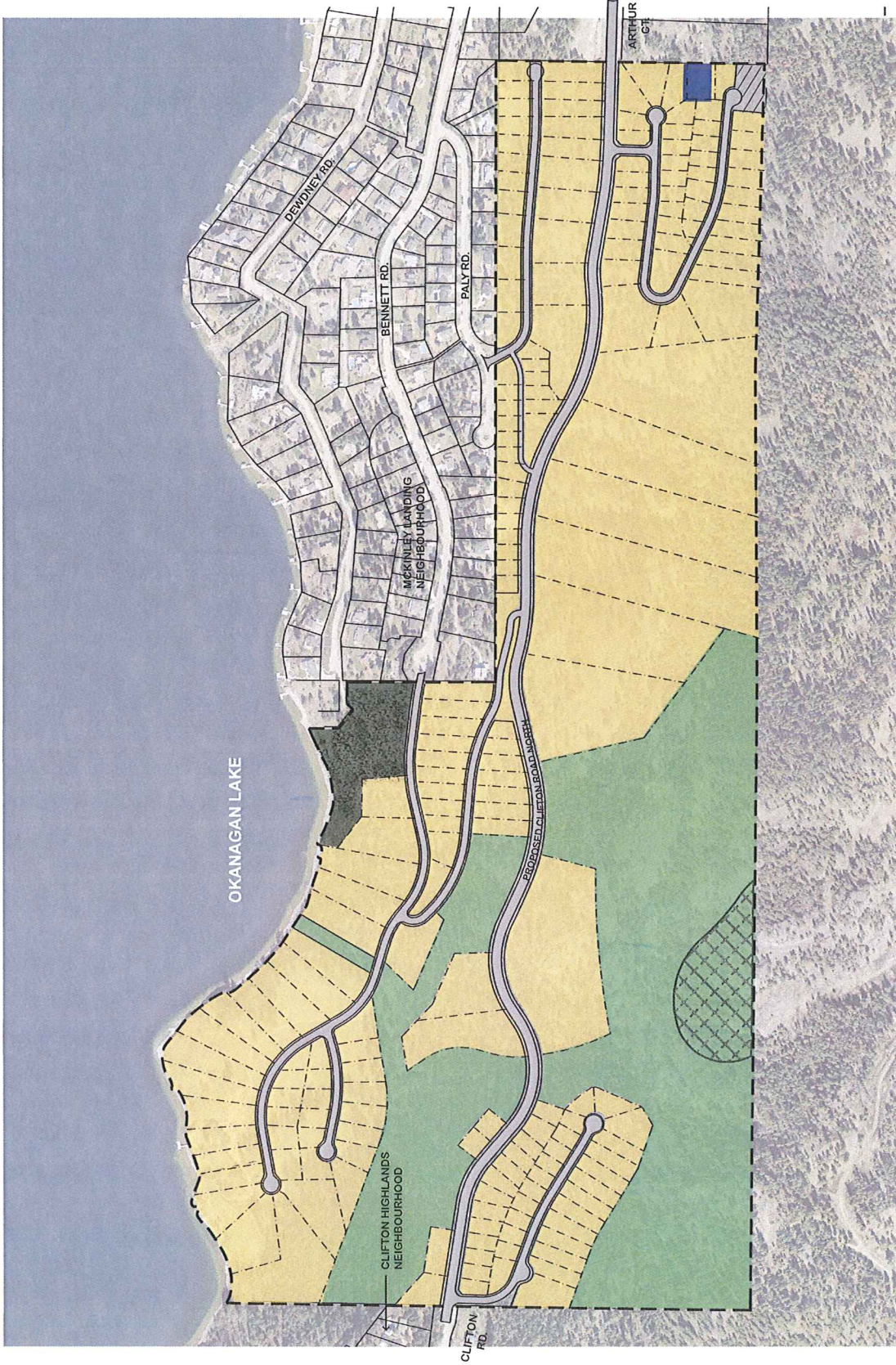


NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

RESIDENTIAL
ENCLAVES

FIGURE 3.2



NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

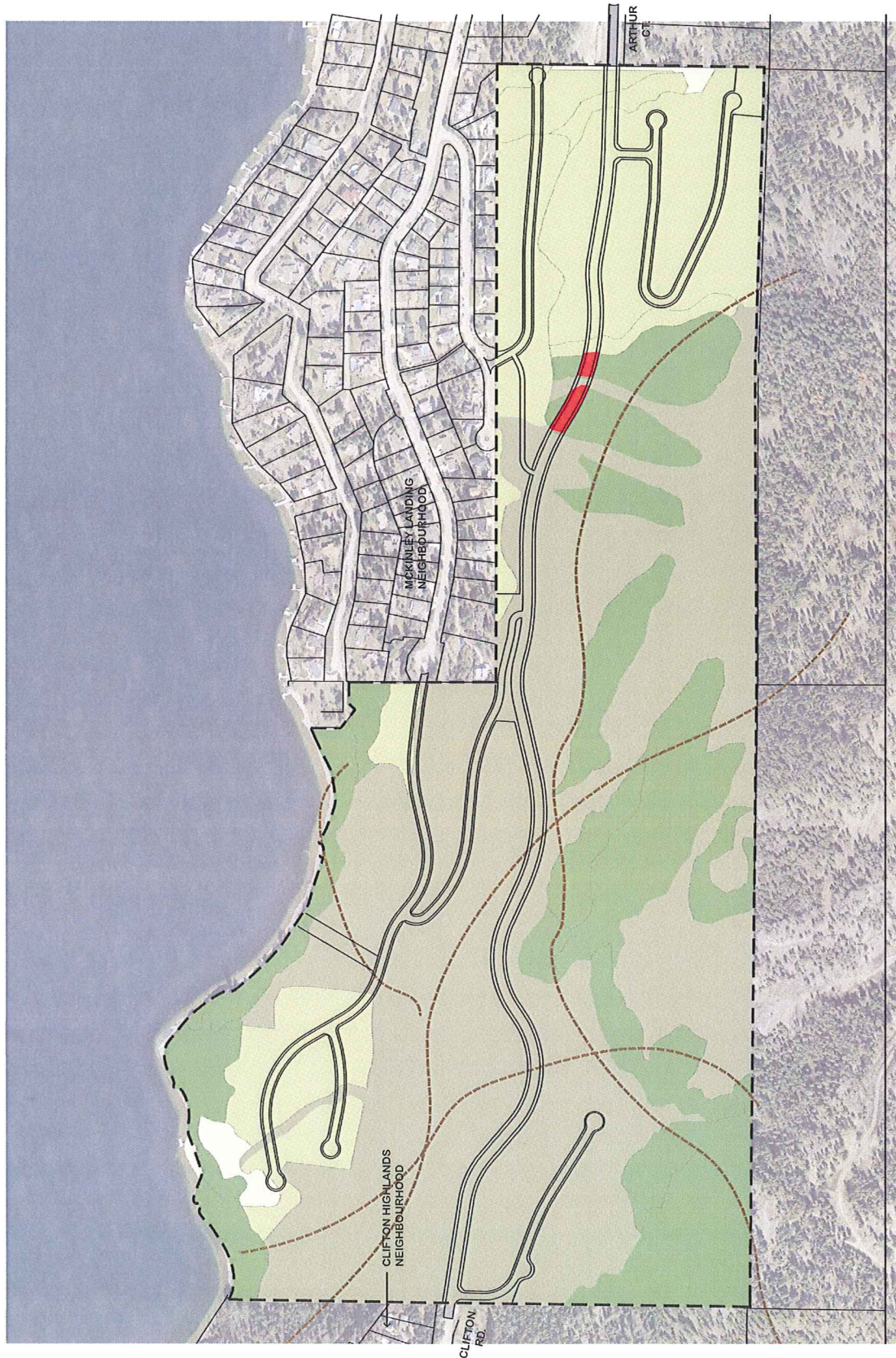
PRELIMINARY
LOT LAYOUT

FIGURE 3.3

MELCOR
DEVELOPMENTS LTD.

MMM GROUP

Not to be used for construction. Any development plans including lots and transportation network are subject to minor refinement at the discretion of the design team.

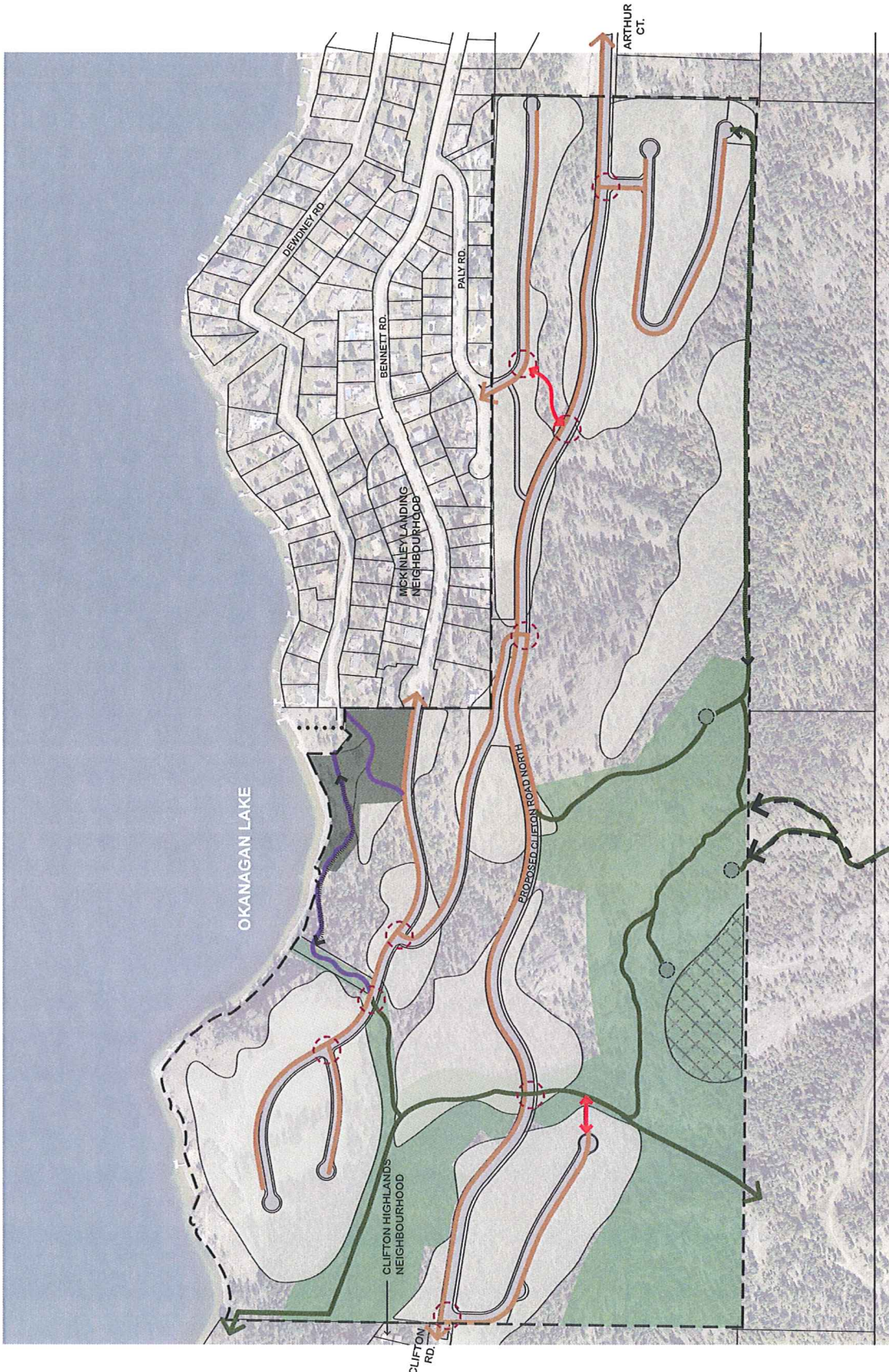


ENVIRONMENTALLY SENSITIVE AREAS

MARCH 2014

FIGURE 3.4

NORTH CLIFTON ASP - KELOWNA, BC



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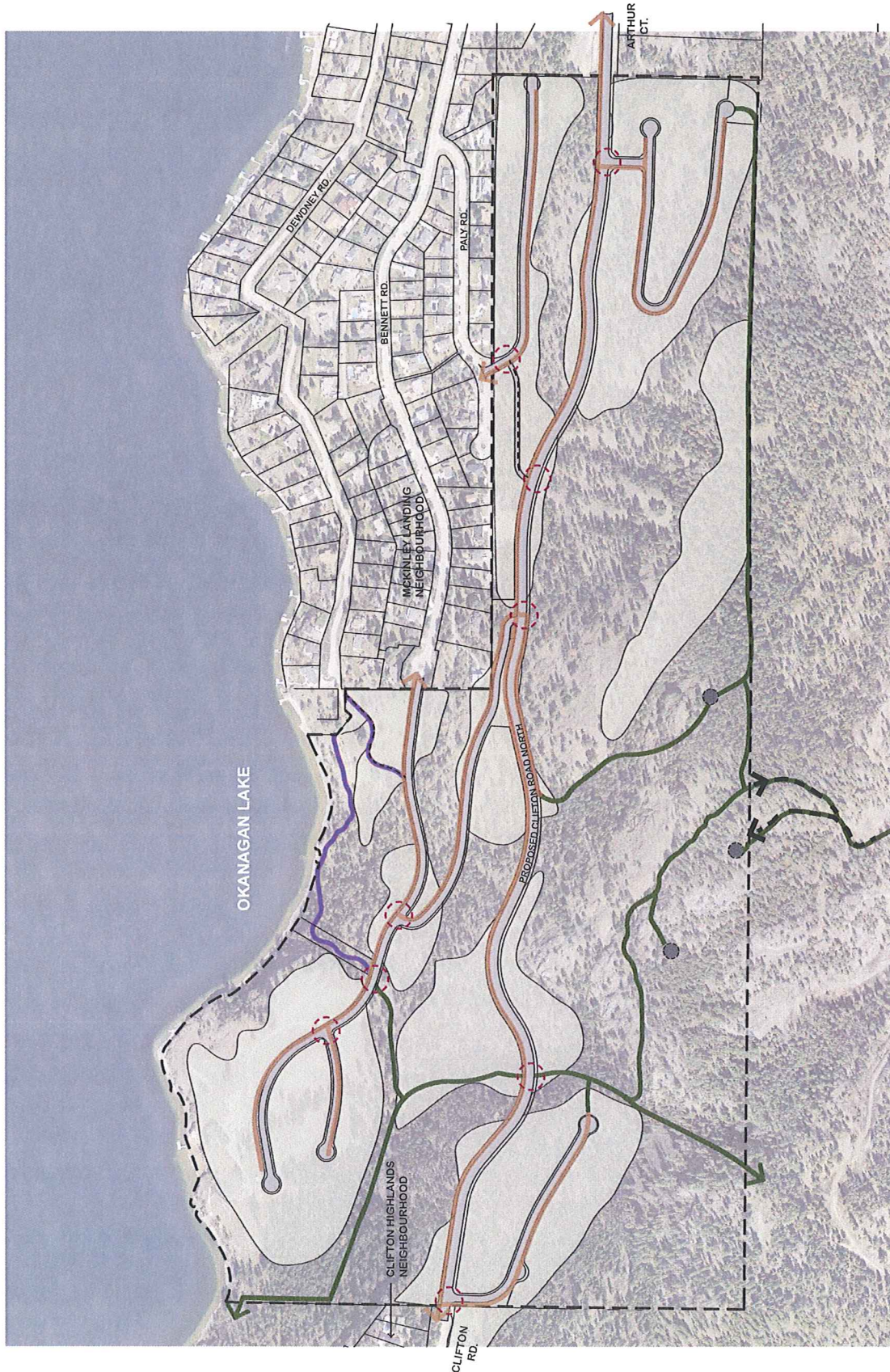
MMM GROUP

PARKS + OPEN SPACE

FIGURE 3.5

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014



TRANSPORTATION NETWORK

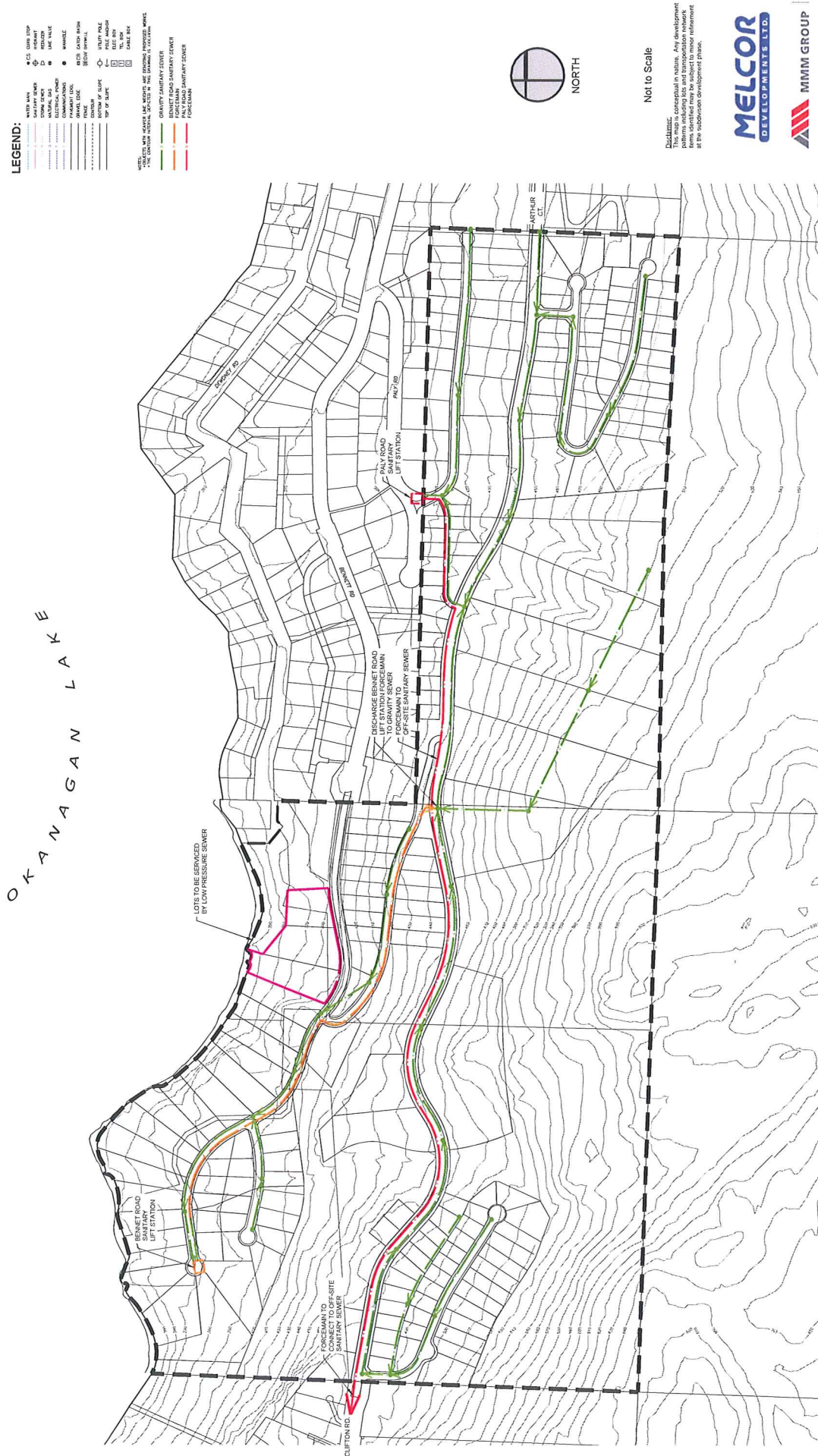
FIGURE 3.6

NORTH CLIFTON ASP - KELOWNA, BC

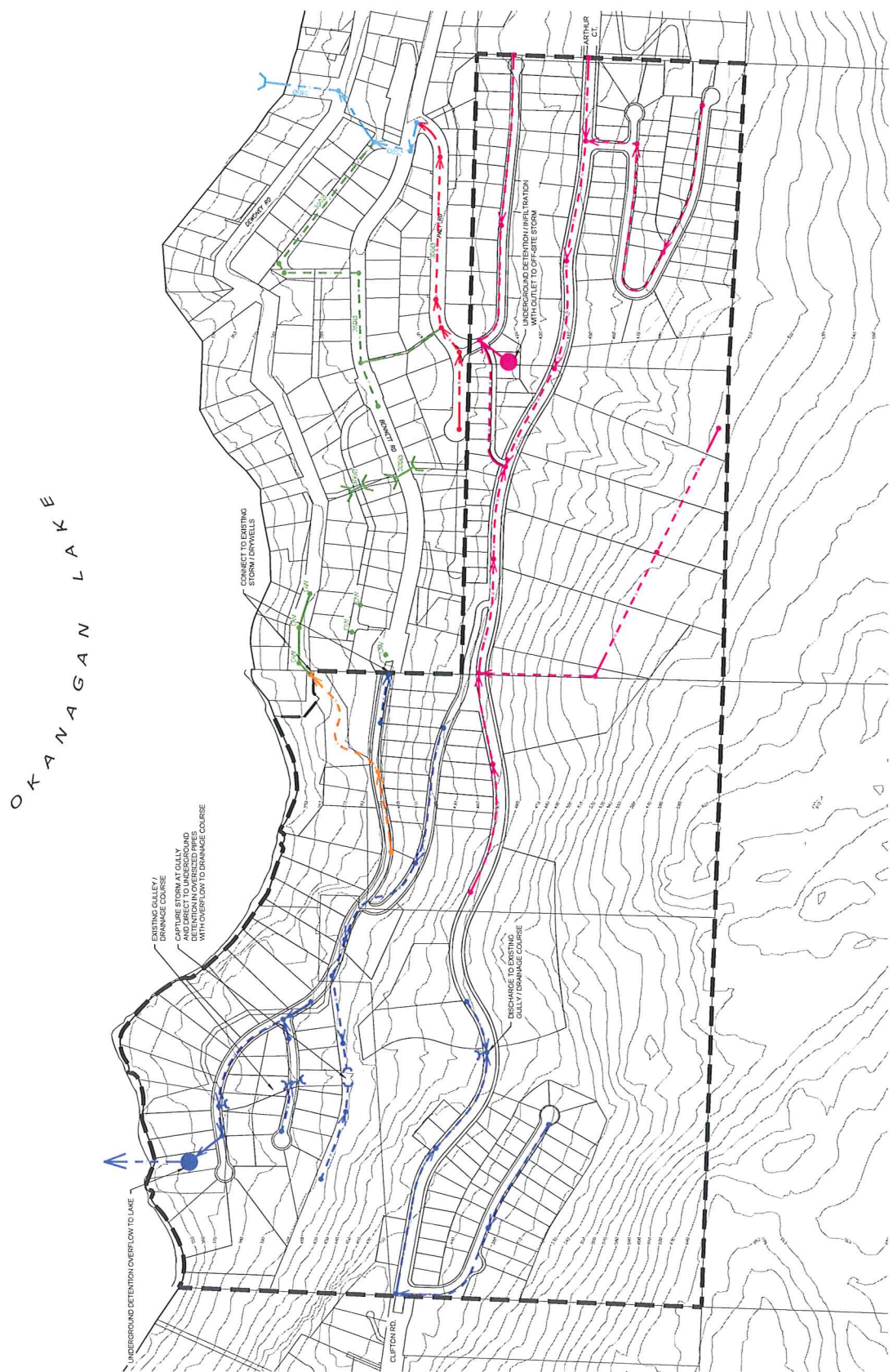
MARCH 2014



FIGURE 3.7



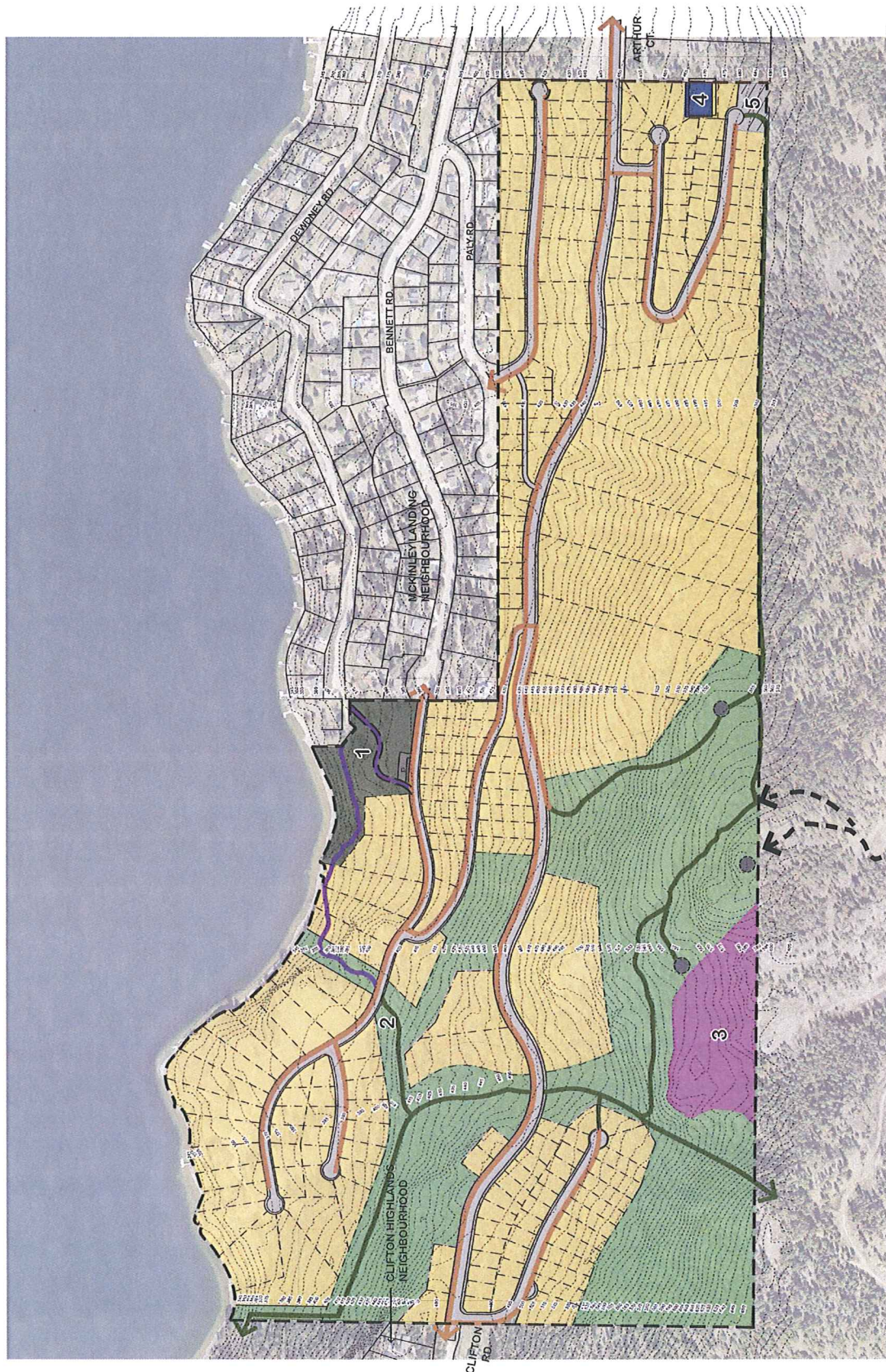
- LEGEND:**
- WATER MAIN
 - SEWER MAIN
 - STORM MAIN
 - WATER VALVE
 - SEWER VALVE
 - STORM VALVE
 - MANHOLE
 - COMBINATION
 - WATER CATCH BASIN
 - SEWER CATCH BASIN
 - STORM CATCH BASIN
 - WATER PUMP
 - SEWER PUMP
 - STORM PUMP
 - WATER TOWER
 - SEWER TOWER
 - STORM TOWER
 - WATER RESERVOIR
 - SEWER RESERVOIR
 - STORM RESERVOIR
 - WATER TREATMENT PLANT
 - SEWER TREATMENT PLANT
 - STORM TREATMENT PLANT
 - WATER DISTRIBUTION SYSTEM
 - SEWER DISTRIBUTION SYSTEM
 - STORM DISTRIBUTION SYSTEM
 - WATER COLLECTION SYSTEM
 - SEWER COLLECTION SYSTEM
 - STORM COLLECTION SYSTEM
 - WATER TREATMENT PLANT
 - SEWER TREATMENT PLANT
 - STORM TREATMENT PLANT
 - WATER DISTRIBUTION SYSTEM
 - SEWER DISTRIBUTION SYSTEM
 - STORM DISTRIBUTION SYSTEM
 - WATER COLLECTION SYSTEM
 - SEWER COLLECTION SYSTEM
 - STORM COLLECTION SYSTEM



NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

FIGURE 3.10



LAND USE CONCEPT
+ TRAIL NETWORK

FIGURE 3.11

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014





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PHASING
PLAN

NORTH CLIFTON ASP - KELOWNA, BC

MARCH 2014

FIGURE 3.12



Appendix A

Geotechnical Study



Appendix B Environmental Assessment



Appendix C Traffic Impact Assessment



Appendix D

Road Safety Analysis

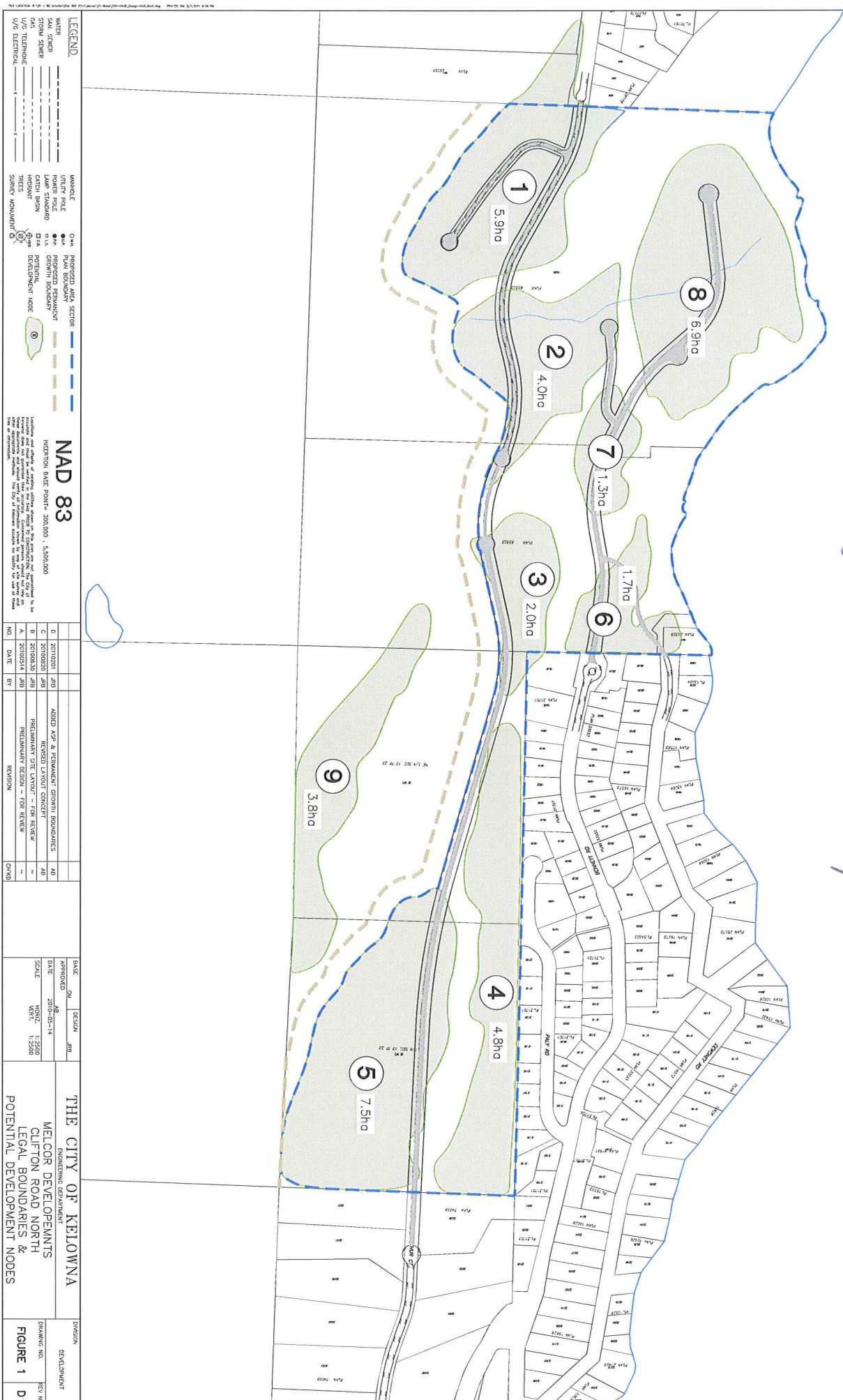


Appendix E

Visual Impact Analysis



Appendix F Public Consultation Summary



Clifton Road Extension



Rationale for Extension of Clifton Road North

BACKGROUND:

The lands lying between the north end of Clifton Road and the south end of McKinley Landing are currently the subject of an Area Structure Plan (ASP) application process. The development of the ASP follows direction in the City's Official Community Plan (OCP), which identifies the area as suitable for future residential growth for a maximum of 200 dwelling units, as directed by an ASP.

The applicant initiated the ASP in the early summer of 2010. The applicant has invested a considerable amount of time and effort in working with City staff and both the Clifton Highlands Community Association (CHCA) and the McKinley Landing Residents' Association (MLRA). In turn, staff has provided the applicant with a Terms of Reference (TOR) for the preparation of the ASP. As a requirement of the ASP TOR, the applicant must prepare a Transportation Impact Analysis (TIA) to estimate the impact of the proposal on the City's transportation network. To accomplish this, a rough road network and major road connections had to be determined in advance.

Both the existing Clifton Highlands and McKinley Landing neighbourhoods suffer from limited accessibility from several perspectives. First, each neighbourhood is only accessible from one road: McKinley Road for McKinley Landing, and Clifton Road for Clifton Highlands. This status does not meet the City's emergency protection objectives. Beyond that, the properties provide limited opportunity for transit and active mode access. The development of the ASP presents the opportunity to consider the development of a public road connection that addresses these two issues.

Staff deliberated the option of a public road connection versus simply an emergency road connection between the two neighbourhoods. Two principal considerations were employed in this analysis: OCP policy direction, including transportation planning best practices, and emergency protection.

OCP Policy Direction:

At a high level, the OCP seeks to create a sustainable, balanced transportation network that reduces dependency on single occupancy vehicle use, emphasizing instead transit and active mode connectivity. Applying this to the subject application strongly suggests that a public road connection be made. Without this link, future transit service is rendered impractical and more costly from an operational perspective. Viable transit service to the area depends on this connection. The connection should also serve as an active modes link between the two neighbourhoods, and to Urban and Village Centres.

A more detailed look at the policy direction also reveals that the road network must respect the context of surrounding neighbourhoods and must be designed in accordance with the results of an In-Service Road Safety Audit. Taken together, all this points to a road connection that provides the benefits of emergency access, improved active modes connections and future transit access, while also respecting the semi-rural residential environment.

Emergency Protection:

The Kelowna Fire Department (KFD) has had the opportunity to be involved in this ASP process early on. KFD is a strong advocate for the full public road connection. Both the neighbourhoods affected and the lands subject to the ASP are within an area having an extreme wildfire hazard rating. In fact, a significant wildfire occurred in the Clifton Highlands neighbourhood in 2007. Luckily, no lives or homes were lost in that fire. However, the fire serves as a reminder that best practices for emergency protection strongly encourage two fully public road connections. This way, should one road connection be severed, the other may still be used simultaneously by residents leaving the area and by emergency services entering the area.

A gated emergency access is not a feasible alternative to this connection. The logistics associated with such situations are inefficient and may place the lives of residents at risk. Should the single public road connection be severed, the gated emergency access will need to serve both residents evacuating and emergency services arriving, at times simultaneously. A locked gate access can lead to complications with respect to practical application in emergency situations, and the need for simultaneous access for emergency services and egress for residents may impede the effectiveness of emergency services responses.

At the most fundamental level, a public road connection will assist in reducing the response times for all emergency services (police, fire, ambulance). In some cases, this may represent the difference between life and death.

RESIDENT CONCERNS & STAFF POSITION

Using this rationale, staff has communicated both to area residents and to the developer the requirement for the connection. A very substantial response has been received by Clifton Highlands residents concerned about the perceived negative impacts of a public road connection. McKinley residents have also voiced their concerns. Residents have written to staff and to elected officials, and have voiced their concerns in person at an open house hosted by the developer in March 29, 2012. The area residents' concerns focus on two principal points:

- Existing road capacity and safety; and
- Impact of additional traffic volume.

In brief, residents state that the north end of Clifton Road is dangerous in its present condition, having limited lighting, few sidewalks, and areas with steep gradients, and that a significant increase in traffic will exacerbate these issues. Second, residents are concerned that a public road connection will create a very busy "thoroughfare" that will prove deleterious to the amenity of the area.

Staff both understand and appreciate the concerns expressed by residents regarding the impacts of the road connection. A Transportation Impact Analysis (TIA) for the project has been completed. However, the full impact of the connection is not yet known, as an In-Service Road Safety Audit is still underway. With this in mind, staff feel strongly that the objectives identified in the OCP and those of transportation planning best practices can be implemented in a manner that respects the amenity of the surrounding area and the safety of both present and future residents. Given this, Staff is committed to embarking on a road design process yielding a connection that:

- Provides a fully functional, year-round second access and egress route;
- Improves safety for all road users;
- Is effectively designed to restrict vehicular travel to posted speeds;
- Improves access for active modes; and
- Makes transit service viable.

NEXT STEPS:

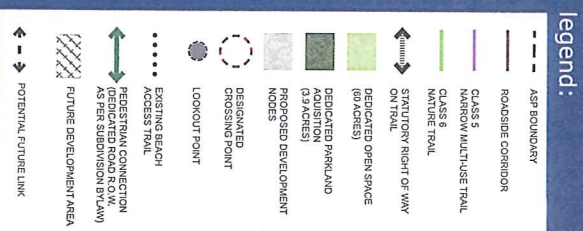
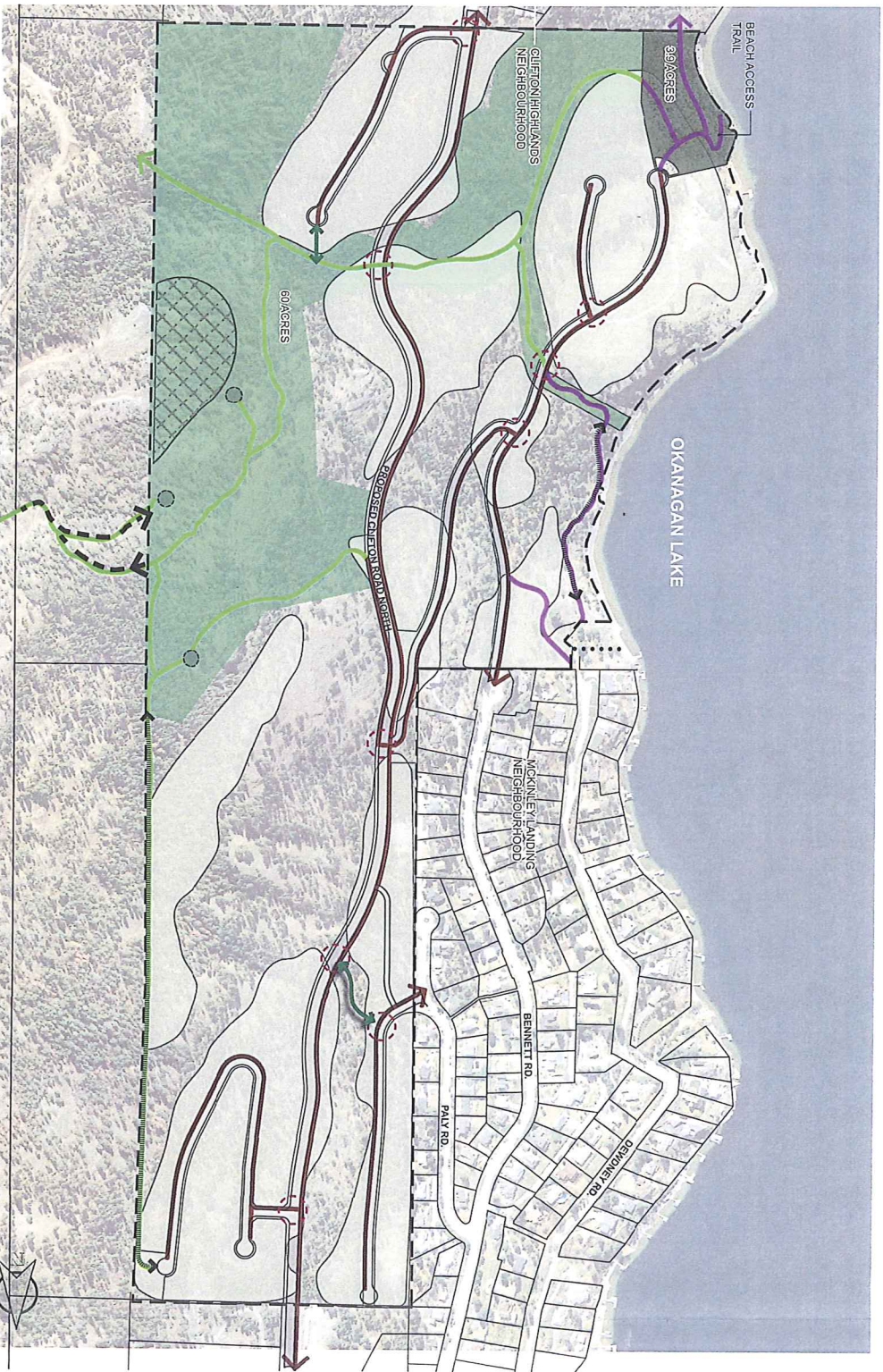
The ASP is structured to take place in two phases. Phase I identifies existing conditions and site context. An Open House was also held in this phase to gain input from residents early in the process. This phase has been completed.

Phase II of the ASP is where issues such as land use, servicing, and roads are addressed in detail. During these coming steps, Staff will ensure that the process remains transparent, featuring open and active lines of communication with area residents. In addition to regular discussions with area Residents' Associations, website updates, and monthly summaries, at least one Open House hosted by the developer will be held during this phase. These efforts, approved by Council on April 23, 2012, should help support a process that provides meaningful consultation.

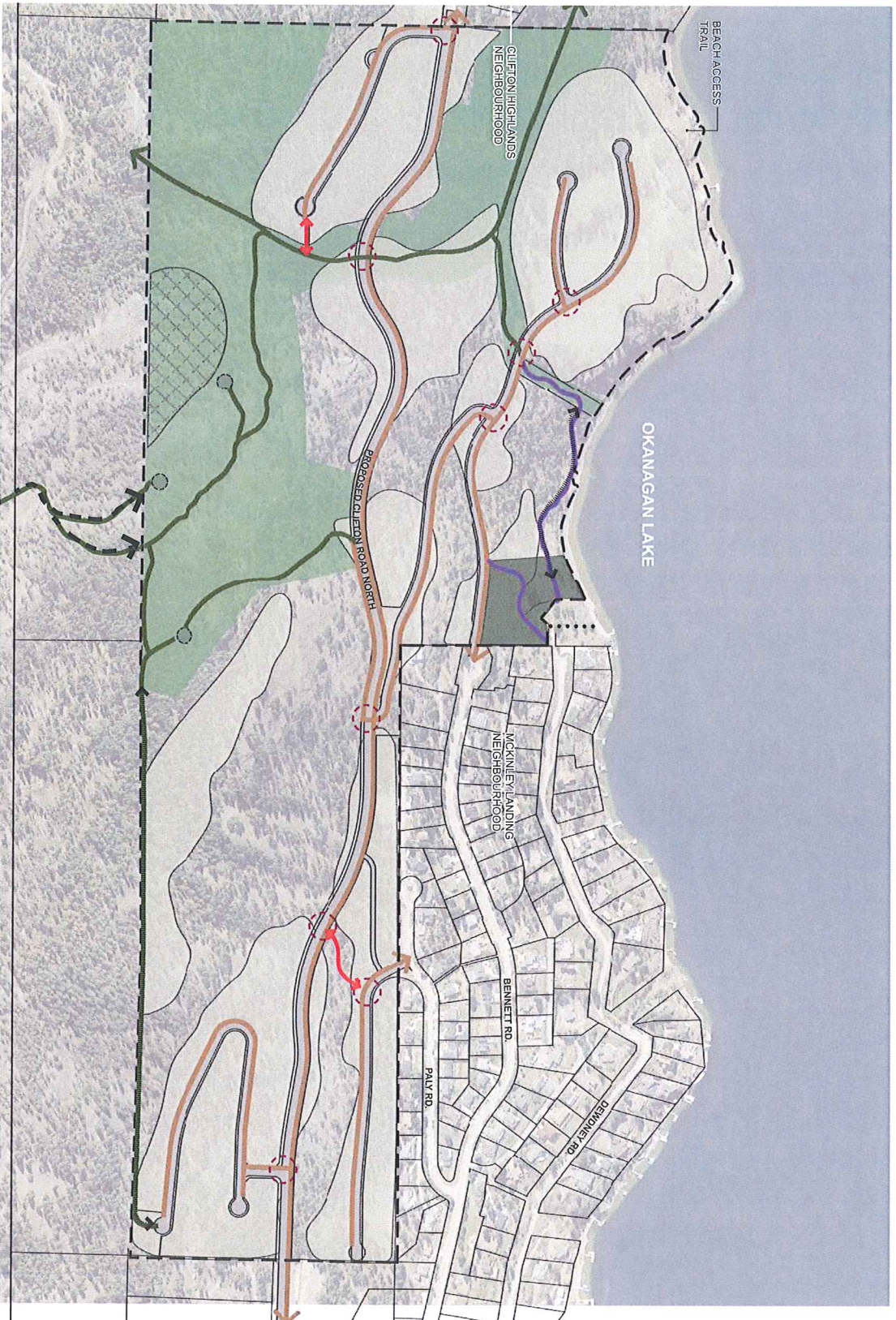
While City staff is seeking a permanent public road connection for the above rationale, the final decision on the matter will be that of Council through the ASP and land use approval process.

Land Use Management
1435 Water Street
Kelowna, BC V1Y 1J4
TEL 250 469-8626
FAX 250 862-3320
kelowna.ca

Attachment 3 Map of Original Park Location



Attachment 4 Revised Park Location



NORTH CLIFTON ASP - KELOWNA, BC

MAY 2013

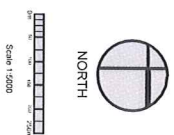
PARKS +
OPEN SPACE

FIGURE 3.5

MELCOR
DEVELOPMENTS LTD.
MMM GROUP

DISCLAIMER:
This map is intended for informational purposes only. Any development
proposed on this map is subject to change without notice. The
information is not intended to be used as a basis for any legal
action. The information is not intended to be used as a basis for any
legal action.

- LEGEND:**
- ASP BOUNDARY
 - ROADSIDE CORRIDOR
 - CLASS 5
 - NARROW MULTI-USE TRAIL
 - CLASS 6
 - NATURE TRAIL
 - STATUTORY RIGHT OF WAY ON TRAIL
 - DEDICATED OPEN SPACE (60 ACRES)
 - DEDICATED PARKLAND ACQUISITION (3.9 ACRES)
 - PROPOSED DEVELOPMENT NODES
 - DESIGNATED CROSSING POINT
 - LOOKOUT POINT
 - ... EXISTING BEACH ACCESS TRAIL
 - ↔ PEDESTRIAN CONNECTION (DEVELOPMENT PLANNING)
 - ▨ FUTURE DEVELOPMENT AREA
 - ← → POTENTIAL FUTURE LINK





N

Subject Property Notes:

- Amend the OCP for a portion of the properties from Future Urban Reserve to Public Service Utilities

Subject Properties Notes:

- Amend the OCP for a portion of the properties from Future Urban Reserve to Single/Two Unit Residential

Subject Properties Notes:

- Amend the OCP for a portion of the properties from Future Urban Reserve to Major Park and Open Space

Subject Properties Notes:

Future Urban Reserve boundary

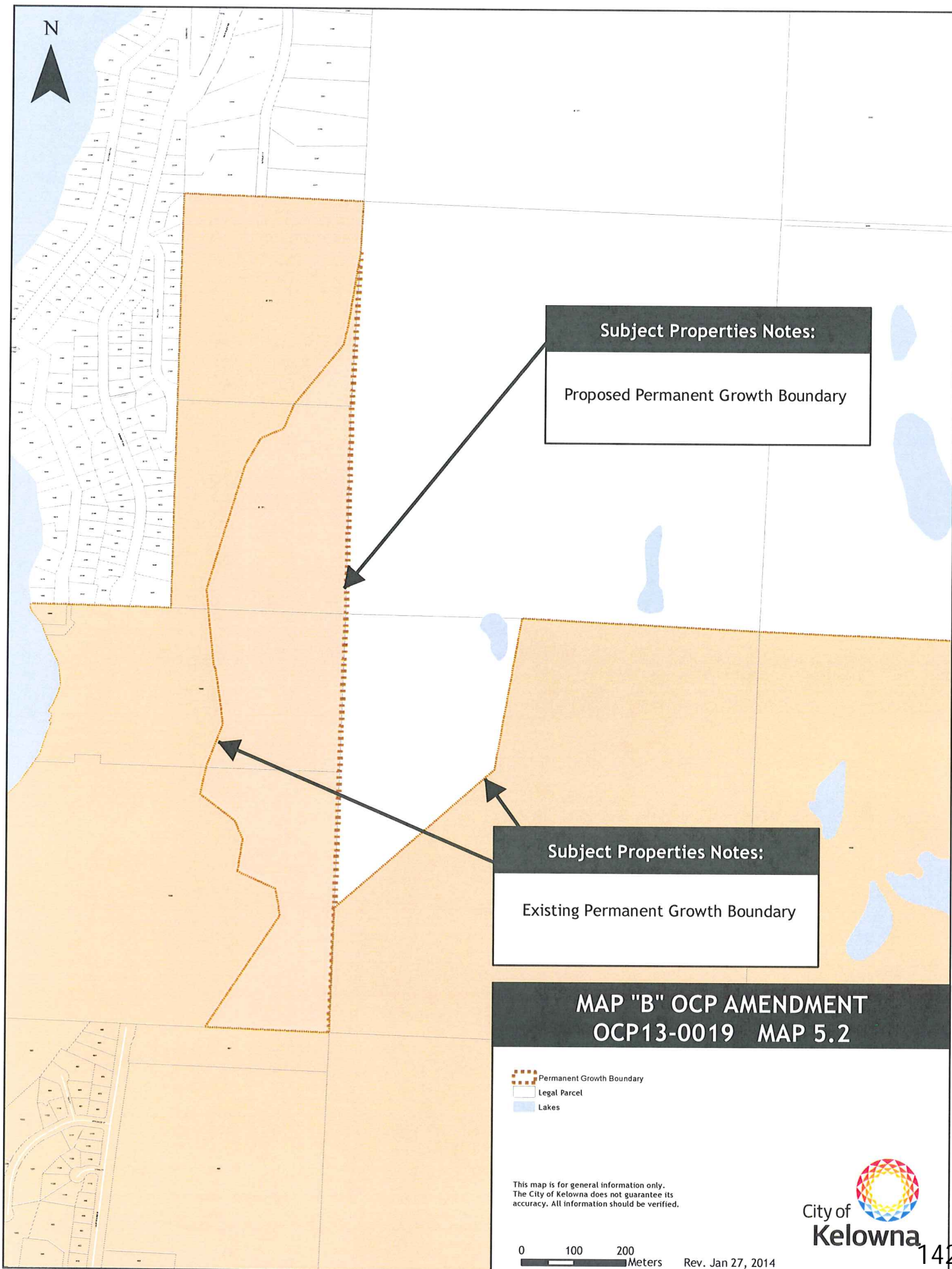
MAP "A" OCP AMENDMENT OCP13-0019 MAP 4.1

- | | |
|---|--|
| Education / Institutional | Proposed Major Park and Open Space |
| Future Urban Reserve | Proposed Single / Two Unit Residential |
| Multiple Unit Residential (Cluster Housing) | Proposed Future Development Area |
| Major Park and Open Space | Proposed Public Service Utilities |
| Single / Two Unit Residential | Permanent Growth Boundary |
| Single / Two Unit Residential - Hillside | Legal Parcel |

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

0 80 160
Meters

Rev. May 12, 2014



Subject Properties Notes:

Proposed Permanent Growth Boundary

Subject Properties Notes:

Existing Permanent Growth Boundary

**MAP "B" OCP AMENDMENT
OCP13-0019 MAP 5.2**

- Permanent Growth Boundary
- Legal Parcel
- Lakes

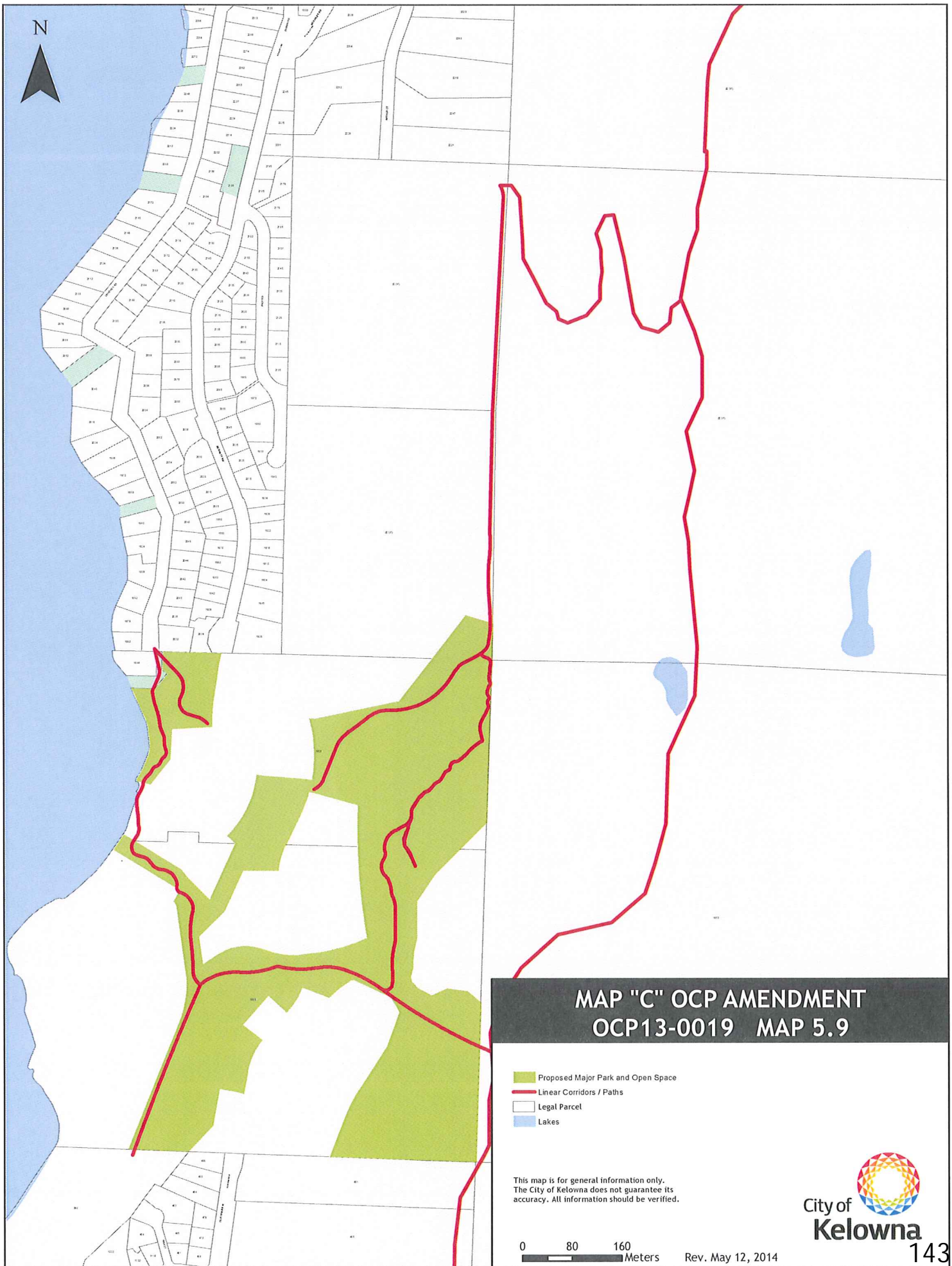
This map is for general information only.
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accuracy. All information should be verified.

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Rev. Jan 27, 2014



City of
Kelowna



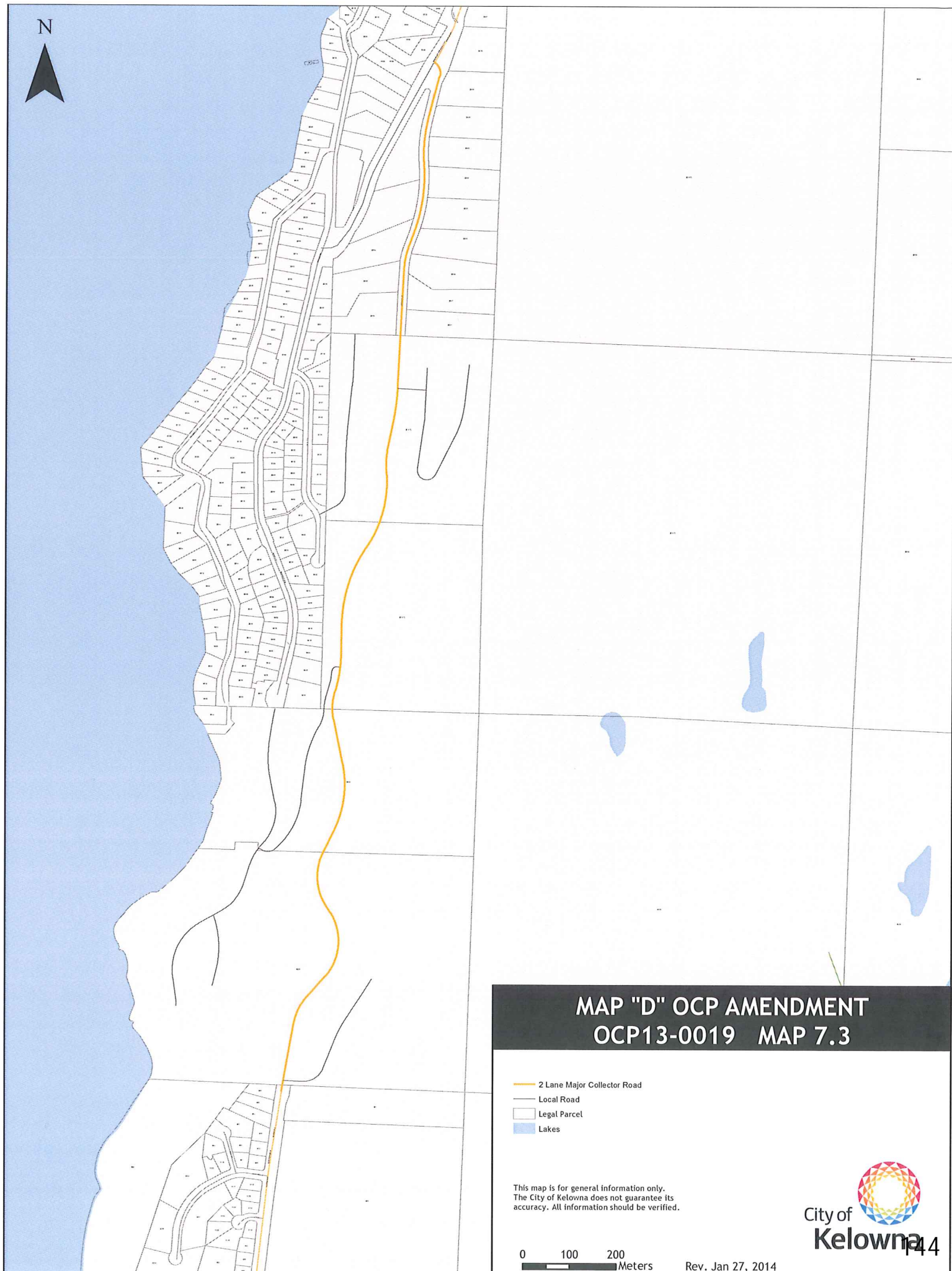
MAP "C" OCP AMENDMENT OCP13-0019 MAP 5.9

- Proposed Major Park and Open Space
- Linear Corridors / Paths
- Legal Parcel
- Lakes

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The City of Kelowna does not guarantee its
accuracy. All information should be verified.

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Rev. May 12, 2014



MAP "D" OCP AMENDMENT OCP13-0019 MAP 7.3

- 2 Lane Major Collector Road
- Local Road
- Legal Parcel
- Lakes

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The City of Kelowna does not guarantee its
accuracy. All information should be verified.

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Meters

Rev. Jan 27, 2014

N

Subject Properties Notes:

Proposed Boundary
of
Future City Serviced Area

Subject Properties Notes:

Existing Boundary
of
Future City Serviced Area

**MAP "E" OCP AMENDMENT
OCP13-0019 MAP 7.4**

- City Serviced Area
- Future City Serviced Area
- Glenmore-Ellison Improvement District
- Future Glenmore-Ellison Improvement District
- Legal Parcel
- Lakes

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

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Meters

Rev. Jan 27, 2014

CITY OF KELOWNA

BYLAW NO. 10978

**Official Community Plan Amendment No. OCP13-0019 -
Lakeside Communities Inc., Inc. No. A57531
1855 Bennett Road, 1005 Clifton Road North and (E of) Paly Road**

A bylaw to amend the "*Kelowna 2030* - Official Community Plan Bylaw No. 10500".

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

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "*Kelowna 2030* - Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of:
 - Lots 1 and 2, Section 17, Township 23, ODYD, Plan KAP65503, respectively located on 1855 Bennett Road and 1005 Clifton Road North, Kelowna, BC;
 - Fractional South $\frac{1}{2}$ of East $\frac{1}{2}$ of the North West $\frac{1}{4}$ of Section 17, Township 23, ODYD, located on (E OF) Paly Road, Kelowna, BC; and
 - The North $\frac{1}{2}$ of the Fractional East $\frac{1}{2}$ of the Fractional North West $\frac{1}{4}$ of Section 17, Township 23, ODYD located on (E OF) Paly Road, Kelowna, BC; from the Resource Protection Area and Future Urban Reserve designations to the Single / Two Unit Residential, Major Park and Open Space and Future Urban Reserve designations.
2. AND THAT Map 5.2 - **Permanent Growth Boundary** be deleted in its entirety and replaced with a new Map 5.2 - **Permanent Growth Boundary** as Schedule "A" attached to and forming part of this bylaw;
3. AND THAT Map 5.9 - **Linear Corridors/Paths** be deleted in its entirety and replaced with a new Map 5.9 - **Linear Corridors/Paths** as Schedule "B" attached to and forming part of this bylaw;
4. AND THAT Map 7.3 - **20 Year Major Road Network Plan** be deleted in its entirety and replaced with a new Map 7.3 - **20 Year Major Road Network Plan** as Schedule "C" attached to and forming part of this bylaw;
5. AND THAT Map 7.4 - **Water Supply System** be deleted in its entirety and replaced with a new Map 7.4 - **Water Supply System** as Schedule "D" attached to and forming part of this bylaw;
6. 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

Considered at a Public Hearing on the

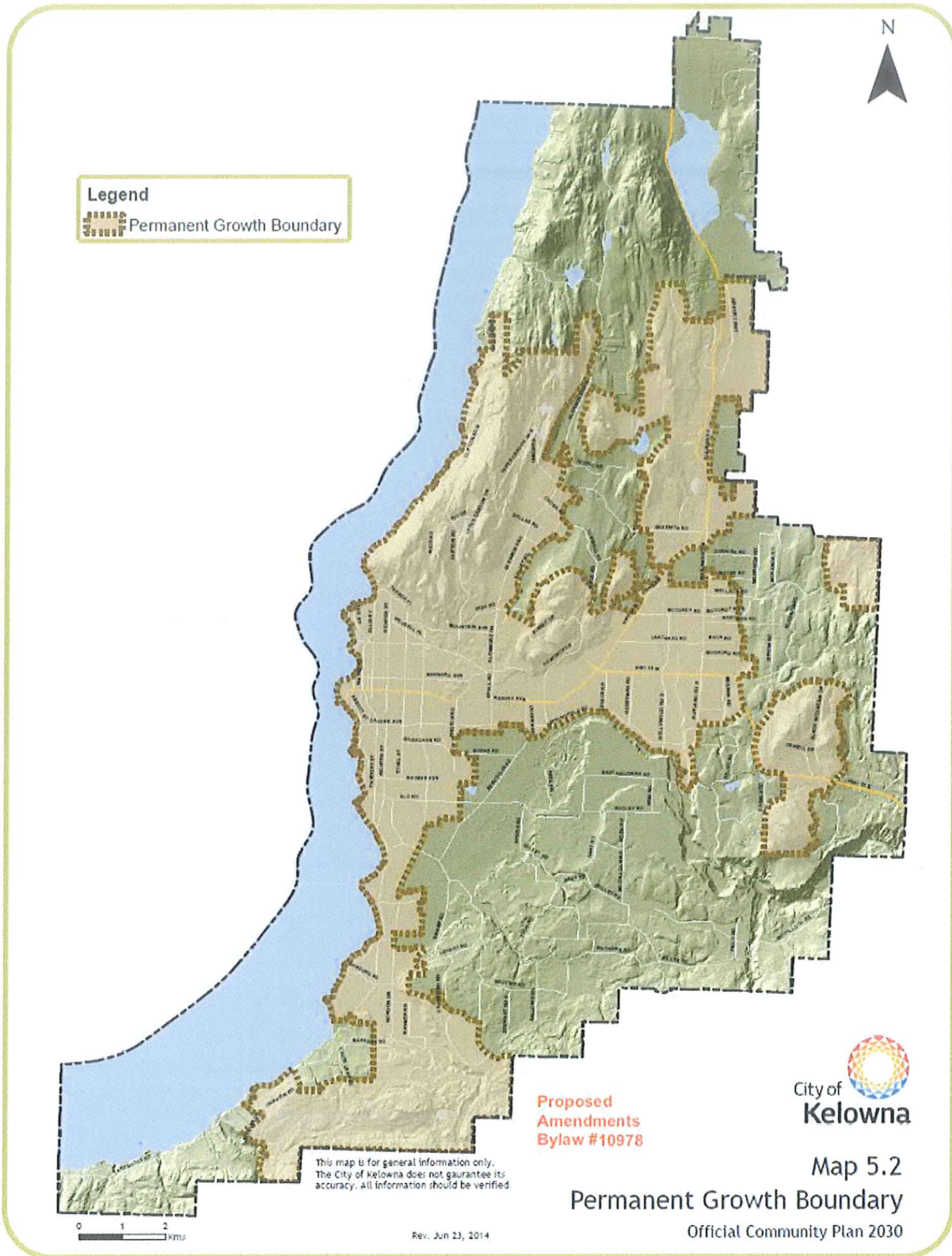
Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

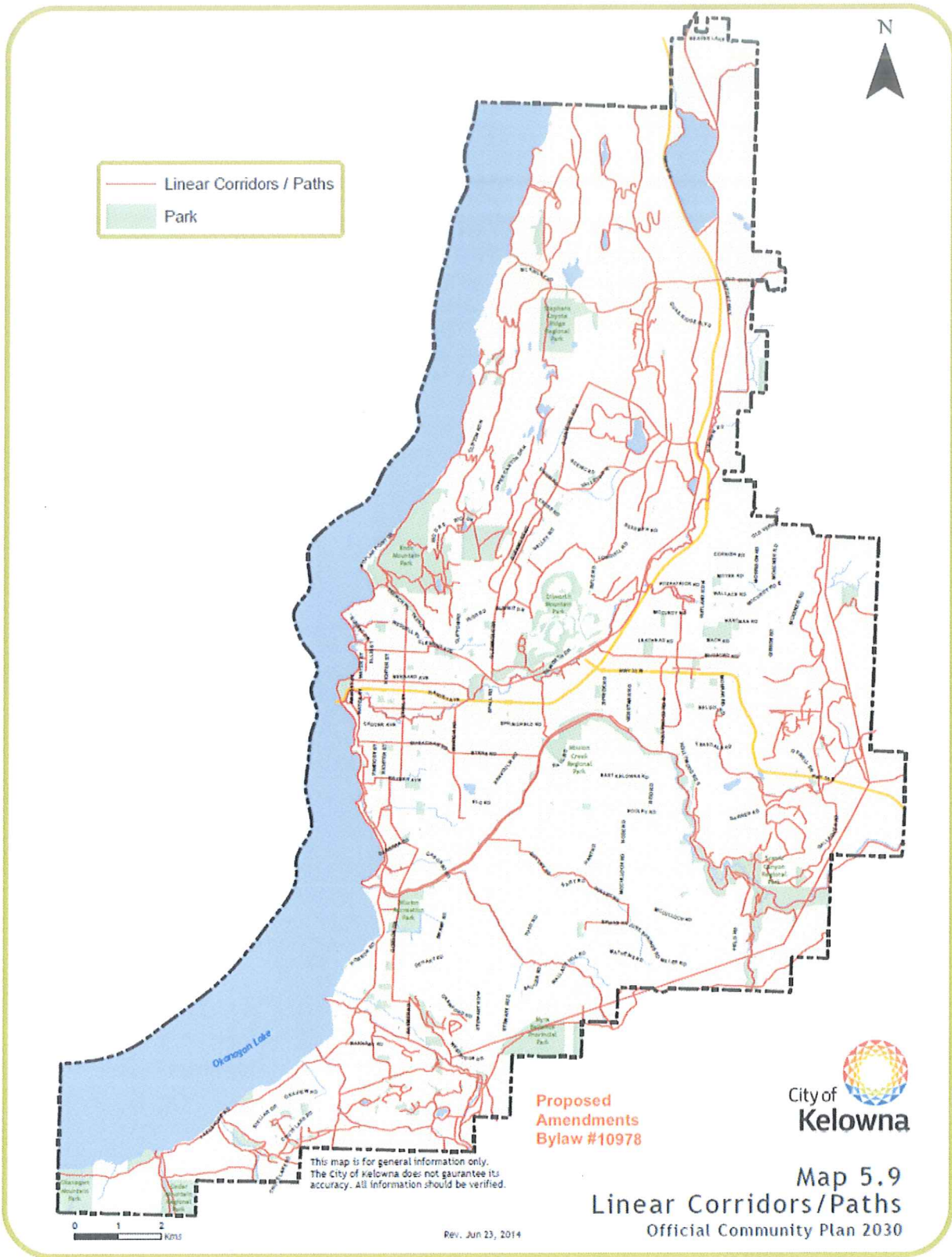
Mayor

City Clerk

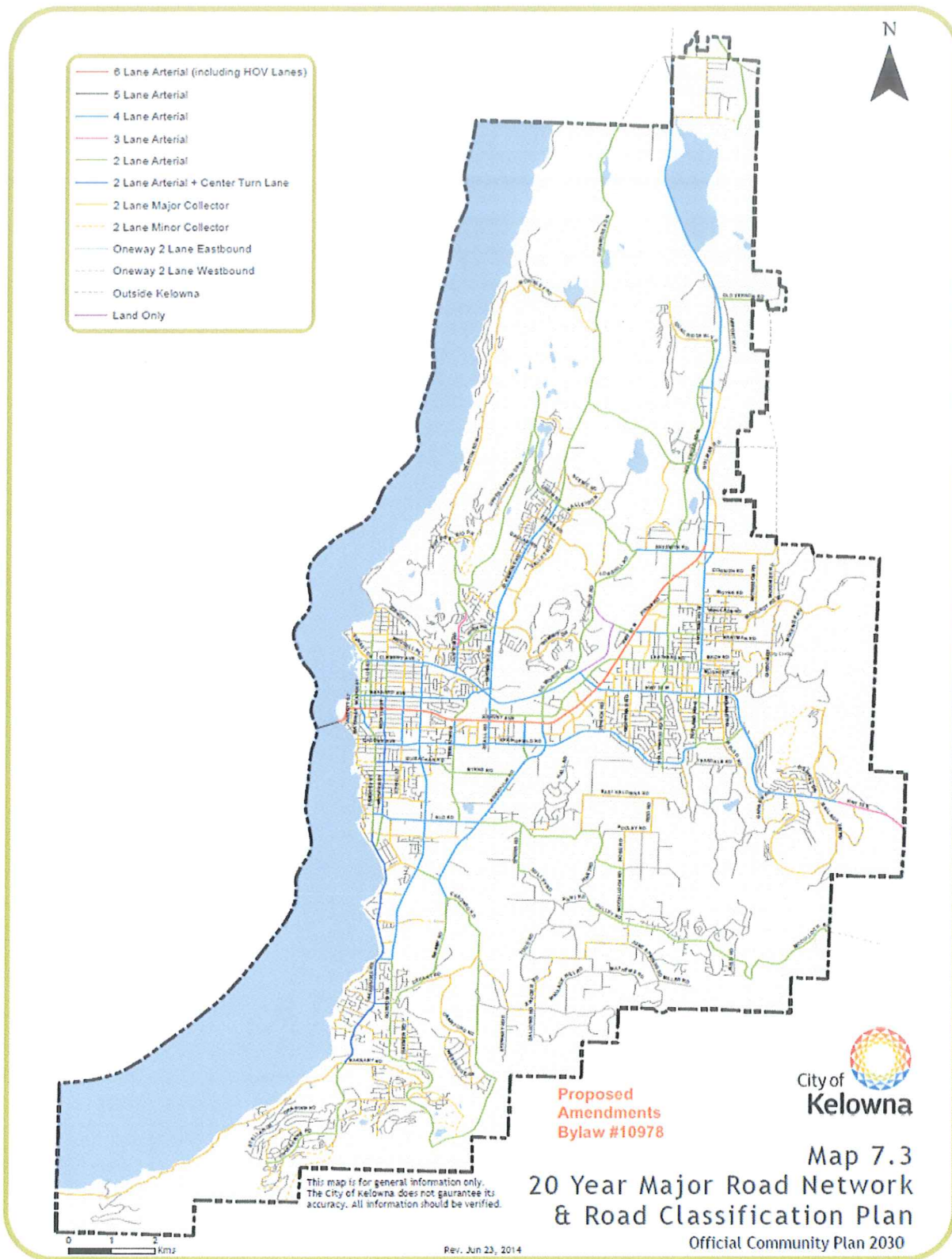
Schedule "A"



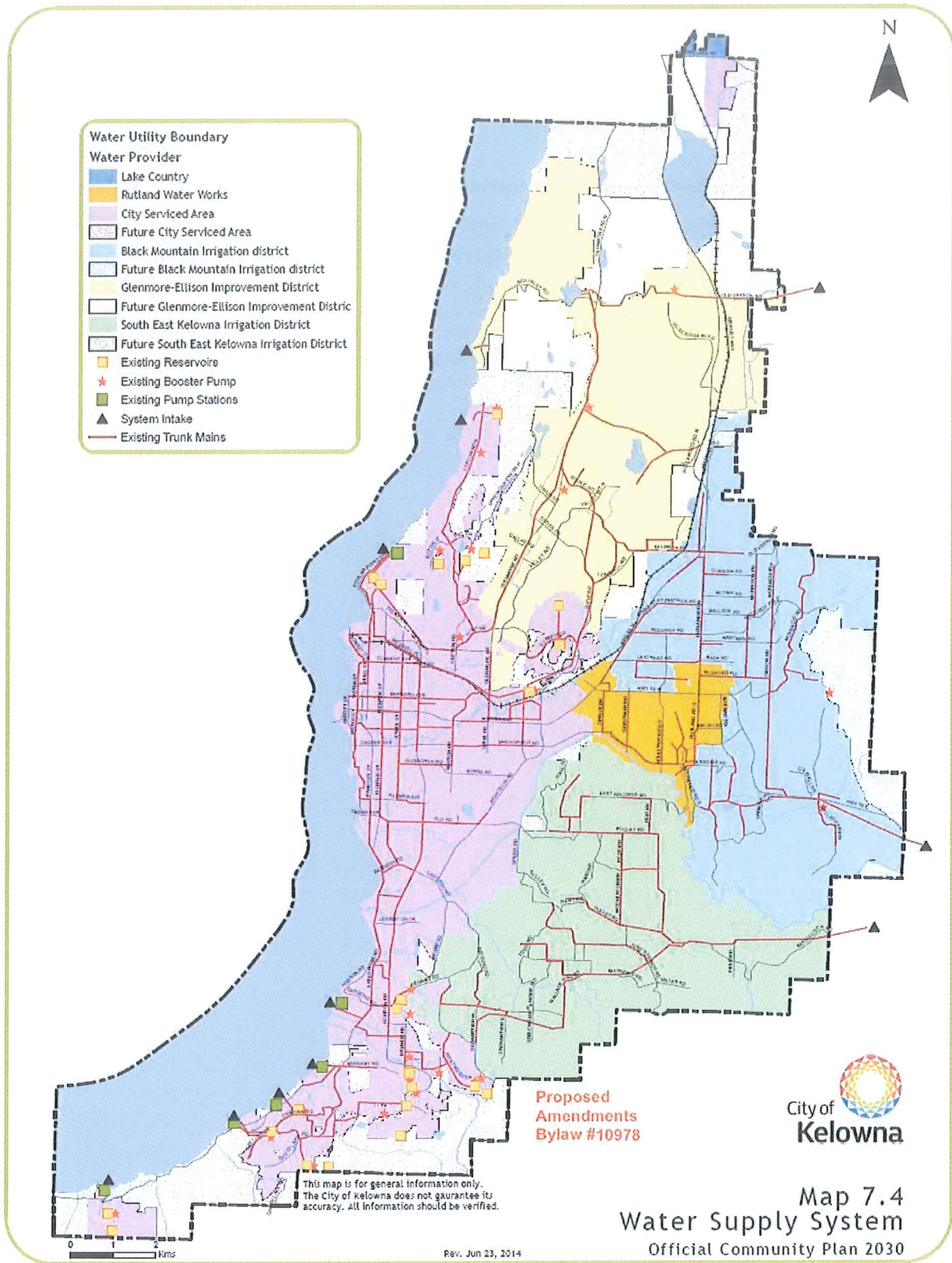
Schedule "B"



Schedule "C"



Schedule "D"



REPORT TO COUNCIL



Date: 6/23/2014

RIM No. 1250-30

To: City Manager

From: Urban Planning Department (RS)

Application: OCP13-0017/Z13-0040 **Owner:** TAMDAN VENTURES LTD.,
INC.NO. BC0862314

Address: 901-911 Stremel Road **Applicant:** GTA Architecture

Subject: OCP Amendment and Rezoning Applications

Existing OCP Designation: Commercial/Industrial

Proposed OCP Designation: Service Commercial

Existing Zone: C9 - Tourist Commercial / I2 - General Industrial

Proposed Zone: C10 - Service Commercial

1.0 Recommendation

THAT Official Community Plan Bylaw Amendment No. OCP13-0017 to amend Map 4.1 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by changing the Future Land Use designation of portions of Lot 1, Section 34, Township 26, ODYD EPP35554, located on 901-911 Stremel Road, Kelowna, BC from the Commercial and Industrial designations to the Service Commercial designation, as shown on Map "A" attached to the Report of Urban Planning Department dated June 23, 2014, be considered by Council;

THAT Rezoning Application No. Z13-0040 to amend City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of portions of Lot 1, Section 34, Township 26, ODYD EPP35554, located on 901-911 Stremel Road, Kelowna, BC, from the C9-Tourist Commercial zone and the I2-General Industrial Zone to the C10-Service Commercial zone, as shown on Map "B" attached to the Report of the Urban Planning Department dated June 23, 2014, be considered by Council.

AND THAT the Official Community Plan Bylaw Amendment Bylaw and the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration.

AND FURTHER THAT final adoption of the Zone Amending Bylaw be considered in conjunction with Council's consideration of a Development Permit for the subject property.

AND FURTHER THAT final adoption of the Zone Amending Bylaw be considered subsequent to the requirements of the Development Engineering Branch, Black Mountain Irrigation District, Ministry of Transportation and Infrastructure being completed to their satisfaction.

2.0 Purpose

To rezone the subject parcel from C9 and I2 to C10, and redesignate the subject parcel from Commercial / Industrial to Service Commercial, to facilitate the development of a new automobile dealership.

3.0 Urban Planning

Urban Planning staff is supportive of the overall development concept, as it is consistent with the vision of the Official Community Plan (OCP) for the site. The building and supporting landscaping place considerable design effort on the site's Highway 97 frontage, which contributes to the development of an improved highway corridor.

The proposed development meets the requirements of the Zoning Bylaw, therefore should the land use and OCP amendments be supported by Council, the applicant will not be seeking any variances.

4.0 Proposal

4.1 Background

The majority of the subject property is the former home of the "Malibu Grand Prix" Go-Kart Racing business.

4.2 Project Description

The applicant proposed to construct an automobile dealership (Orchard Ford) at the intersection of Hwy.97 North and Stremel Road. The new building proposed would be located towards the eastern side of the site and midway between north and south property boundaries.

The proposed building is two storeys in height with show room, office, and service and parts areas at grade with a second storey office area above. The overall building area is 2869m². The design of the building has been directed by the Ford Motor Company's Millennium program standard which sets design standards for Ford dealerships. The exterior of the building is comprised of white aluminium composite panels with low E curtain walls of window glazing.

In stark contrast to the relatively simple building elevations, the applicants have proposed a site design and landscape plan allows for generous landscaping within the sites parking areas and visual interest is added to the street frontages with 4 landscaped vehicle "playgrounds" for display and marketing.

4.3 Site Context

The subject property is situated in an area in transition with a number of transportation related project currently in the planning/pre-construction phases including the 6 lane widening of Hwy.97N and the extension of Mayfair Road through the Advanced Precast site to the east. The proposed land use (automotive sales) is consistent /compatible with surrounding land uses.

Specifically, adjacent land uses are as follows:

Orientation	Zoning	Land Use
North	RU1 - Large Lot Housing	Single Family Home
East	I2 - General Industrial	Advanced Pre-Cast & other construction related businesses
South	C3 - Community Commercial	McCurdy Corner Plaza - Movie Theatre, Bowling, Pub, Furniture/Appliance Sales
West	C9 - Tourist Commercial	Scandia

Subject Property Map: 901-911 Stremel Road



4.4 Zoning Analysis

Zoning Analysis Table		
CRITERIA	C10 ZONE REQUIREMENTS	PROPOSAL
Existing Lot/Subdivision Regulations		
Lot Area	1000m ²	20900m ²
Lot Width	40m	96m
Lot Depth	30m	145m
Development Regulations		
Floor Area Ratio	0.65	0.18
Height	12m	66.75m
Front Yard	2m	9m
Side Yard (west)	2m	49m
Side Yard (east)	0m	9m
Rear Yard	0m	31m

Site Coverage (Buildings)	60%	11.85%
Other Regulations		
Minimum Parking Requirements	82 stalls	103 stalls
Bicycle Parking	11	11
Loading Space	3m ²	3m ²

5.0 Current Development Policies

5.1 Kelowna Official Community Plan (OCP)

Development Process

Compact Urban Form.¹ Develop a compact urban form that maximizes the use of existing infrastructure and contributes to energy efficient settlement patterns. This will be done by increasing densities (approximately 75 - 100 people and/or jobs located within a 400 metre walking distance of transit stops is required to support the level of transit service) through development, conversion, and re-development within Urban Centres (see Map 5.3) in particular and existing areas as per the provisions of the Generalized Future Land Use Map 4.1.

Retention of Commercial Land.² In order to ensure that the City's commercial land supply is not eroded, where the OCP Bylaw 10500 indicated a commercial land use designation for the property, the expectation would be that there be no net loss of commercial space on the site as a result of the redevelopment to include other uses.

6.0 Technical Comments

6.1 Building & Permitting Department

- Development Cost Charges (DCC's) are required to be paid prior to issuance of any Building Permit(s) for new construction
- Demolition permits are required for any existing structures.
- This building may be required to be sprinklered throughout. It appears that this building has three major occupancies. Any proposed deviance from this requirement of BCBC 12 requires an approved alternate solution report approved prior to the release of the Development Permit.
- A Geotechnical report is required to address the sub soil conditions at time of building permit application.
- A Building Code analysis is required for the structure at time of building permit applications, but the following items may affect the form and character of the building(s):

The British Columbia Building Code (BCBC 2012) may define this development as two separate buildings with possibly three separate major occupancies (D & E in building 1 and D & F2 in building #2). If a firewall is to be utilized, a complete building code analysis would be required to be reviewed prior to complete comments (at time of building permit application) being provided for the spatial separation between the two buildings. Fire shutters would be a requirement and hooked to the fire alarm system to allow for the unprotected openings between buildings and a 900mm High non combustible fire wall must be constructed to separate the two structures. A 900mm high firewall parapet will affect the form and character of the building(s).

¹ City of Kelowna Official Community Plan, Chapter 5 (Development Process), Policy 5.2.3.

² City of Kelowna Official Community Plan. Chapter 5 (Development Process), Policy 5.24.2.

The exits from the upper floor levels do not appear to meet minimum code requirements (number of exits, travel distance, etc). The code analysis is to contain a plan showing travel distances along with a code compliance analysis for the interconnected floors, 2nd stories, horizontal exits, convenience stairs and rated stairwell exits. This can be submitted at time of building permit application, but additional rated stairs may be required depending on the code analysis, which may affect the form and character of the building(s).

- Size and location of all signage to be clearly defined as part of the development permit
- Full Plan check for Building Code related issues will be done at time of Building Permit applications

6.2 Development Engineering Department

See Attachment dated December 9, 2013.

6.3 Bylaw Services

No concerns.

6.4 Fire Department

Fire department access, fire flows 150lt/sec, and hydrants as per the BC Building Code and City of Kelowna Subdivision Bylaw #7900. Requirements of the Fire and Life Safety Bylaw 10760 shall be met. Additional comments will be required at the building permit applications.

6.5 Interior Health Authority

This office has no concern or objection to the above referenced and proposed development application provided that the development will be serviced by community sanitary sewer and community water systems.

6.6 Irrigation District - BMID

See attached correspondence from Black Mountain Irrigation District.

6.7 Fortis - Electric

There are primary electrical distribution facilities within Stremel Road and Highway 97 N. The applicant is responsible for costs associated with any changes to the subject properties' existing service, if any, as well as the provision of appropriate land rights where required.

6.8 Infrastructure Planning

As per the Works and Services Bylaw street trees are required in the boulevard on both Highway 9 and Stremel Road. Boulevard and sidewalk widths, materials and locations should match what has already been constructed to the south.

6.9 Ministry of Transportation

Given the information provided by the City regarding the Mayfair Road extension including the proposed fall 2014 construction schedule, the Ministry has no further objection to the development proceeding. We will be prepared to affix signature to the bylaw once it has received third reading and has been uploaded into our eDAS file accordingly.

For your information, the applicant is currently in discussion with the Ministry Major Project team regarding final configuration of the Highway 97/Finns/Stremel intersection.

7.0 Application Chronology

Date of Application Received: November 8, 2013

Public Notification & Consultation: February 28 - March 10, 2014

Date of MOTI rezoning comments: May 27, 2014

Report prepared by:

Ryan Smith, Urban Planning Manager

Approved for Inclusion: ☐ Doug Gilchrist, Director, Community Planning & Real Estate

Attachments:

Site Plan

Conceptual Elevations

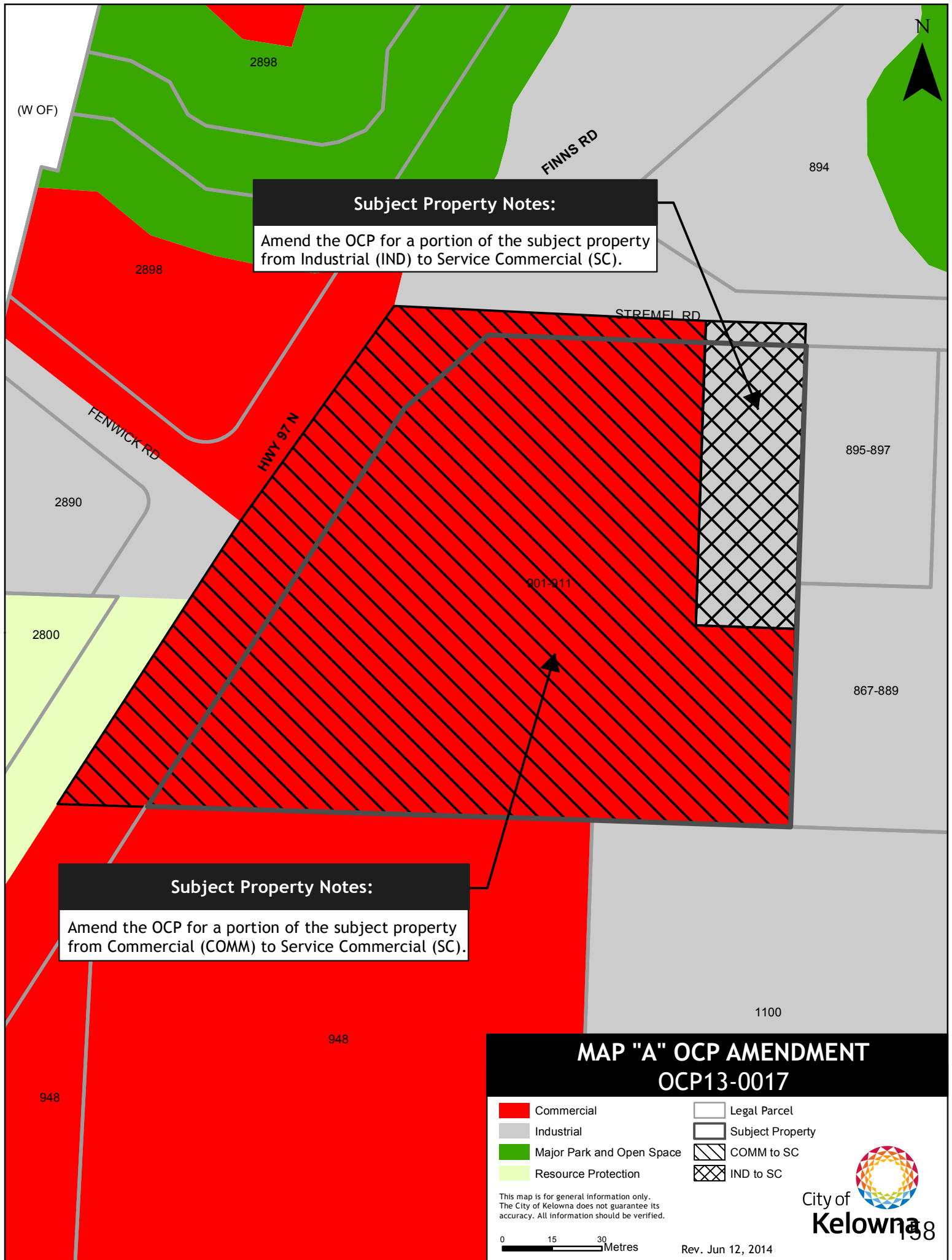
Landscape Plan

Map "A" - Proposed OCP Amendment

Map "B" - Proposed Rezoning

Development Engineering Report Dated: December 9, 2013

BMID Email Dated: November 20, 2013





FINNS RD

RU1

Subject Property Notes:

Rezone a portion of the subject property from I2 General Industrial to C10 Service Commercial.

STREMEL RD

I2

A1

C9

FENWICK RD

HWY 97 N

Subject Property Notes:





Rezone a portion of the subject property from C9 Tourist Commercial to C10 Service Commercial.

C3

C3LP

MAP "B" PROPOSED ZONING

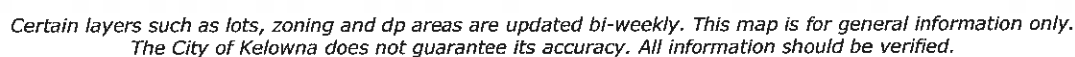
File #Z13-0040

- | | |
|--|---|
|  Legal Parcel |  C9 to C10 |
|  Subject Property |  I2 to C10 |

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

0 15 30 Metres

Rev. Jun 12, 2014



ORCHARD FORD COMMERCIAL DEVELOPMENT 901 STREMEL ROAD, KELOWNA, B.C.

CONCEPTUAL RENDERING



LOCATION MAP



PROJECT INFO:

CIVIC ADDRESS: 801 & 911 STREMEL ROAD, KELOWNA, B.C.
LEGAL ADDRESS: LOT 1, PLAN 24147, LOT A PLAN B1888
ZONING: CURRENT: C2 - TOURIST COMMERCIAL 1-1 INDUSTRIAL
PROPOSED: C10
O.C.P.: CURRENT: C2 & I1
SITE AREA: APPROX. 2.08 ha (224,558 sq ft) (5.16 Acres)
BUILDING AREA/GROSS FLOOR AREA:
MAIN FLOOR 2407.7m² (25874 sq ft)
SECOND FLOOR 377.3m² (4075 sq ft)
TOTAL: 2785.0m² (29949 sq ft)
BUILDING HEIGHT: TWO STOREY (8m)
GRADE ELEVATION: 297.00 ± m

CITY OF KELOWNA BC ZONING BYLAW NO. 8000 ANALYSIS:

SECTION 7. LANDSCAPING AND SCREENING
7.3.2 REFUSE AND RECYCLING BINS SCREENING FROM ADJACENT STREETS AND LOTS
7.3.7 PROVIDE ACCESS LAKE, MIN. 3M WIDE & 4.5M TALL
7.4 MINIMUM LANDSCAPE BUFFERS
7.4.1
a) LEVEL 4: MIN 3.0m BUFFER
b) LEVEL 5: MIN 3.0m BUFFER
TABLE 7.1 MIN. LANDSCAPE BUFFER TREATMENT LEVELS SCHEDULE
FRONT (FLANKING ST): LEVEL 4
REAR YARD LEVEL 3
SIDE YARD (HIGHWAY 87): LEVEL 4
SIDE YARD (HIGHWAY 87): LEVEL 4

SECTION 9 - PARKING AND LOADING
9.1 OFF-STREET VEHICLE PARKING
9.1.2 MIN NUMBER SPACES
TABLE 9.1.2 AUTOMOTIVE REPAIR SHOPS, 2 PER SERVICE BAY
SALES OFFICES AND SERVICE WRITE-UP OFFICES
1138m²/1082 ±
48 SPACES
TOTAL REQUIRED: 48 SPACES
TOTAL PROPOSED: 48 SPACES
+ PRODUCT DISPLAY
(88 REG-305M+14C)

8.1.7 PARKING SPACES FOR THE DISABLED
9) PER B.C. BUILDING CODE 1/100 NOT REQUIRED
a) 8.1.11 SIZE
MIN LENGTH: 2.5m
MIN WIDTH: 0.9m
MIN HEIGHT: 2.0m
MIN 1 SIDE OBSTRUCTED WIDTH: 2.5m
MIN 2 SIDES OBSTRUCTED WIDTH: 3.0m
8.4 OFF-STREET BICYCLE PARKING
TABLE 8.4.1
CLASS 1: 0.5/100m G.A. (1/1350.5/100 = 7 SPACES)
CLASS 2: 0.5/100m G.A. (1/1350.5/100 = 7 SPACES)
8.4.8 DEVELOPMENT STANDARDS
MIN WIDTH: 0.9m
MIN LENGTH: 1.8m
MIN HEIGHT: 1.8m
BICYCLE PARKING
DECISION 14.10 - C10 - SERVICE COMMERCIAL
14.10.2. MINIMUM USES
GENERAL CONSUMABLES SEE SECTION 14.3.2 OF BYLAW FOR LIST
PROPOSED: AUTOMOTIVE AND EQUIPMENT REPAIR SHOPS
14.10.6 DEVELOPMENT REGULATIONS
MAX HEIGHT: IS THE LESSER OF 12.0m OR 3 STOREYS
MAX SITE COVERAGE: 60%
MAX FLOOR AREA RATIO: 0.65
MIN REAR YARD: 3.0m, 2.0m FROM FLANKING ST.
MIN SIDE YARD: 0.9m, 2.0m FROM FLANKING ST.
MIN REAR YARD: 0.9m

LIST OF DRAWINGS:

ARCHITECTURAL:
A1.1 COVER SHEET
A1.2 PERSPECTIVE
A1.3 MAIN FLOOR PLAN
A1.4 SECOND FLOOR PLAN
A1.5 BUILDING ELEVATIONS
A1.6 BUILDING ELEVATIONS
A1.7 BUILDING ELEVATIONS
A1.8 BUILDING ELEVATIONS
A1.9 BUILDING ELEVATIONS
A1.10 BUILDING ELEVATIONS

LANDSCAPE:

LANDSCAPE:
BENCH SITE DESIGN
CONTACT: GARY TOMPOROWSKI &
JOHN SCHLOSSER
201-1333 ELLIS STREET
KELOWNA, B.C. V1Y 1Z9
PHONE: (250) 476-2242
EMAIL: john@tomporowski.ca

CONSULTANTS:

ARCHITECTURAL:
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CONTACT: GARY TOMPOROWSKI &
JOHN SCHLOSSER
201-1333 ELLIS STREET
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PHONE: (250) 476-2242
EMAIL: john@tomporowski.ca

SURVEYOR:

SURVEYOR:
RUMAL'S DUBAY
259A LAWRENCE AVE.
KELOWNA, B.C. V1Y 8L2
PHONE: (250) 763-7222
EMAIL: rumal@rumalsurvey.com

LANDSCAPE:

LANDSCAPE:
L1.1

SURVEY:
S1.1

B.C. BUILDING CODE (2012) ANALYSIS:

MAJOR OCCUPANCY CLASSIFICATION: PART 3
GOVERNING CODE PART: 366.57m
BUILDING HEIGHT: 2 STOREYS
BUILDING AREA: 2407.7m²
FACING NO. OF STREETS: 2

BASIC CODE CLASSIFICATION:
2.1.1.1.1. GROUP P2, 3 STOREYS, 1280 m²
- MAX. 3 STOREYS
- MAX. AREA: 1280 m² IF 2 STOREYS
- COMBUSTIBLE OR NONCOMBUSTIBLE
- CEILING: 45 mm FRR
- LOADBEARING: NOT LESS THAN SUPPORTED

3.1.10 PRE SEPARATION BETWEEN P2 & P3 MAJOR OCCUPANCIES 4 m FRR REQUIRED
- MAX. 3 STOREYS
- MAX. AREA: 1280 m² IF 2 STOREYS FACING 2 STREETS
- COMBUSTIBLE OR NONCOMBUSTIBLE
- CEILING: 45 mm FRR
- FLOORS: 45 mm FRR

3.1.17.1. TOTAL OCCUPANT LOAD (PERSONS): 40
SALES AND OFFICE STAFF: 25
CUSTOMERS: 15

gta

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Email: john@tomporowski.ca

ORCHARD FORD
NEW DEALERSHIP
STREMEL RD
KELOWNA, BC

COVER SHEET

DATE: JULY 2013
FILE: A0.0
A0.0

NAME		DATE		ADDRESS	
1
2
3
4
5
6
7
8
9
10



2 CONCEPTUAL RENDERING LOOKING SOUTH EAST



1 CONCEPTUAL RENDERING LOOKING NORTH EAST
Scale: N.T.S.



4 CONCEPTUAL NIGHT RENDERING



3 CONCEPTUAL RENDERING LOOKING NORTH

at

Gary Tomporowski Architect Ltd.
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ORCHARD FORD
NEW DEALERSHIP
STREMLER Hwy 97 N

KELOWNA, BC

PERSPECTIVES

DATE JUL 24 1965	AS NOTED	A0.1	SHEET NO.
DATE JUL 24 1965	NOTES NOTED		
DATE JUL 24 1965		FILE: A02-17	

ISSUED FOR DEVELOPMENT
PRIORITY

[illegible]

Gary Tempowski Architects Ltd.
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ORCHARD FORD
NEW DEALERSHIP
 Hwy 97 N
KELOWNA, BC

[illegible]

SITE PLAN
LOT 1 PLAN 34147 & LOT A PLAN 19988
SCALE: 1"=30'-0"

MILL CREEK FLOOD PLAIN BYLAW 10248
Not Applicable

ISSUED FOR DEVELOPMENT
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[illegible]

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sta

Garry Temporewals Archibald Ltd.
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Toll free phone: 250/878 1688

Product

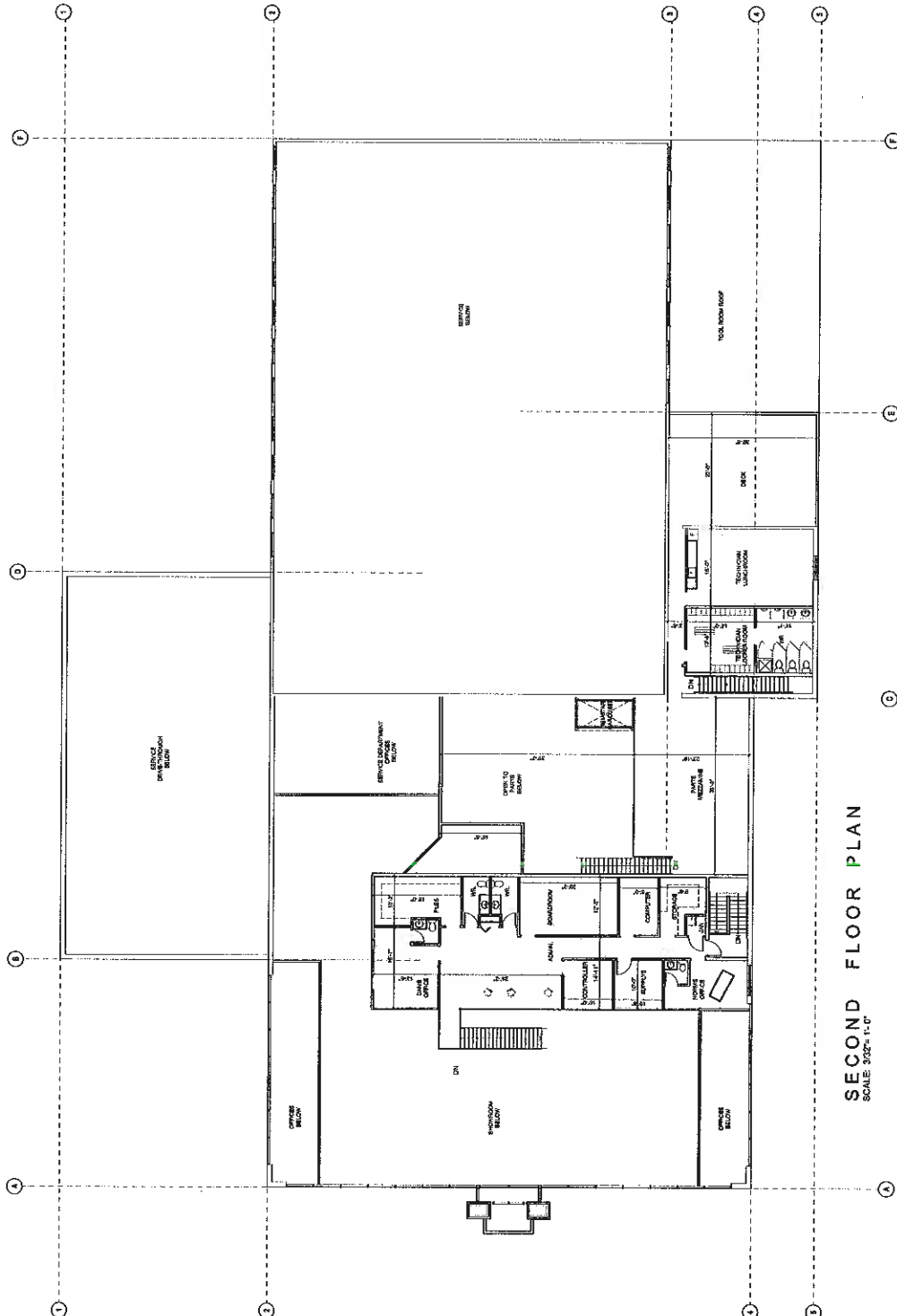
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NEW DEALERSHIP
Hwy 97 N

KELOWNA, BC

Abstract

SECOND FLOOR

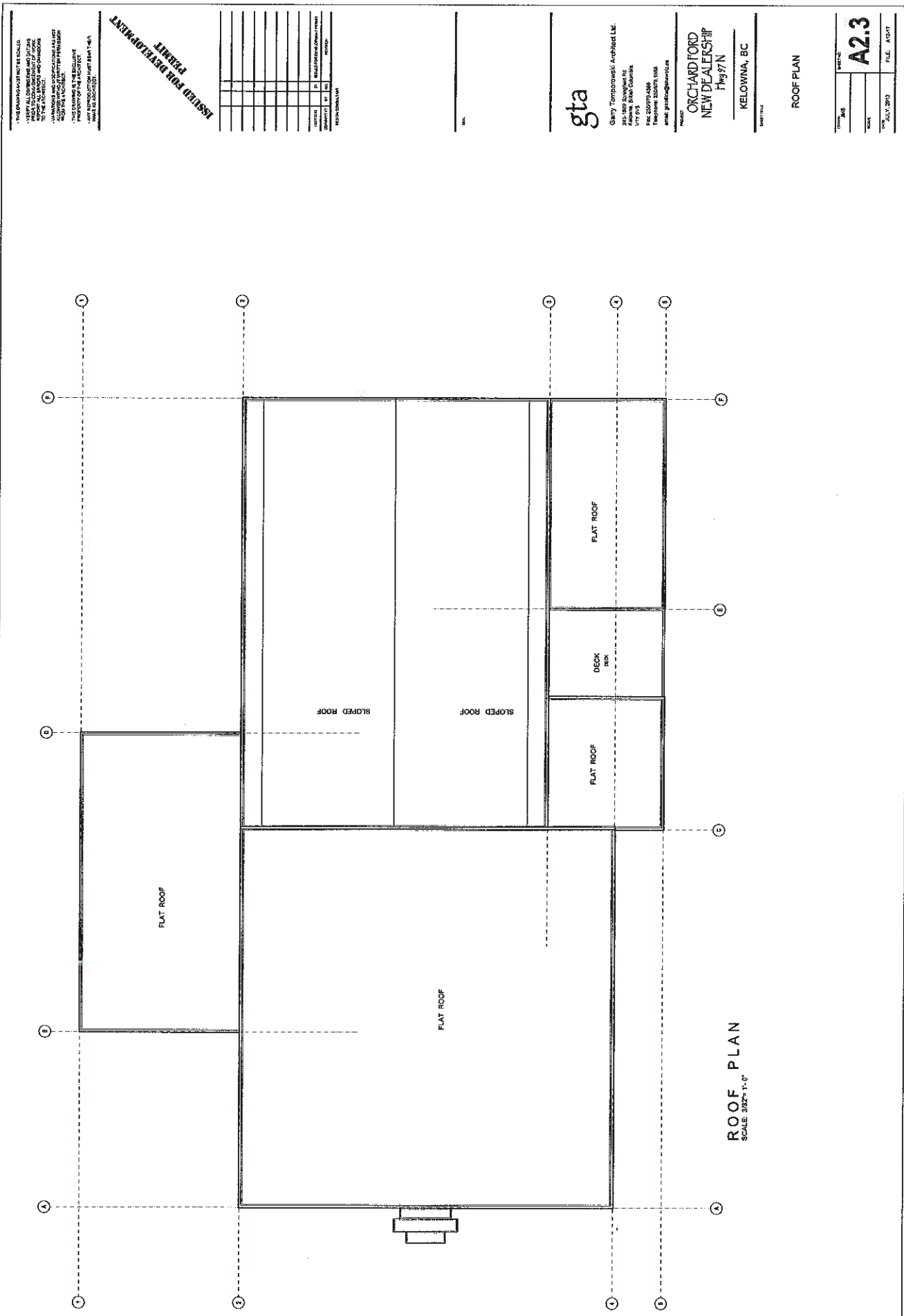
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BO-12			
CASE: JULY, 2013			



SECOND FLOOR PLAN
SCALE: 3/32" = 1'-0"

SECOND FLOOR

CRIME: JUL9	INVEST NO.	A2.2	FILE: A15-17
BO-12			
CASE: JULY, 2013			



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**ORCHARD FORD
 NEW DEALERSHIP**
 Hwy 97 N
 KELOWNA, BC

ROOF PLAN

DATE	10/10/2013
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FOR	ORCHARD FORD NEW DEALERSHIP
FILE	ADP1

A2.3

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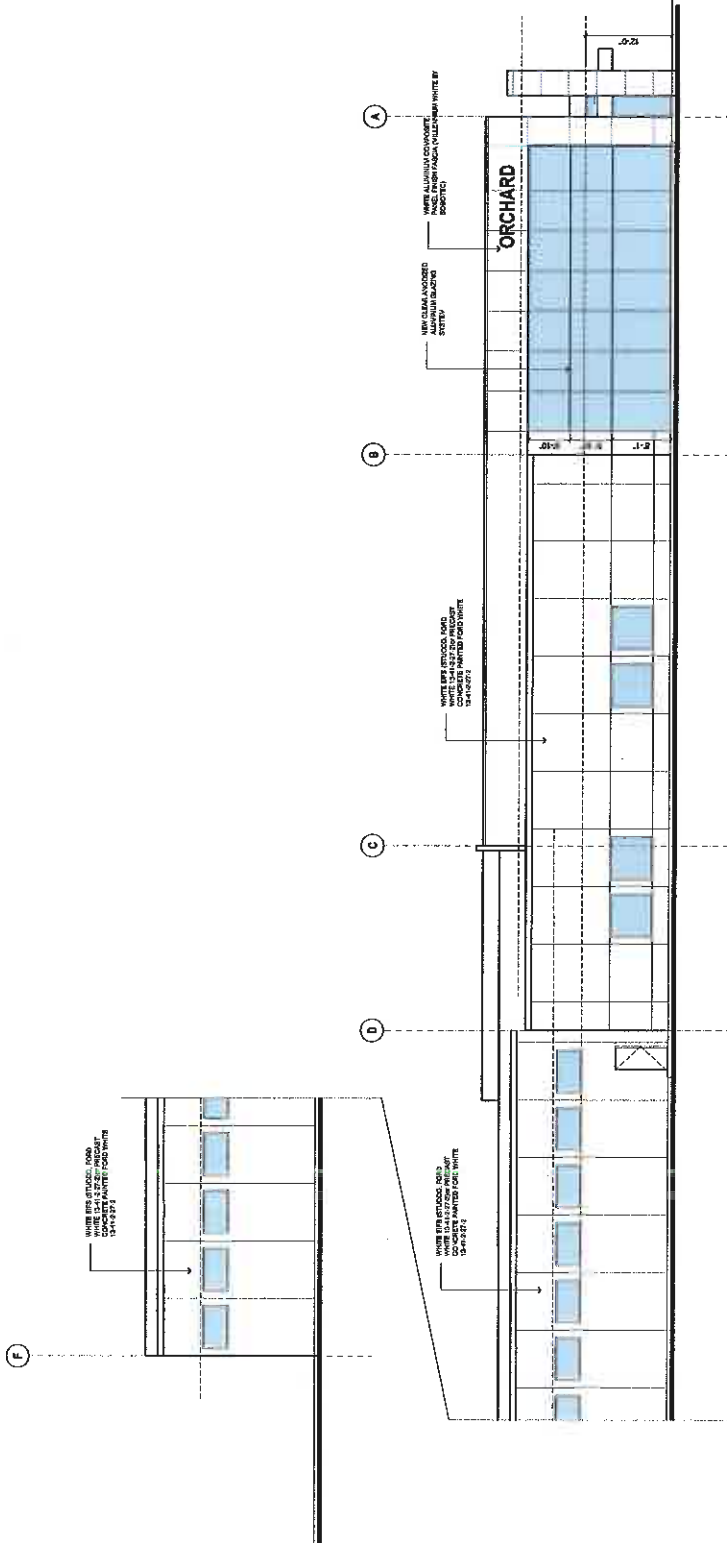
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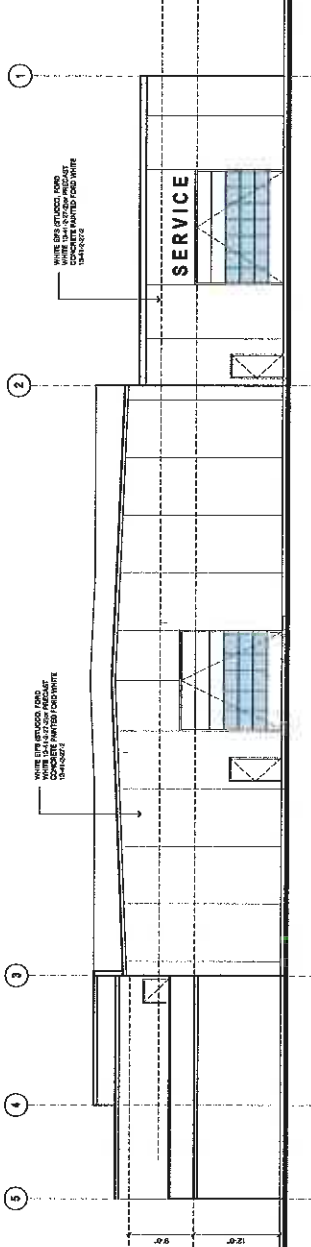
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Telephone: 250/978-1880
e-mail: garr@edgarchitects.ca

ORCHARD FORD
NEW DEALERSHIP
Hwy 97 N
KELOWNA, BC

ELEVATIONS

[illegible]

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



EAST ELEVATION

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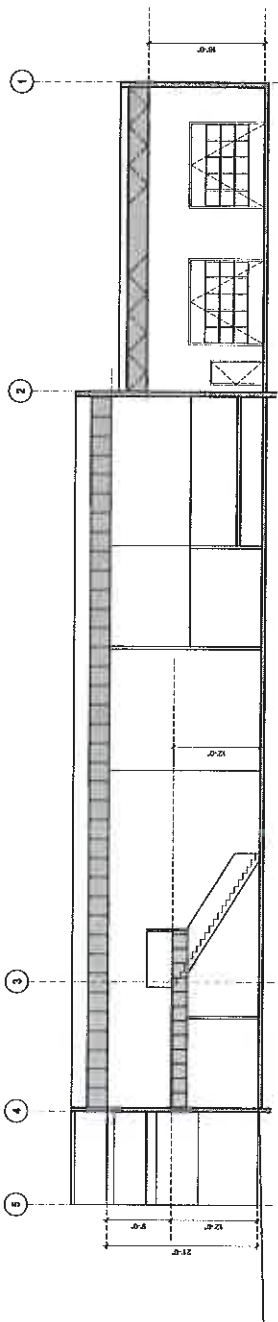
Garry Thompson Architects Ltd.
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Canada V1Y 1A6
Tel: 250.860.1400
Fax: 250.860.1409
E-mail: gta@gtarchitects.com

ORCHARD FORD
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Flag 97 N

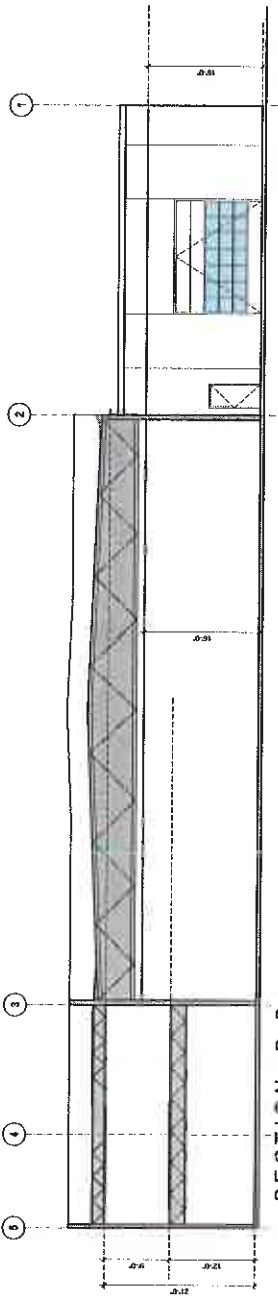
KELOWNA, BC

SECTIONS

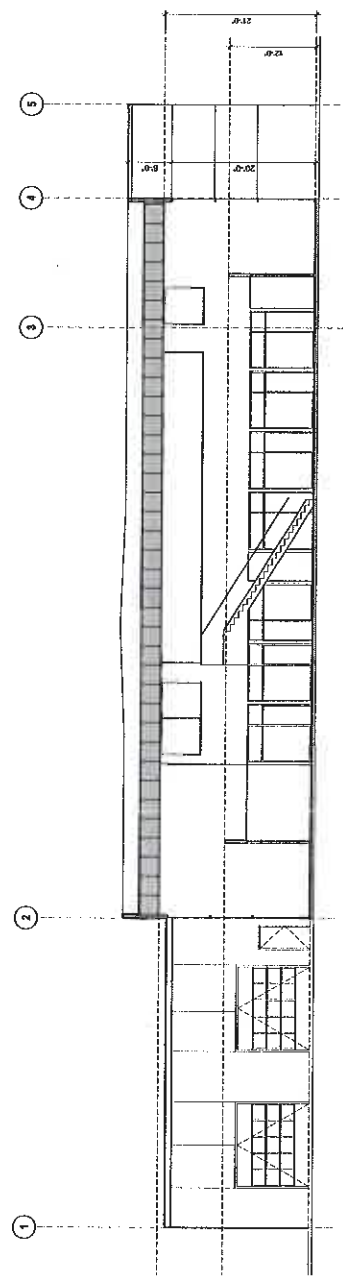
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FILE	A5.1



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



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

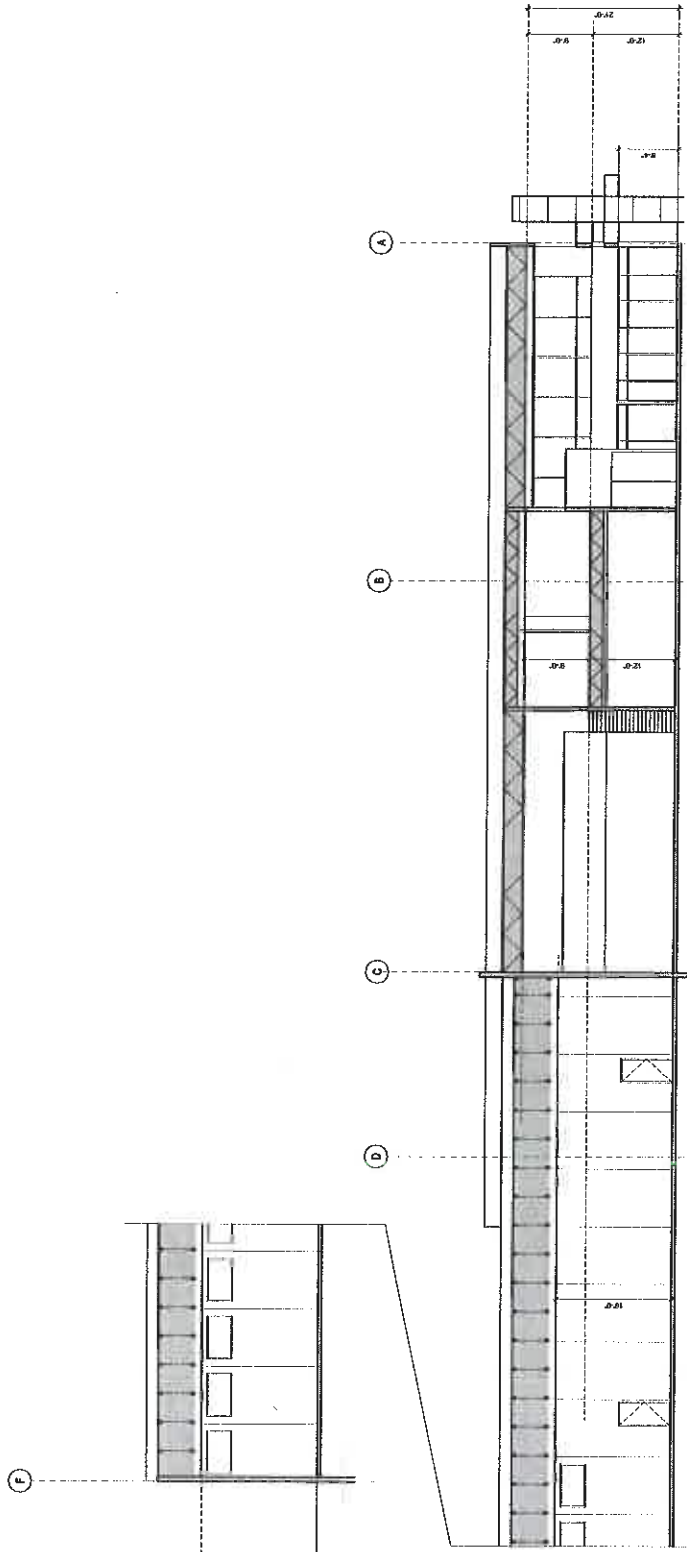


SECTION A-A
SCALE: 1/8" = 1'-0"

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SECTION E-E
SCALE 1/8" = 1'-0"

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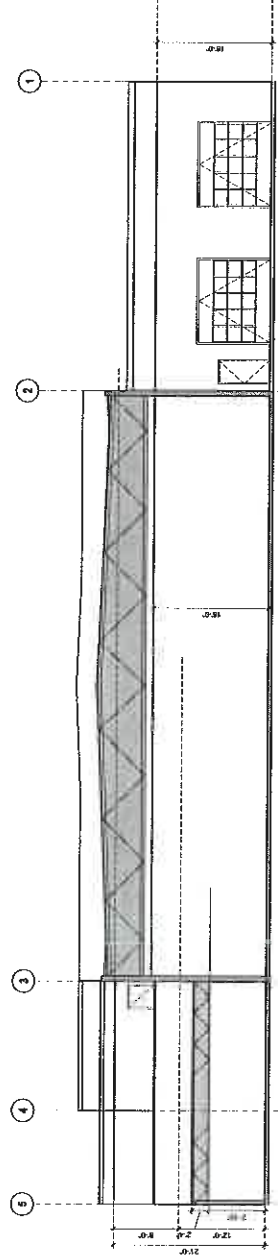
Garry Tompkinson Architect Ltd.
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Fax: 250/779-4300
Email: gta@gtarchitect.ca

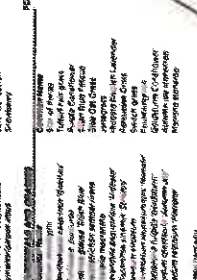
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Hwy 97 N
KELOWNA, BC
V1Y 1G5

SECTIONS

DATE	2007/07/20	FILE	A1017
BY	gta		
CHKD.			

SECTION D-D
SCALE 1/8" = 1'-0"





**SITE PLAN OF LOT 1, SECTION 34, TOWNSHIP 26,
OSOYOOS DIVISION YALE DISTRICT,
PLAN EPP35554**

(1:100000 Scale Map)

DATE: October 22nd, 2013
SHEET: 13904 SITE
PLAN NO. 13904
OWNER: TAMDAN VENTURES

DATE: October 22nd, 2013
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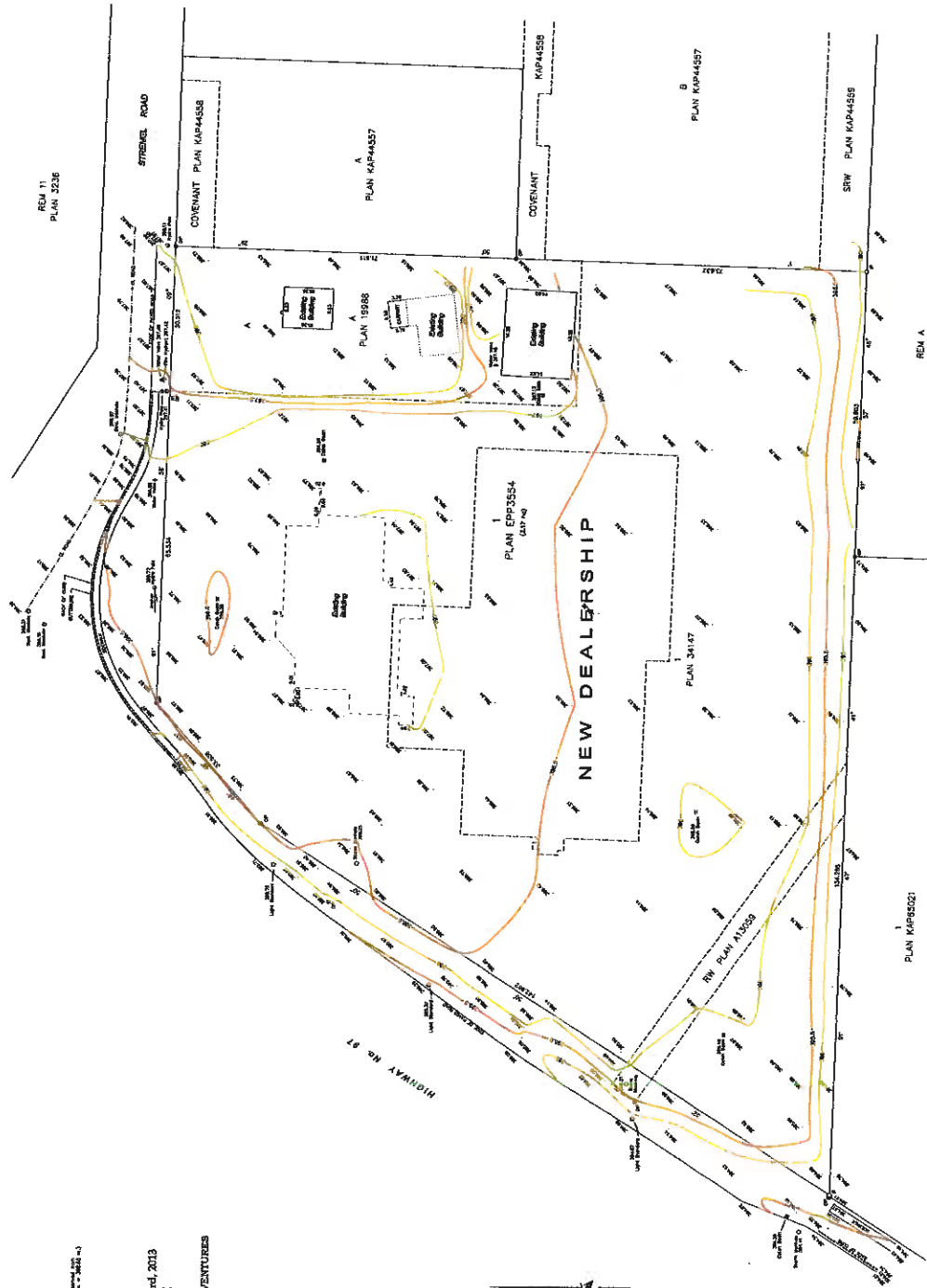
NO.	DATE	DESCRIPTION
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**ORCHARD FORD
NEW DEALERSHIP**
Highway 97 N
KELOWNA, BC
V1Y 4A1

SURVEY PLAN PLAN

NO.	DATE	DESCRIPTION
1	2013.10.22	ISSUED FOR DEVELOPMENT



SURVEY PLAN
LOT 1 PLAN 34147 & LOT A PLAN 19988
PREPARED BY RUNNALL DENBY, OCTOBER 23, 2013
SCALE: 1"=500.0'



ARCHITECTURE

Garry Tomporowski

Architect Ltd

243 – 1889 Springfield Road

Kelowna, BC Canada V1Y 5V5

Phone: 250.979.1668 Fax: 250.979.4366

Email: gtaoffice@shawbiz.ca

File: A12-17

Date: Oct 03, 2013

Orchard Ford
2471 Highway 97 North
Kelowna, BC V1X 4J8

City of Kelowna Development Cost Fees

OCP Amendment:	\$ 3262.00
Zoning Amendment	\$ 1779.00
Development Permit (major)	<u>\$ 1386.00</u>
TOTAL	\$ 6427.00

Cheque made out to the city on Kelowna at the time of application

From: Bob Hrasko [rhrasko@shaw.ca]
Sent: November 20, 2013 10:23 AM
To: Deb Champion
Cc: jschlosser@shawbiz.ca; 'Trena Phillips'; 'Kevin Burtch'
Subject: RE: OCP13-0017, Z13-0040, DP 13-0181 - 901 & 911 Stremel Rd - Water Requirements
Attachments: BMID_Meter-Spec-Costs.pdf

Attention: Deb Champion – City of Kelowna

Referral Comments from Black Mountain Irrigation District
Re: OCP13-007, Z12-0040, 901-910 Stremmel Road
Orchard Ford Commercial Development

We have reviewed the referral and have the following information for the City and building/site developer related to water service:

1. The area is within the service area of BMID and is subject to the bylaws of the District regarding water supply and servicing;
2. The lot is presently serviced by means of a 50mm diameter service line located mid-lot along the north property line along Stremel Road. This service size may be adequate for the building and lot irrigation, however if a larger service size is proven to be required by the building mechanical consultant, then the site developer will be required to fund the installation of a new service line off of the BMID main on Stremel Road. Please note that the existing main on Stremel is on the close side of the road to the property;
3. The Building Mechanical Consultant or the Site Civil Consultant is to provide BMID with a Fire Underwriters Survey calculation that shows the estimated fire demand that will be created by the new building structure. This calculation is to be certified and sealed by a Professional Engineer that is insured and is registered to practice within the Province of BC;
4. The Building Mechanical or Civil Consultant is to advise BMID of the service size from the property line to the building;
5. The building will require a water meter. The fees are payable to BMID and the meter would be installed by Corix Utilities for BMID once the building is constructed and the plumbing is ready for meter installation. Based on a 50mm diameter size, **the cost to supply and install a 50mm meter and remote read unit will be \$899.55;**
6. The building gross floor area is 2785.6 square meters. In accordance with BMID Bylaw No. 678, Capital Expenditure Charge applies in the amount of \$4500 for the first 150m² and another \$8.00m² thereafter. The builder will receive credit for the building area that exists (est. to be 938m² x \$8.00/m² for 901 Stremel) and credit for one SF home located at 911 Stremel (\$4,500). Cost is estimated as follows:
 Total CEC applicable = \$4500 + \$8.00x(2785.6m²-150m²)= \$25,584.00
 CEC credits = \$4500 + 938m² x \$8.00/m² = (\$ 12,004.00)
TOTAL APPLICABLE CECs \$13,580.00
 See photo below for area estimate



7. Latecomers Charges apply for these two lots for water main improvements that were carried out in 2009 by a third party, to improve fire flow to the Stremel Road. The BMID Latecomers Bylaw is Bylaw No. 684. The charges accrue and are permitted to increase over time with inflation at a rate of 2.50%. The Latecomers charges apply to the building area increase. The original building area is permitted a credit area of 938m² and the home is permitted a credit area of 150m². **Total building area subject to latecomers is 1,697.6m². The Latecomer charge is \$3.86/m² if paid in 2013 = \$6,552.74 If paid in 2014, the rate is \$3.96/m² = \$6,722.50.**
8. As the two lot will be amalgamated, the service for the SF lot home must be fully disconnected with the corporation stop shut off at the water main on Stremel Road;
9. An additional fire hydrant may be necessary and we will await recommendations on fire coverage from the mechanical or civil consultant;
10. A connection fee will apply for the new account. The fee covers inspection time and administrative costs to set up a new account. **The connection fee for commercial/industrial connections is \$350.00.**
11. There will be engineering effort required to review the design drawings and check the water distribution system fire flow with the computer model. **A lump sum engineering fee of \$200 is applicable.**
12. The applicant will be required to come into the BMID office with this information and fill out an "Application for Building" form. The form will summarize charges and requirements listed above. Once fees are paid, a "Water Service Certificate" (Water Letter) will be issued by BMID.
13. It is noted that actual building areas must be confirmed, which may result in modifications in the above estimated charges

Please contact this office if you have further questions.

Thank you

Bob Hrasko, P.Eng.

Administrator

Black Mountain Irrigation District

285 Gray Road,

Kelowna, BC V1X 1W8

CITY OF KELOWNA

MEMORANDUM

Date: December 9, 2013
File No.: Z13-0040
To: Land Use Planner (JM)
From: Development Engineering Manager (SM)
Subject: 911 Stremel Road- Ford Dealership – Lots 1, plan 24147 and lot A plan 19988

Development Engineering Comments and requirements regarding this application to rezone the subject properties from C9 and I-1 to C10 are as follows:

These are Development Engineering initial comments and they may be subject to the MOTI comments and requirements.

1. Geotechnical Study.

A comprehensive Geotechnical Study is required, which is to be prepared by a Professional Engineer competent in the field of geotechnical engineering. The study is to address the following:

- Overall site suitability for development.
- Slope analysis (i.e. 0-10 %, 10-20 %, 20-30% and over 30 %).
- Presence of ground water and/or springs.
- Presence of fill areas.
- Presence of swelling clays.
- Presence of sulfates.
- Potential site erosion.
- Provide specific requirements for footings and foundation construction.
- Provide specific construction design sections for roads and utilities over and above the City's current construction standards

2. Domestic water and fire protection.

- a) This development is within the service area of the Black Mountain Irrigation District (BMID). The developer is required to make satisfactory arrangements with the BMID for these items. All charges for service connection and decommission of redundant services as well as all necessary upgrading costs are to be paid directly to BMID.
- b) The water system must be capable of supplying domestic and fire flow demands in accordance with the Subdivision & Servicing Bylaw for the requested zoning. The applicant must provide water computations for this development to confirm the available water supply.

.../2

3. Sanitary Sewer.

- a) The subject property is located within the Specified Area #20, and is therefore subject to the Specified Area #20 charges of **\$3,530.47** per Single Family Equivalent (SFE) which is valid until March 31, 2014. The proposed building is **30,092 sq.ft.** and in commercial zone each **2600 sq.ft.** of building equals to one SFE for a total of **11.57 SFE**. The subject properties have, in 2005, cash commuted a total of **7.09 SFE**, therefore the net SFE payable under this application is **4.48 SFE** for a total charge of **\$15,816.50** (valid until March 31, 2014).
- b) There are two services to the property as a consequence of the lot consolidation. One service of 150mm. dia. and one service of 100mm. dia. The smaller service will have to be decommissioned at the owner's expense.

4. Drainage.

- c) A comprehensive site drainage management plan and design to comply with the City's drainage design and policy manual, is a requirement of this application. This plan can become part of the geotechnical study to identify the ground recharge/detention areas.
- d) The property is located at the downstream end of Ashbridge Brook; there is an old culvert at the South-West corner of the property located within a registered Right of Way. The open channel of Ashbridge brook has been replaced with a 450mm. closed pipe and the portion of the brook along the Southerly property line has been filled. A connection between the two existing pipes will have to be installed complete with manholes in order to maintain the flow as well as a Right of Way must be registered over the new section of pipe within the subject property.
- e) The condition of the existing CMP crossing the property will have to be assessed to confirm its integrity. The cost of the installation of the storm pipe extension will have to be determined for bonding purpose.

5. Power and Telecommunication Services.

The services to this development are to be installed underground. It is the developer's responsibility to make a servicing application to the respective utility companies. The utility companies are then required to obtain the city's approval before commencing their works.

6. Road improvements.

Traffic Impact Analysis (TIA) is a requirement of this application. The TIA terms of Reference to be established in collaboration with the Ministry of Transportation and the City of Kelowna Transportation & Mobility Branch. The costs of road improvements, based upon the TIA outcome, will have to be determined for bonding purpose.

7. Design and Construction.

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.

.../3

- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3)
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

8. Servicing Agreements for Works and Services

- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings or reports and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

9. Bonding and Levies Summary.

a) Performance Bonding

Ashbridge Brook pipe installation / upgrades	To be determined
Frontage upgrades	To be determined

b) Levies

Engineering Development and Inspection Fee	To be determined
100mm. wastewater service decommission	To be determined
Specified Area #20 charges (valid until March 31, 2014)	\$15,816.50

Steve Muenz, P. Eng.
Development Engineering Manager

B²

A12-17 ORCHARD FORD: PUBLIC CONSULTATION: Notices to Property owners										within 100 m	
PROPERTY ADDRESS		OWNER	February 28th to March 10th		DATE NOTICE DELIVERED		RESPONSE				
755 Stremel Road					Feb 21/14		no reply				
765 Stremel Road					Feb 21/14		no reply				
766 Stremel Road		J, Kerkkona			Feb 21/14		in favour				
793 Stremel Road					Feb 21/14		no reply				
889 Stremel Road					Feb 21/14		no reply				
895 Stremel Road					Feb 21/14		no reply				
987 Stremel Road					Feb 21/14		no reply				
808 Finns Road					Feb 21/14		no reply				
820 Finns Road					Feb 21/14		no reply				
833 Finns Road					Feb 21/14		no reply				
894 Finns Road					Feb 21/14		no reply				
747 Fitzpatrick Road		Jason Keeley			Feb 21/14		in favour				
2821 Fenwick Road					Feb 21/14		no reply				
2890 Fenwick Road					Feb 21/14		no reply				
2898 Fenwick Road		Scandia			Feb 21/14		in favour				
800 Mayfair					Feb 21/14		no reply				
854 Mayfair					Feb 21/14		no reply				
860 Mayfair					Feb 21/14		no reply				
1100 Mayfair					Feb 21/14		no reply				
948 McCurdy Road		The Brick, theater & Tenants			Feb 21/14		no reply				
		McCurdy Bowl					in favour				

CITY OF KELOWNA

BYLAW NO. 10976

Official Community Plan Amendment No. OCP13-0017 - Tamdan Ventures Ltd., Inc. No. BC0862314 901-911 Stremel Road

A bylaw to amend the "*Kelowna 2030* - Official Community Plan Bylaw No. 10500".

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

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "*Kelowna 2030* - Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of portions of Lot 1, Section 34, Township 26, ODYD, Plan EPP35554 located on Stremel Road, Kelowna, B.C., from the Commercial (COMM) and Industrial (IND) designations to the Service Commercial (SC) designation as per Map "A" attached to and forming part of this bylaw;
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

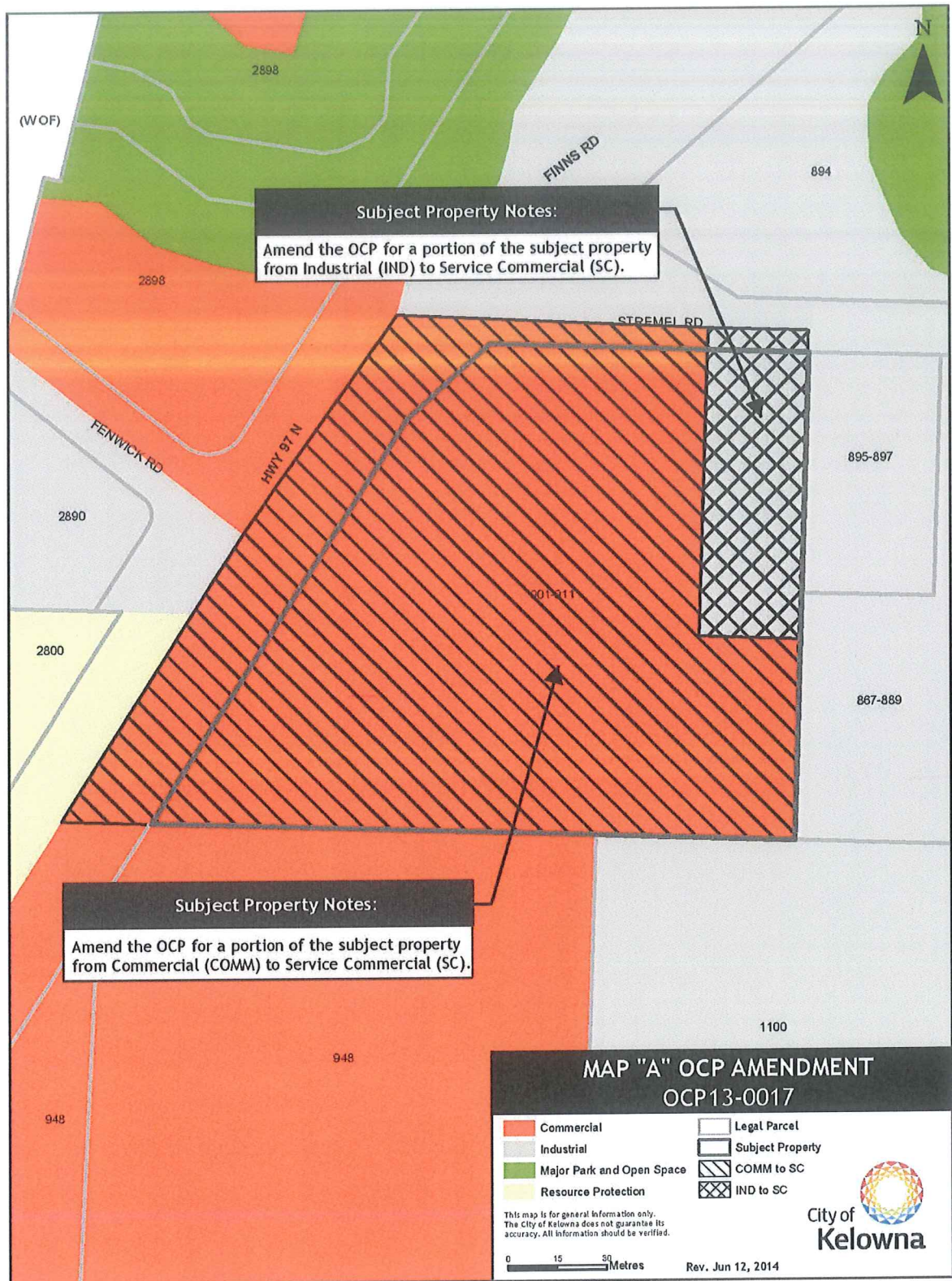
Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



CITY OF KELOWNA
BYLAW NO. 10977
Z13-0040 - Tamdan Ventures Ltd., Inc. No. BC0862314
901-911 Stremel 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 portions of Lot 1, Section 34, Township 26, ODYD, Plan EPP35554 located on Stremel Road, Kelowna, B.C., from the C9-Tourist Commercial zone and the I2-General Industrial zone to the C10-Service Commercial zone as per Map "B" attached to and forming part of this bylaw.
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

Considered at a Public Hearing on the

Read a second and third time by the Municipal Council this

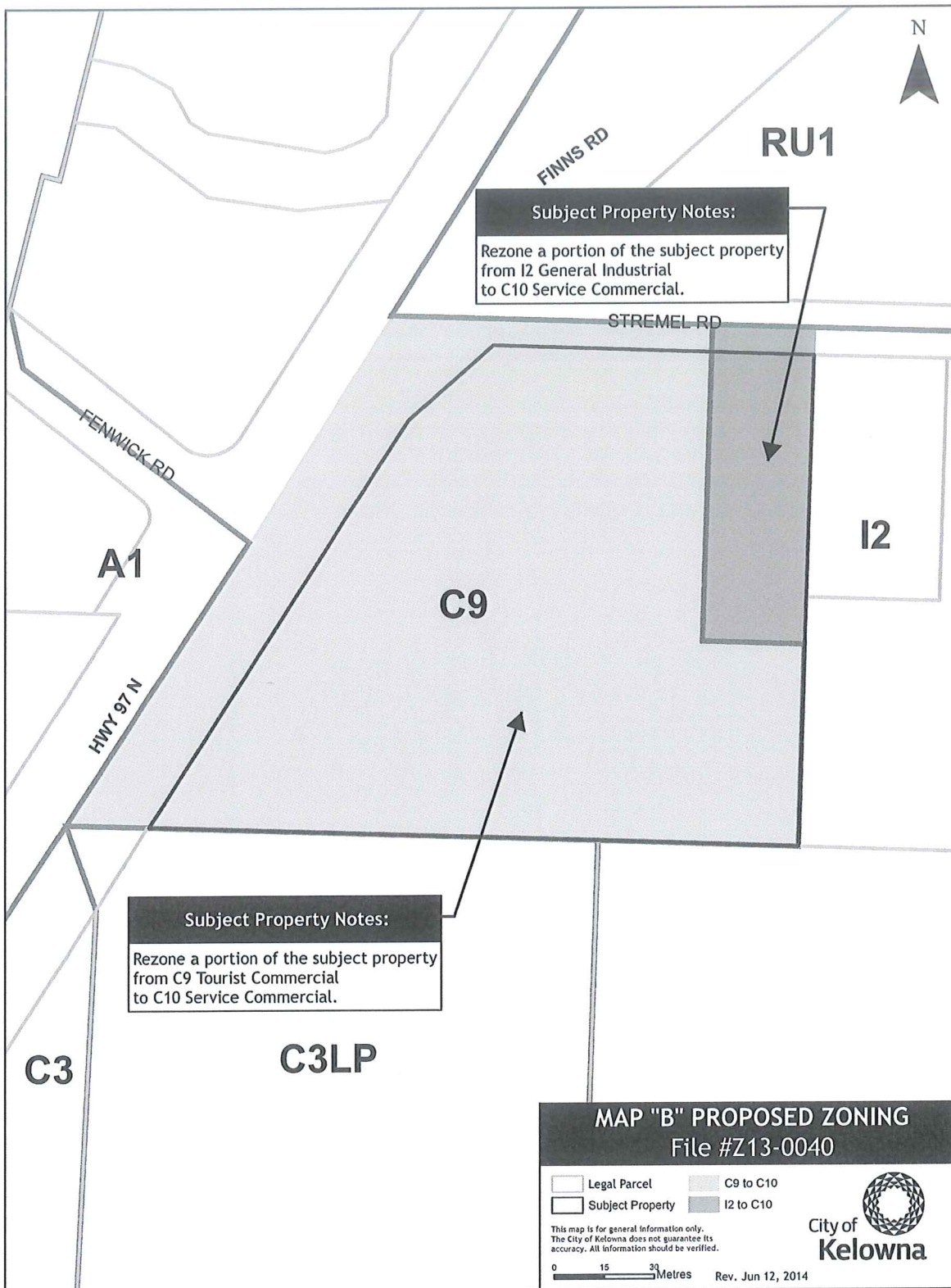
Approved under the Transportation Act

(Approving Officer-Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk



REPORT TO COUNCIL



Date: 6/16/2014

RIM No. 1250-30

To: City Manager

From: Urban Planning, Community Planning & Real Estate (PM)

Application: Z10-0100
Owner: Balwinder Singh Khunkhun
Harbax Kaur Khunkhun

Address: 445 Pearson Road
Applicant: Balwinder Singh Khunkhun
Harbax Kaur Khunkhun

Subject: Rezoning Application Rescind and Closure

Existing Zone: RU1 - Large Lot Housing Zone

Proposed Zone: RU6 - Two Unit Housing Zone

1.0 Recommendation

THAT Council receives, for information, the report from the Urban Planning Department, dated August 21, 2013 with respect to Rezoning Application Z10-0100, Lot 67, Section 26, Township 26, ODYD, Plan 22239 located on 445 Pearson Road, Kelowna, BC;

AND THAT Bylaw No. 10522 be forwarded for rescindment consideration and file be closed.

2.0 Urban Planning

Zone Amending Bylaw No. 10522 to rezone the subject property from RU1 - Large Lot Housing received second and third readings on May 17, 2011. Final adoption of the bylaw was withheld pending the fulfillment of the Development Engineering Departments requirements and a previous 12 month extension was granted in order to secure the finance costs to meet site servicing requirements. The Applicant was advised that the most recent extension would be the final extension. There has been no action taken to advance this application since the last extension.

Staff are recommending that Council rescind 1st, 2nd and 3rd readings and direct staff to close the file.

Report prepared by:

Paul McVey, Urban Planner

Reviewed by:



Lindsey Ganczar- Supervisor, Urban Planning

Approved for Inclusion

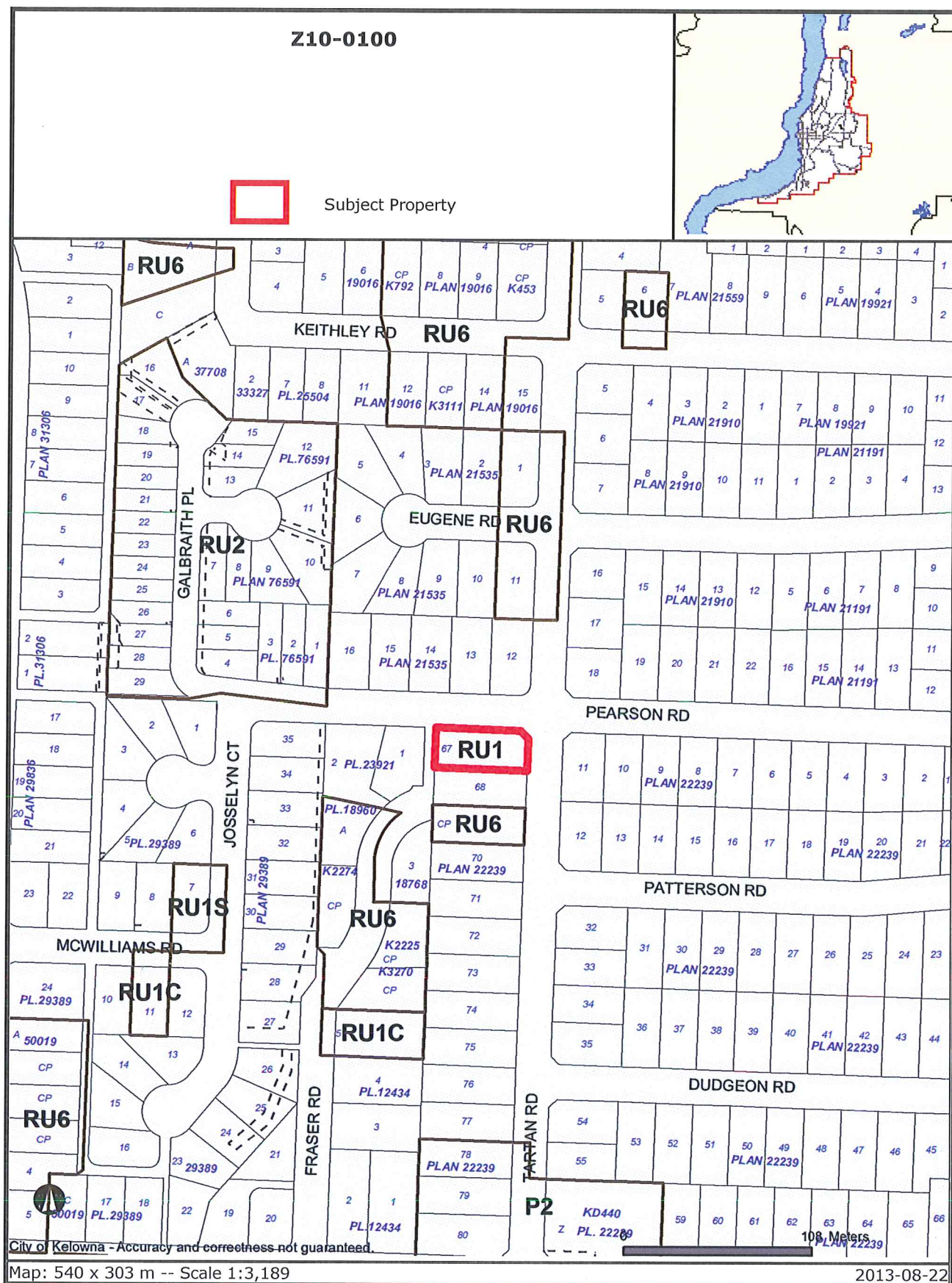


Ryan Smith, Manager - Urban Planning,
Community Planning & Real Estate

Attachments:

Site Plan

August 21, 2013 Extension Report



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.

REPORT TO COUNCIL



Date: August 21, 2013

RIM No. 1250-30

To: City Manager

From: Land Use Management, Community Sustainability (PMcV)

Application: Z10-0100 **Owner:** Balwinder Singh Khunkhun,
Harbax Kaur Khunkhun

Address: 445 Pearson Road **Applicant:** Balwinder & Harbax
Khunkhun

Subject: Rezoning Application, Extension Request

Existing Zone: RU1 - Large Lot Housing zone

Proposed Zone: RU6 Two Unit Housing zone

1.0 Recommendation

THAT in accordance with Development Application Procedures Bylaw No. 10540, the deadline for the adoption of Amending Bylaw No. 10522, Lot 67, Section 26, Township 26, O.D.Y.D., Plan 22239, located on 445 Pearson Road, Kelowna, BC be extended from May 17, 2013 to May 17, 2014.

2.0 Purpose

The applicant is seeking to rezone the subject property from the existing RU1 - large Lot Housing zone to the proposed RU6 - Two Dwelling Housing zone in order that a second dwelling can be constructed on the subject property.

3.0 Land Use Management

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.

By-Law No. 10522 received second and third readings on May 17, 2011 after the Public Hearing held on the same date. The applicant wishes to have this application remain open for an additional twelve (12) months in order to secure the finance costs to meet site servicing requirements. Considering the length of time that has lapsed with no formal activity to advance this project, the Urban Land Use Department will be reluctant to grant any further extension.

The Urban Land Use Department recommends Council consider the request for an extension favourably.

Report prepared by:

Paul McVey, Land Use Planner
/hb

Reviewed by:

☐

James Moore, Acting Manager, Urban Land Use

Approved for Inclusion

☐

Doug Gilchrist, Acting General Manager, Community Planning and Real Estate

Attachments:

Site Plan

CITY OF KELOWNA
BYLAW NO. 10522
Z10-0100 - Balwinder and Harbax Khunkhun
445 Pearson 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 Lot 67, Section 26, Township 26, ODYD, Plan 22239 located on Pearson Road, Kelowna, B.C., from the RU1 - Large Lot Housing zone to the RU6 - Two Dwelling Housing zone.
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 11th day of April, 2011.

Considered at a Public Hearing on the 17th day of May, 2011.

Read a second and third time by the Municipal Council this 17th day of May, 2011.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 10775

Official Community Plan Amendment No. OCP12-0008 - Heinz Strege 2219 Mayer Road

A bylaw to amend the "*Kelowna 2030* - Official Community Plan Bylaw No. 10500".

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

1. THAT Map 4.1 - **GENERALIZED FUTURE LAND USE** of "*Kelowna 2030* - Official Community Plan Bylaw No. 10500" be amended by changing the Generalized Future Land Use designation of Lot 1, Section 16, Township 26, ODYD, Plan 31979, located on Mayer Road, Kelowna, B.C., from the REP - Resource Protection Area designation to the S2RES - Single/Two Unit Residential designation;
2. AND THAT Chapter 4: **Future Land Use**, Map 4.1 - **GENERALIZED FUTURE LAND USE** be deleted in its entirety and replaced with a new Map 4.1 - **GENERALIZED FUTURE LAND USE** as attached to and forming part of this bylaw;
3. AND THAT Chapter 5: **Development Process**, Map 5.2 **Permanent Growth Boundary** be deleted in its entirety and replaced with a new Map 5.2 **Permanent Growth Boundary** as attached to and forming part of this bylaw;
4. AND THAT pursuant to Section 882 of the *Local Government Act*, each reading of this bylaw receive an affirmative vote of a majority of all members of the Council;
5. 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 22nd day of October, 2012.

Considered at a Public Hearing on the 13th day of November, 2012.

Read a second and third time by the Municipal Council this 13th day of November, 2012.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Legend

Permanent Growth Boundary

Land Use Designations

- Commercial
- Education / Institutional
- First Nations Reserve
- Future Urban Reserve
- Health District
- Industrial
- Industrial - Limited
- Industrial - Transition
- Major Park and Open Space
- Mixed Use (Residential / Commercial)
- Mixed Use Tourism
- Multiple Unit Residential (Cluster Housing)
(Associated uses: care centres, minor public services/utilities, & neighbourhood park)
- Multiple Unit Residential (Low Density)
(Associated uses: care centres, minor public services/utilities, & neighbourhood park)
- Multiple Unit Residential (Medium Density)
(Associated uses: care centres, minor public services/utilities, & neighbourhood park)
- Multiple Unit Residential (High Density)
(Associated uses: care centres, minor public services/utilities, & neighbourhood park)
- Private Recreational
- Public Service Utilities
- Transportation Corridor
- Resource Protection Area
- Service Commercial
- Single / Two Unit Residential
(Associated uses: care centres, minor public services/utilities, & neighbourhood park)
- Single / Two Unit Residential - Hillside
(Associated uses: care centres, minor public services/utilities, & neighbourhood park)

Future Land Use Boundaries on lots with more than one Land Use Designation are conceptual only and may change based on Development Proposals.

NOTES

- AREA STRUCTURE PLAN
- A AIRPORT
 - F FERRIS
 - H HOSPITAL
 - L LI-OFEL
 - S SCHOOL
 - W WORKS KATO
 - CE CEMETERY
 - ST SEWAGE TREATMENT
 - UCO UNIVERSITY OF B.C. OAKLAND
 - OC OJIKAWAN COLLEGE
 - BACKLIT

Adaptive Re-Use of Heritage Buildings may be permitted within any Future Land Use Designation.

Temporary Commercial and Industrial Uses are not shown on this map. For information on approved temporary uses, please consult chapter 19 of the Official Community Plan.

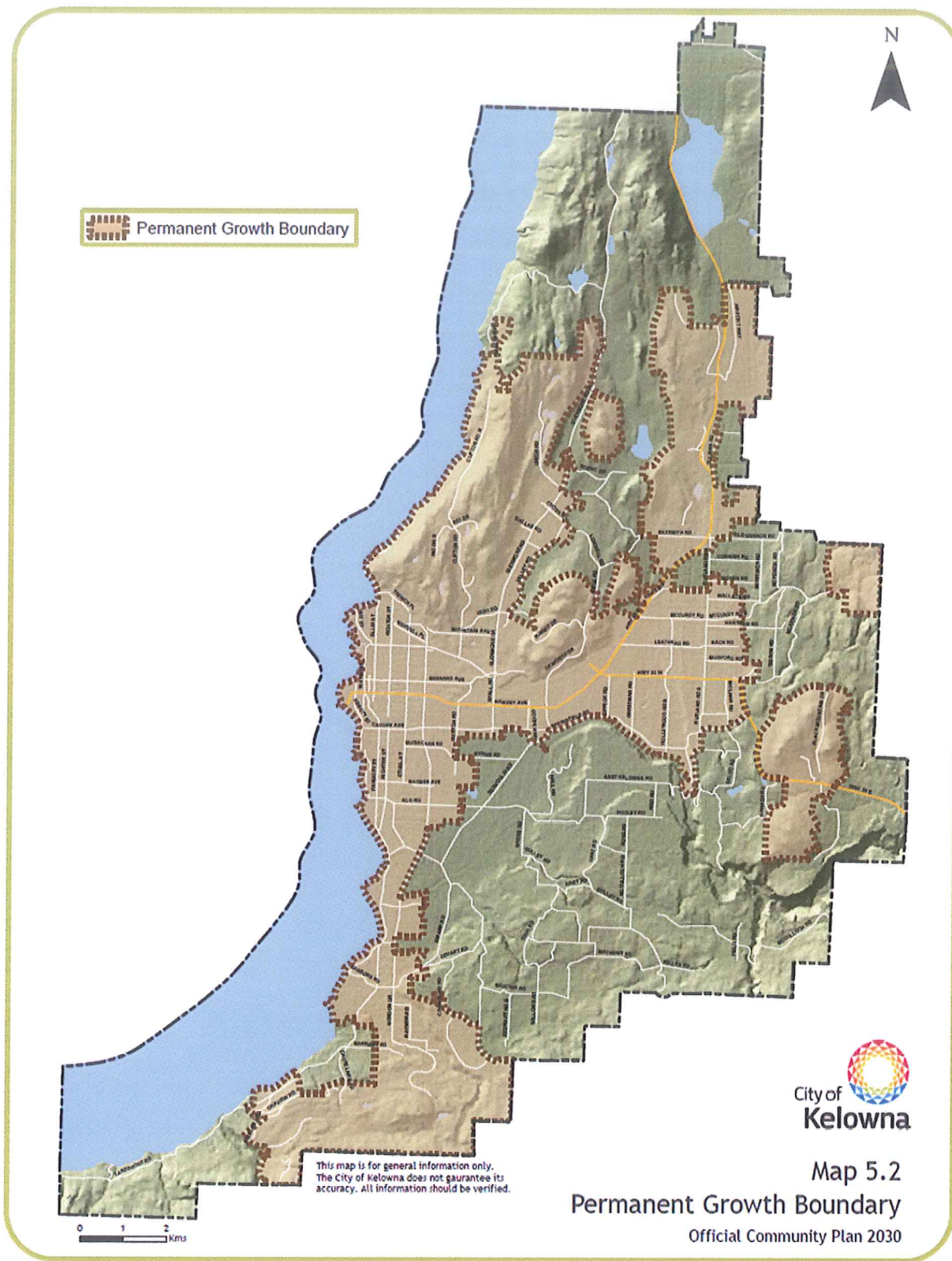
Landuse designations apply only to legal parcels (i.e. roads, creeks, wetlands, etc. that are not a separate legal parcel have no land use designation applicable). The colours on the Future Land Use Map that extend to the middle of these features are applied to improve map aesthetics.

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

0 1 2 Kms



Map 4.1 Generalized Future Land Use Official Community Plan 2030



CITY OF KELOWNA
BYLAW NO. 10776
Z12-0052 - Heinz Strege
2219 Mayer 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 Lot 1, Section 16, Township 26, ODYD, Plan 31979 located on Mayer Road, Kelowna, B.C., from the A1 - Agriculture 1 zone to the RU6b - Two Dwelling Housing with Boarding or Lodging zone.
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 22nd day of October, 2012.

Considered at a Public Hearing on the 13th day of November, 2012.

Read a second and third time by the Municipal Council this 13th day of November, 2012.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Report to Council



Date: 6/23/2014
File: 0930-01
To: City Manager
From: Ryan Smith, Urban Planning Manager
Subject: Chances Gaming Entertainment Slot Machine Floor Area Expansion

Recommendation:

THAT Council remove the existing restriction to the floor area available for non-bingo gaming options, such as 'slot machines', which is currently 49% permitted for the Chances Community Gaming facility;

AND THAT Council support slot machines as an outright use, without limitations, for the Chances Community Gaming facility.

Purpose:

To remove the Council imposed restriction to the floor area available for non-bingo gaming options such as 'slot machines' from 49% permitted to 100% allowed of the Chances Community Gaming facility.

Background:

The Chances Gaming Entertainment Community Gaming Centre facility (originally known and operated as Bingo Kelowna) was constructed under Building Permit No. BP21109 issued February 13, 2002. The property was originally zoned C10 - Service Commercial which permits bingo facilities as a principal use.

In June 2004, Council adopted Text Amendment Bylaw No. 9238 that created the CD16 - Bingo and Gaming Zone and rezoned the property to that zone. Council Resolution R649/04/06/28 authorized expansion of the Community Gaming Centre facility to include a total of 50 slot machines for initial installation at the facility and outlined the procedure should a limit be placed on the number of slot machines allowed by a local government in accordance with the *Gaming Control Regulation*. In 2007, the applicant installed an additional 50 slot machines for a total of 100 slot machines on the premises based on a misunderstanding of the original Council Resolution.

In 2008, the applicant proposed a further expansion in the number of slot machines at the Community Gaming Centre in order to address the error described above and to respond to changing gaming market conditions. The introduction of a smoke-free environment to the Chances Gaming and Entertainment Centre had resulted in a reduction to bingo attendance. The proposed increase in the number of slot machines to 150 created a ratio of approximately 3 bingo seats for each one slot machine seat. At that time, the applicant also requested that no 'cap' be specified on the number of slot machine seats. By resolution, Council chose to limit the maximum number of seats to 49% of the total seating capacity in order that the gaming component of the Chances operation remain secondary to the Bingo component.

The applicant has returned to Council once again with the request to lift the 49% restriction on slot machines at the Chances facility. A letter of support from the BC Lottery Corporation notes that bingo generated revenue in BC has dropped year over year since 2008. The BCLC reports that this trend is North American in nature. While Bingo revenues are dropping, the BCLC also notes that slot machine revenue is increasing annually. For this reason, Chances and the BCLC have submitted this request to rescind Council's 2008 resolution and adopt a new resolution with no floor area limitation for slot machine related gaming.

The BC Lottery Corporation advises that introducing slot machines into a gaming facility (a "substantial change"), the municipality must follow the specific steps defined under *Gaming Control Act* and Regulations. While *Gaming Control Regulation* (B.C. Reg. 208/2002) under the *Gaming Control Act* Part 3 Gaming Facilities subsection 12 Definition for the Act of "substantial change" does not define the addition of slot machines in a Community Gaming Centre that already has slot machines as a "substantial change". Section 13 Requirements for local government or first nation approval of gaming facilities (Subsection 13.1 Limit on number of slot machines) states:

"The lottery corporation must get approval from the host local government before increasing the number of slot machines at a gaming facility beyond a maximum limit presently established by the host local government in a form referred to in section 13(a)."

From a land use perspective, the intent of the CD 16 Zone is to "designate a zone for bingo and related gaming uses and other complementary uses". The proposed changes to remove the limitation to the gaming component will not greatly impact how the facilities are used today, and are responding to changing market demands. As the CD zone is specifically limited to the subject property, this would not have broader implications for other properties City-wide. For these purposes, the proposed removal of gaming restriction is supported.

Internal Circulation:

Policy and Planning Manager (DN)

Legal/Statutory Authority:

Gaming Control Act

Existing Policy:

An existing Council resolution from 2008 limits the maximum floor area devoted to slot machines to 49% of the Chances facility.

Financial/Budgetary Considerations:

A portion of gaming revenue from the the Chances Gaming facility is contributed to the City of Kelowna annually:

2010/2011: \$1.46 Million

2011/2012: \$1.58 Million

2012/2013: \$1.73 Million

External Agency Comments:

See attached letter from BC Lotter Corporation dated May 14, 2014.

Considerations not applicable to this report:**Personnel Implications:****Communications Comments:****Legal/Statutory Procedural Requirements:**

Submitted by:

R.Smith, Urban Planning Manager

Approved for inclusion:



Doug Gilchrist, Director of Community Planning and Real Estate

Attachments:

BCLC Letter dated May 14, 2014

Letter from Chances Kelowna dated May 20, 2014

cc: Policy and Planning (DN)



CHANCES KELOWNA
1585 Springfield Road, Kelowna, British Columbia, V1Y5V5
Phone 250-860-9577, Fax 250-860-1764

May 20, 2014

Mayor and Council
City of Kelowna
1435 Water Street
Kelowna, BC
V1Y 1J4

Requests for consideration by Council:

I request that Council remove the 49% restriction placed on Chances Kelowna June 10, 2008.

Additionally I request permission to extend the operating hours from 9:00am to 2:00am daily. We currently operate from 9:00am to 1:00am. The hours for liquor service would be the same with liquor service stopping at 1:30am.

Dear Mayor and Council,

I am writing to request council review the agreement made with Chances Kelowna when I last visited council on June 10, 2008. At that time, Chances was going through the pains of downsizing bingo caused primarily by the introduction of non smoking in BC. Fortunately for Chances the slot gaming portion of the business was growing and Council granted Chances the ability to expand the slot gaming area to take up 49% of the floor space of Chances.

In the past 6 years Chances has continued to mature as a business. The slot floor has expanded to 271 machines and it is nearing the 49% coverage limit. Longshots Lounge has established itself as a place to come for great food at good value. Teletheatre horse racing is well established and draws players from throughout the valley.

We continue to have a very viable bingo gaming floor but, despite our efforts, bingo is declining. We have gone from 850 seats in 2007, to 580 seats in 2009 and we currently have 320 electronic bingo seats and 120 paper play seats for bingo. The downsizing trend is continuing throughout BC, Canada and North America. Chances Kelowna has been one of the success stories of bingo and is one of the 3 most successful bingo operations in the province. The once very successful bingo operations in the province are now very marginal. Despite doing better than the rest of the province it has only meant that we are declining at a slower pace.

Bingo is still a very viable offering and it is an important part of the flow of Chances. There is no intent to stop running bingo. In fact, bingo is an integral part of the success of Chances and continues to bring valued customers to our door. There is a need to manage the decline in bingo as dictated over time by the marketplace. This is important in managing the success of the overall business.

I would like to be proactive and keep Chances a vibrant and growing gaming facility in Kelowna and I want to equip Chances with the ability to deploy the BCLC gaming products that have been approved by council. This would include our current offering of slot machines, electronic table games, bingo, horse racing and lottery games such as 649. The manufacturers continue to develop new and innovative games as well and, if approved by BCLC and the Gaming Policy Enforcement Branch of BC, then these new games may too become part of the Chances offering. Should Chances wish to add live, manned table games such as blackjack, roulette or poker then Chances and BCLC will return to the City to request such a "substantial change".

The ability to adapt the Chances facility to the evolving Kelowna marketplace is important as Chances works with BCLC to manage the changes that are happening in the Kelowna marketplace. Under the law, BCLC is charged with managing and conducting gaming operations in the province and I am the Service Provider to BCLC. As such it is the job of BCLC to manage the marketplace and to approve what types of games and equipment are made available to the gaming properties. Approval of my request will allow Chances and BCLC to best manage the success of the business and the marketplace by having the ability to utilize the floor space within the current envelope of the building without the need to return to council to request permission to adapt.

The municipality of Kelowna receives a share of the revenue generated from casino gaming in Kelowna regardless of which facility it is earned at. Should changes made at Chances result in increased revenue then the City will share in that increase.

Since its inception in 2002, Chances has enjoyed a very good relationship with its neighbor, Rona. They have allowed Chances to utilize the Rona parking lot for any excess parking and have allowed a permanent staircase to allow patrons to safely pass between the two properties and parking lots. This has, in past, been an informal relationship. In February of 2014 Chances and Rona entered into a formal agreement that allows Chances to use the Rona parking lot as shared parking. The peak hours of operation for Chances are the slowest hours of operation for Rona so the arrangement is a very amenable one. Chances is pleased to have such an accommodating and gracious neighbor.

Since the building of Chances and the introduction of slot machines in 2005, there have been almost no incidents requiring police involvement. Chances has co-existed with its neighbors in a peaceful fashion and has maintained a clean, well kept, property inside and out. I believe we have proven ourselves to be good corporate citizens and any concerns that may have caused Council to be extra cautious in the past have been allayed by our good example and unblemished community record. I hope Council will take this into consideration during their deliberations.

Thank you for considering my request.

Sincerely,



Stanley R. Walt

Cc

Ron Matiussi - City Manager

Leah Rogers

Stephen Fleming – City Clerk

May 14, 2014

His Worship Walter Gray
Mayor
City of Kelowna
1435 Water Street
Kelowna, B.C. V1Y 1J5



Dear Mayor Gray:

Re: Bylaw Amendment – Chances Kelowna

As a Crown corporation governed by the *Gaming Control Act* (British Columbia) (the "GCA"), the role of the British Columbia Lottery Corporation ("BCLC") is to conduct and manage commercial gaming in the Province of British Columbia. Under its statutory authority, BCLC contracts with Goldwing Investments Ltd. to provide operational services at the Community Gaming Centre, known as Chances Kelowna, located at 1585 Springfield Drive, Kelowna, BC, V1Y 5V5.

74 West Seymour Street
Kamloops, BC V2C 1E2

T 250.828.5500
F 250.828.5631

Since BCLC last appeared before City Council in 2008, the declining popularity in the bingo marketplace has continued. In BC, revenues generated from bingo play fell from \$109 million in FY 2010/11 to \$96 million in FY 2011/12 to \$86 million last year. Similar declines in bingo revenues are being experienced in other Canadian provinces, and throughout North America.

2940 Virtual Way
Vancouver, BC V5M 0A6

T 604.215.0649
F 604.225.6424
bclc.com

Slot machine revenues at Community Gaming Centres – such as Chances Kelowna – continue to show steady growth. Slot machine revenues at Chances Kelowna last year were \$29.4 million, while bingo revenues were only \$7.1 million.

Chances Kelowna's overall revenue performance has resulted in increasing Host Local Government (HLG) payments to the City, as the table below demonstrates:

Fiscal Year	HLG City of Kelowna from Chances Kelowna
2010/11	\$ 1.46 million
2011/12	\$ 1.58 million
2012/13	\$ 1.73 million

Because of these changes in the gaming marketplace, BCLC is writing to request that the City of Kelowna (the "City") amend its resolution which restricts the amount of floor space that can be dedicated to slot machine play. The resolution reads:

"THAT Council adopt a resolution supporting the expansion of the number of slot machines at the Chances Gaming Entertainment Community Gaming Centre facility from 50 to as many as may occupy up to 49% of the floor area of the establishment."

BCLC respectfully requests that the resolution be amended to remove any restrictions to the number of slot machines or electronic gaming devices that can be located at Chances Kelowna Community Gaming Centre. BCLC suggests the following wording;

"THAT Council adopt a resolution approving the use of slot machines at the Chances Kelowna Community Gaming Centre,

In this way, the City would give BCLC greater flexibility in how it responds changes in the gaming marketplace, and in doing so, provide better customer service to our players. It is important to note that while BCLC works collaboratively with service providers like Chances Kelowna, it is BCLC that determines the number of slot machines at a gaming facility.

The Gaming Control Regulation provides that when a host local government such as the City amends an existing limit on slot machines, the host local government is required to advise BCLC in a letter signed by either the Mayor or a senior official such as the Chief Administrative Officer. The letter would state that the City has approved the increase or the removal of the restriction on slot machines. The only other requirement is that the letter must be copied to the General Manager of the Gaming Policy and Enforcement Branch, which administers payments under the host local government agreements.

If you have immediate questions, please contact either me directly at (604) 225-6412, or Mr. Greg Walker, Director, Public Affairs at (604) 225-6410.

Sincerely

A handwritten signature in blue ink, appearing to read 'Bohm', with a long horizontal flourish extending to the right.

Monica Bohm
Interim Vice President,
Casino and Community Gaming

Cc: Mr. Ron Matiussi, City Manager, City of Kelowna
Mr. Stan Walt, Chances Kelowna
Mr. Jerry Williamson, Director, Gaming Facilities
Ms. Carmen Minger, Casino Compliance Specialist

Report to Council



Date: 6/23/2014
File: 1200-40
To: City Manager
From: Michelle Kam, Sustainability Coordinator
Subject: *Our Rutland Project Update and Final Project Selection*
Report Prepared by: Michelle Kam

Recommendation:

That Council receives, for information, the report from the Sustainability Coordinator dated June 23, 2014, with respect to the *Our Rutland* project;

AND THAT Council endorses infrastructure investment for a Public Market Space at Roxby Park as the project to be implemented as the *Our Rutland* project.

Purpose:

To provide Council with an update on the Our Rutland project community engagement and project ideas and to obtain final project approval.

Background:

The *Our Rutland* project was established as a community engagement process that is intended to catalyze the Rutland Town Centre through capital projects and/or community programming by building on ideas from stakeholders, residents and businesses. This project was designed to help generate positive momentum through community-determined, Rutland-focused actions. This project is a partnership with key stakeholders including The Rutland Unified Stakeholders Team (TRUST), Uptown Rutland Business Association (URBA) and the Rutland Residents Association (RRA).

\$100,000 was made available for investment into the *Our Rutland* project in 2014. The following were determined as the *Our Rutland* project parameters:

- One time funding (not on-going operational funding)
- Location to be within the limits of the Rutland Town Centre boundary
- To be implemented and/or constructed by September 30th, 2014
- Ideas to meet the \$100,000 budget allocated (unless external funding is secured)
- Level of support from the community

As part of the *Our Rutland* project, an *Our Rutland* Community Panel was created in January to work with City staff throughout this project, to help promote the project and to review project ideas. This panel consists of representatives from TRUST, URBA, Rutland Residents Association, residents and youth.

Extensive consultation and collaboration has occurred throughout the *Our Rutland* project. Promotion of the project included newspaper ads, on-line portal, social media and posters (distributed by the Community Panel members). One news release and three Public Service Announcements were issued during this community engagement process. The *Our Rutland* project also included 949 electronic subscribers which received six bulletin updates on the project.

The Idea Generation Phase of *Our Rutland* (February 3 to 21) included the following:

- 175 in-person surveys completed with Staff and the Community Panel at 7 community engagement opportunities including URBA After Hours Event, Cooper's Food, IGA, Rutland Activities Centre, YMCA, Sikh Temple and Flea Market;
- 4,030 views and 1,462 interactions on the on-line portal at getinvolved.kelowna.ca;
- 120 project ideas submitted.

All 120 project ideas were reviewed and sent to the appropriate City department or organization, such as URBA, for consideration and/or feasibility. Of those suggested, numerous ideas were already budgeted for 2014 including sidewalks and bike paths. Other ideas were out of scope as they were on private property or part of Highway 33 which is provincial jurisdiction.

One of the ideas that came out of the *Our Rutland* Idea Generation Phase engagement was a public sharps (biohazard) program in Rutland. Policy and Planning staff worked to connect City Parks with the *Living Positive Resource Centre*. The groups worked together to create a pilot program where sharps containers will be placed in the washrooms of Lions' and Ben Lee Parks. A partnership was created to have the Living Positive Resource Centre and the City cost share on this initiative. This is an example of some of the synergies that resulted out of this process, and where community partnerships were made for neighborhood improvements.

A feasibility analysis of the top ideas was completed by Staff to determine which ideas would be presented to the community to determine the most favoured ideas (March 11-23). As a result, five \$100,000 packages were created that the public then selected their preferred top two choices. The five ideas included:

- Roxby Park Enhancements
- Fitness / Urban Movement Park
- Public Market Space
- Aurora Park Enhancements
- Community Mural Program

Residents were invited to select their favourite ideas through the following community engagement opportunities:

- Open House at the Rutland Activities Centre;
- Voting on on-line at getinvolved.kelowna.ca;
- Results: 1,888 views to the webpage, 245 exchanges; and a total of 453 votes were submitted.

The results of the selection of the top favourite ideas were as follows:

1. Public Market Space (180 votes)
2. Fitness / Urban Movement Park (125 votes)
3. Roxby Park Enhancements (68 votes)
4. Aurora Park Enhancements (49 votes)
5. Community Mural Program (31 votes)

Staff looked at moving forward with the Fitness/Urban Movement Park; however the ideal location for this type of infrastructure would be the Rutland Centennial Park. As this land tenure is currently under negotiation at this time, it was not timely to proceed with the *Our Rutland* project at the Rutland Centennial Park. If the transfer of Rutland Centennial Park to the City does occur, the Fitness/Urban Movement Park may be considered for inclusion at a later date. For various reasons, staff feels that a Fitness/Urban Movement Park would not be appropriate in the other parks in the Rutland Town Centre.

Additional consultation occurred with the *Our Rutland* Community Panel to review the top ideas. After discussion with the Panel, staff advanced a concept design for a Public Market Space (1st option) in conjunction with enhancements of Roxby Park (3rd option). The Public Market Space would be a future location for the current Flea Market (currently being rebranded to a Community Market) and the Rutland Parks Society would be responsible for the operations and coordination of market activities.

Proposed Concept:

The City's overarching goal for the Rutland Town Centre is to create a high-density sustainable urban centre. An economic study completed by the City in 2009 (Uptown Rutland Market Assessment), outlined the importance of creating quality public spaces to attract private investment and mixed-use development. It specifically outlined the need to create a unique public realm that differentiates this commercial district from others in the City and interior of BC.

The idea of enhancements to Roxby Park coupled with a new community market in the adjoining parking lot could fit well within the longer term revitalization vision for the Rutland Town Centre and was one of the key ideas from the Rutland Charette in 2010. A preliminary concept plan was developed by staff with these principals in mind (see attachment 1). The preliminary concept plan envisions Roxby Park to act as a forecourt to the temporary stalls to be set up in the parking lot.

An axis from the Highway 33 entrance to the parking lot would be emphasized and would continue through to the tent area. An axis from the Highway 33 entrance to the parking lot should be emphasized and would continue through to the tent area. To create this emphasis:

- The planter currently in the middle of the park will be removed and the surface made to match the existing to allow unrestricted pedestrian movement;
- The current lights will be removed; however lighting would be added in a sequential visual form to 1) enhance the Park's identity and 2) to draw views from the street through to the parking area. This would be pairs of freestanding uprights which would replace the current lights and also provide an opportunity for visual enhancements and architectural/cultural design;
- The existing benches will be removed and replaced with seating that's more inviting and promotes social interaction (movable chairs recommended). The seating will be

located, in a way that allows maximum opportunity to program the space in conjunction with the market (e.g. entertainment, food vendors, etc.);

- Temporary signage will be provided to promote the market;
- Low-level, pedestrian-oriented signage will be incorporated;
- Additional lighting will be provided and may include Tivoli lights, LED tree trunk wrapping, and/or in conjunction with the upright structures (e.g., strung between the uprights or incorporated as a detail);
- Other hardware and furniture will be provided (e.g., bicycle racks and garbage containers);
- A lane extending on axis from the Park will form the aisle between the adjoining rows of stalls in the set up area. The aisle would be defined by painting the asphalt surface in a playful pattern, possibly depicting a pertinent theme;
- An entrance to the tent area would be provided at the north end to allow access from the parking lot; the entrance would be defined by two portable uprights with signage;
- An opportunity for market expansion will be preserved.

Detailed design and procurement will occur during the remainder of 2014. Construction and project implementation will occur in the spring of 2015 and will coincide with the relocation of the Rutland Parks Society expanded market. The Rutland Parks Society has agreed to relocate their market in 2015 to this location to capitalize on the visibility and new location to refresh and expand from the current Flea Market into the Rutland Community Market.

The purpose of this market will not compete directly with the Kelowna's Farmers' and Crafters' Market, as the Rutland Community Market is envisioned to be an all-round market that doesn't focus solely on Farmer's Market goods.

Staff is assisting the Rutland Parks Society with grant applications to investigate external financial grant options to assist in the operations and infrastructure components (tables and tents) for the rollout of an expanded, refreshed Community Market. While the *Our Rutland* project will deliver on park infrastructure and enhancements, external grants will assist in helping the programming and day to day operations of the expanded market.

The use of the park and parking lot will require an agreement with the City (combined approach between Real Estate and Active Living and Culture). A rental fee for the Roxby Park or parking lot will not be established until 2017. This will allow the establishment of the Community Market in this location to gain momentum and location recognition.

Starting in 2017, Roxby Park and parking lot will be part of the City's rental fee structure. Fees will be established for the comprehensive usage of the park and parking lot and will be determined at that time.

This concept design, once endorsed by Council, will be shared as information to the public via news release, updates to the getinvolved.kelowna.ca and the e-subscribe channel update.

The *Our Rutland* project will continue to add value to the Rutland Town Centre and build upon the \$25 million capital investment in the area over the past two years. Ultimately, the

Our Rutland project aims to create an engaged community and spark additional community projects and investment in the town centre of Rutland. The proposed project is believed to meet the spirit of what the community input told us about what they desired for their community, recognizing the budgetary limitations of what could be achieved. This location will serve to anchor this portion of the Urban Centre, and hopefully catalyze community market activity that will be a destination for all residents through future events, programs and community seasonal celebrations.

Internal Circulation:

Andrew Gibbs, Parks & Building Project Manager
 Doug Gilchrist, Div. Director of Community Planning & Real Estate
 Graham Hood, Strategic Land Development Manager
 Kari O'Rourke, Community Engagement Consultant
 Kelly Hanson, Engineering Technical Support Coordinator
 Lorna Gunn, Grants & Partnerships Manager
 Pat McCormick, Planner Specialist
 Terry Barton, Parks & Building Planning Manager

Financial/Budgetary Considerations:

Below is a cost estimate for the *Our Rutland* project:

Description of Work	Cost Estimate
Demolition and Removal (benches, planter, lights, paver removal and bollards)	\$5,100
Electrical (service and connections, conduit, junction boxes, string lights, vendor receptacles)	\$26,700
Vertical Structures (concrete light pole base, steel pole, graphic wrap, banners)	\$30,000
Plaza (replace pavers, including base)	\$12,000
Furnishings (benches, 4 sets of table and chairs, bollards, bike rack, trash can)	\$18,200
Design and Project Management (electrical engineer, CSA certifier, artist, design, construction, celebration event)	\$18,500
Subtotal	\$110,500
Contingency	\$22,100
Total	\$132,600

\$33,000 will be transferred from Policy and Planning's professional and consulting services budget which was carried over in 2014 budget year. Therefore, there is no impact on taxation

External Agency/Public Comments:

This project has been endorsed by the Community Panel, URBA, Rutland Residents Association and the Rutland Parks Society. Attached are letters of support from URBA, Rutland Parks Society and Rutland Residents Association.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

Communications Comments:

Submitted by:

D. Noble-Brandt, Department Manager, Policy & Planning

Approved for inclusion:



D. Gilchrist, Div. Director of CP & RE

Attachments:

Concept Plan

Presentation

Support Letter from URBA

Support Letter from Rutland Parks Society

Support Letter from Rutland Residents Association

cc:

Andrew Gibbs, Parks & Building Project Manager

Doug Gilchrist, Div. Director of Community Planning & Real Estate

Graham Hood, Strategic Land Development Manager

Kari O'Rourke, Community Engagement Consultant

Kelly Hanson, Engineering Technical Support Coordinator

Lorna Gunn, Grants & Partnerships Manager

Pat McCormick, Planner Specialist

Terry Barton, Parks & Building Planning Manager

Jim Paterson, Executive Director of Business Development

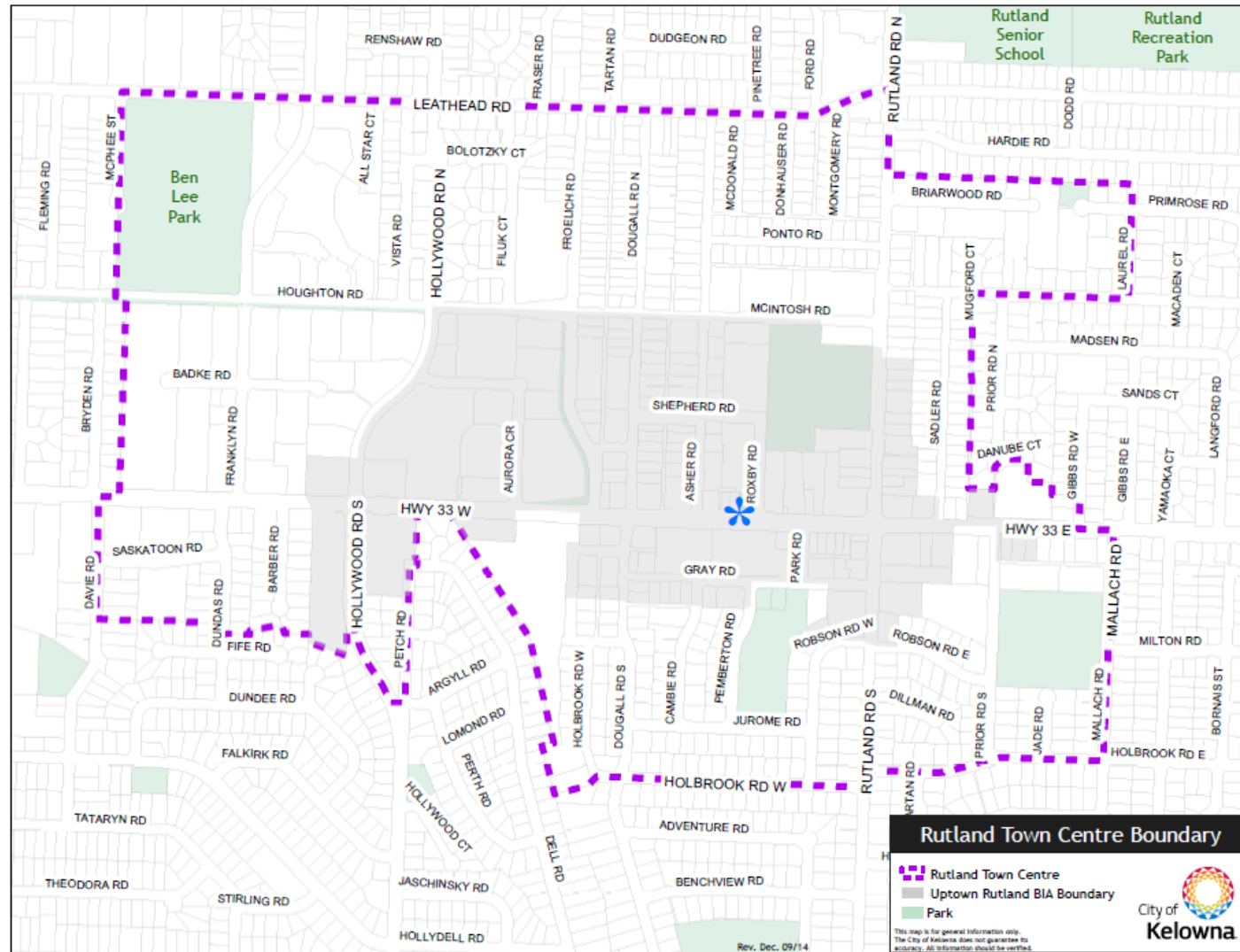
Community Panel Members

URBA

Rutland Parks Society

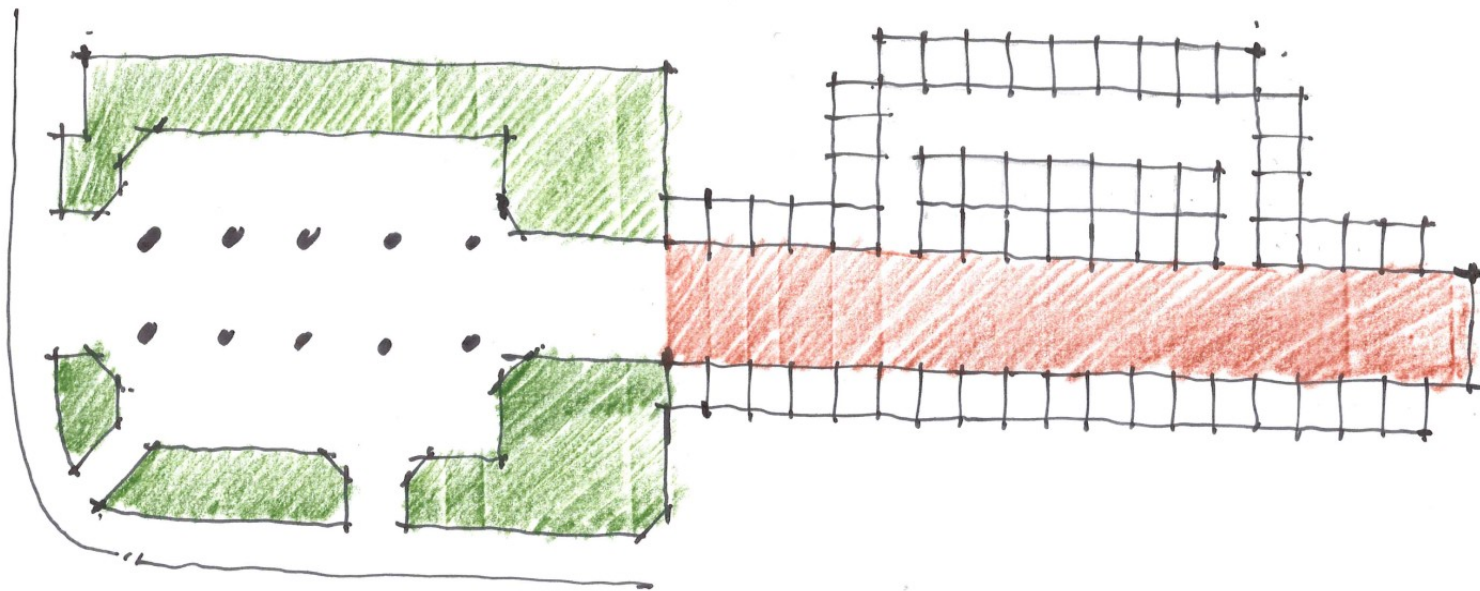
Rutland Residents Association

Roxby Park / Community Market Concept Design





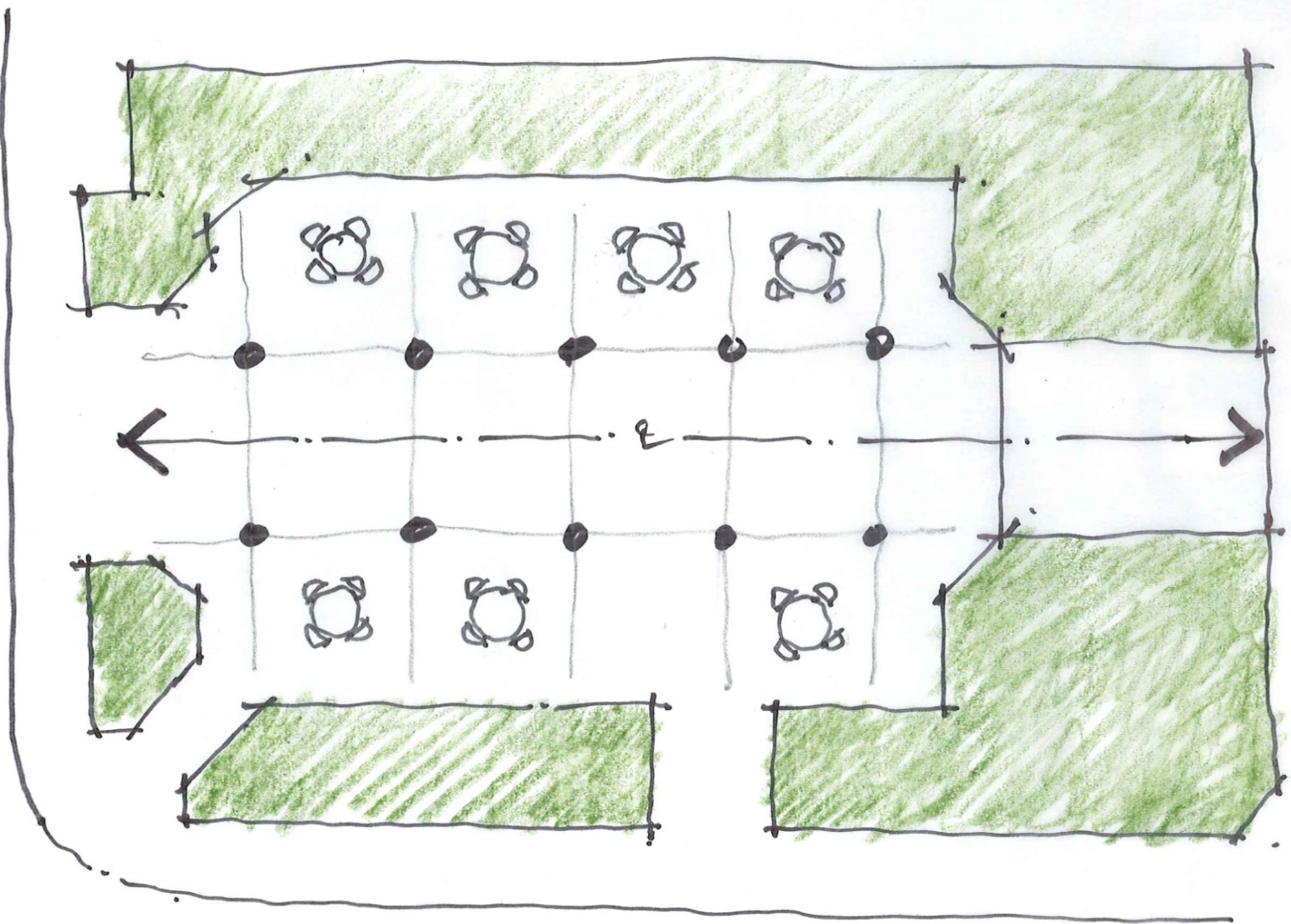
HIGHWAY 33



ROXBY ROAD

Parking lot to community market









June 16, 2014

City of Kelowna

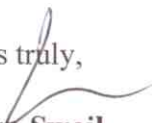
Attention: Michelle Kam
Sustainability Coordinator

Dear Madam:

Re: Our Rutland Project

On behalf of the Uptown Rutland Business Association I would like to advise that the Roxby Park / Community Market concept plan as presented to the Our Rutland Community Panel was reviewed by the URBA board on June 11, 2014. I can advise that it received unanimous approval from our board.

We would like to take the opportunity to thank the City of Kelowna for this initiative and to your team for its hard work in putting together this concept plan. We look forward to seeing and enjoying the finished project in due course!

Yours truly,

Shawn Swail
President

Uptown Rutland Business Association
158 Valleyview Rd Kelowna BC, V1X 3M4
P: 250-451-9861
E: executivedirector@uptownrutland.com

June 16 2014

Michelle Kam

Sustainability Coordinator, City of Kelowna
250-469-8982 mkam@kelowna.ca

Dear Michelle,

Thanks for all the hard work and leadership in bringing 'Our Rutland' from concept to design. I appreciate the challenges that have been set before you, and we are grateful for all the efforts that have taken place to move the project forward, and we are grateful for the opportunity collectively build and plan our community. Like you, we desire to continue to make Rutland a great place to live, and hope that there will be many more opportunities to work together and make this area into one of the Gems of the Okanagan Valley.

I have brought the concepts fwd to our last Rutland Residents Association Meeting, and the Roxby Market was met with great approval. We are excited about the possibilities that the future holds for this key area of Rutland.

We also recognize the guidelines that set the scope of the Our Rutland project and we believe that the Roxby Market concept design is the best choice for all of us. We look forward to seeing the concept come to fruition, and believe that the Roxby Market is one of several initiatives that will enhance and promote civic pride in our Community. Please accept this letter as an endorsement of the concept as it has been presented to us at this time.

Sincerely,

John Huston.

Rutland Residents Association President

www.rutlandra.com

rutlandresidents@yahoo.ca



June 17, 2014

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

Via email: mkam@kelowna.ca

Attention: Ms. Michelle Kam
Sustainability Coordinator

Dear Ms. Kam,

Re: Our Rutland Project

I am writing on behalf of the Rutland Park Society to inform you that our Board of Directors passed a motion to support the Roxby Park improvements and Community Market concept plan that was presented to the Our Rutland Community Panel. Our Board is excited about the proposed concept and look forward to facilitating an improved market in Rutland.

Thank you for the opportunity of participating in this project and we look forward to working with you in the future.

Yours very truly,

Todd Sanderson
President

TS/bp

OUR RUTLAND PROJECT



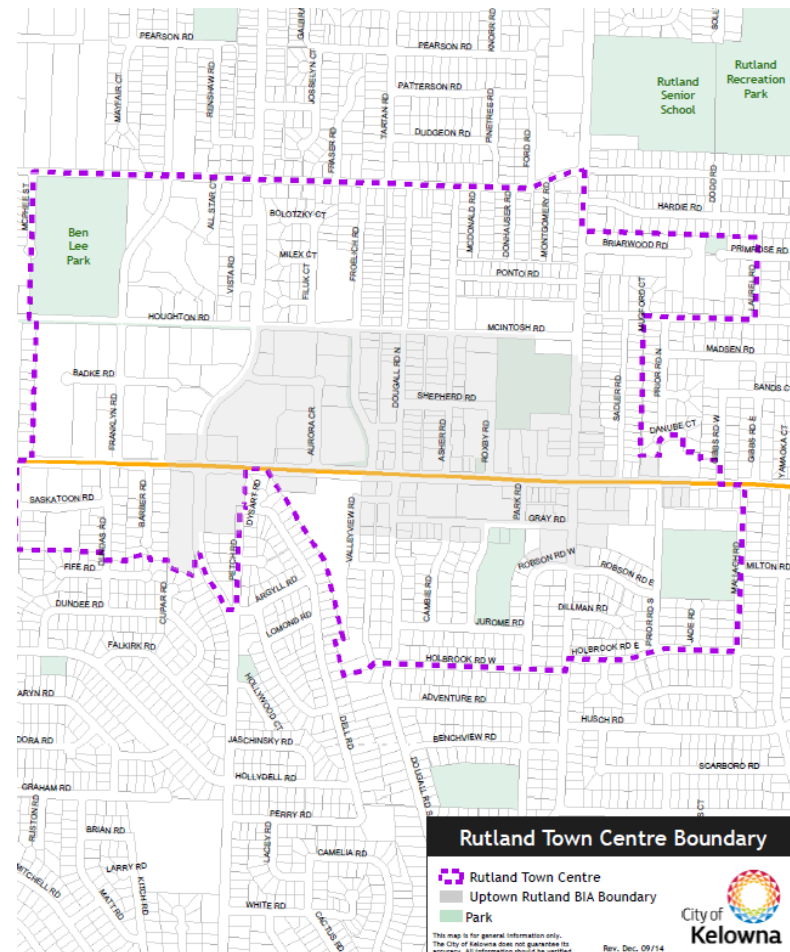
OUR RUTLAND PROJECT OVERVIEW

- ▶ \$100,000 has been approved for *Our Rutland* project
- ▶ Capital infrastructure and/or community programs
- ▶ Community-determined Rutland-focused actions
- ▶ Partnership with stakeholders and the community
- ▶ Pilot for the Strong Neighbourhoods project



PROJECT PARAMETERS

- ▶ One time funding (not ongoing operational funding)
- ▶ Are within the limits of the Rutland Town Centre boundary
- ▶ Needs to be implemented and/or constructed by September 30, 2014
- ▶ Ideas not to exceed the \$100,000 budget allocated (unless external funding secured)
- ▶ Level of support from the community



OUR RUTLAND COMMUNITY PANEL

- ▶ URBA (Laurel D'Andrea and Shawn Swail)
- ▶ TRUST (Garry Benson and Todd Sanderson)
- ▶ Rutland Residents Association (John Huston)
- ▶ Resident (Kara Sangha)
- ▶ Youth (Emily Beagle)

COMMUNITY ENGAGEMENT

- ▶ Getinvolved.kelowna.ca
- ▶ Share your ideas and pass it on (online and in person consultation)
- ▶ Support others
- ▶ Indicate your favourite
- ▶ Social media channels include Facebook at facebook/cityofkelowna or Twitter using #OurRutland
- ▶ Drop off ideas to URBA office.

OUR RUTLAND



\$100K Worth of Ideas!

In building on Rutland assets, the City of Kelowna and community partners invite you to share your \$100K Worth of Ideas to be invested in the Rutland Town Centre.

Find out how you can make your ideas real.



Online
getinvolved.kelowna.ca



Email
mkam@kelowna.ca



Phone
250-469-8982



Open House
TBA

City of Kelowna

TRUST
The Rutland Unified
Stakeholders Team

CONSULTATION AND OUTREACH

- ▶ Idea Generation Phase:
 - ▶ 175 in-person surveys at seven community engagement events
 - ▶ On-line getinvolved.kelowna.ca had 4,030 views and 1,462 interactions
 - ▶ 120 Project ideas submitted by public
 - ▶ Feasibility Analysis



PUBLIC SHARPS PROGRAM

- ▶ Partnership formed between Parks Department and Positive Living Resource Centre
- ▶ Pilot program for a sharps containers
- ▶ Ben Lee and Lions' parks in 2014



CONSULTATION AND OUTREACH

- ▶ Favorite Idea Phase:
 - ▶ five \$100,000 packages voted on by 453 people in the community:
 - Roxby Park Enhancements
 - Fitness / Urban Movement Park
 - Public Market Space
 - Aurora Park Enhancements
 - Community Mural Program



CONSULTATION AND OUTREACH

- ▶ Open House at Rutland Activities Centre
- ▶ Voting online at getinvolved.kelowna.ca
- ▶ Results: 1,888 views to the webpage, 245 exchanges
- ▶ Total: 453 votes submitted



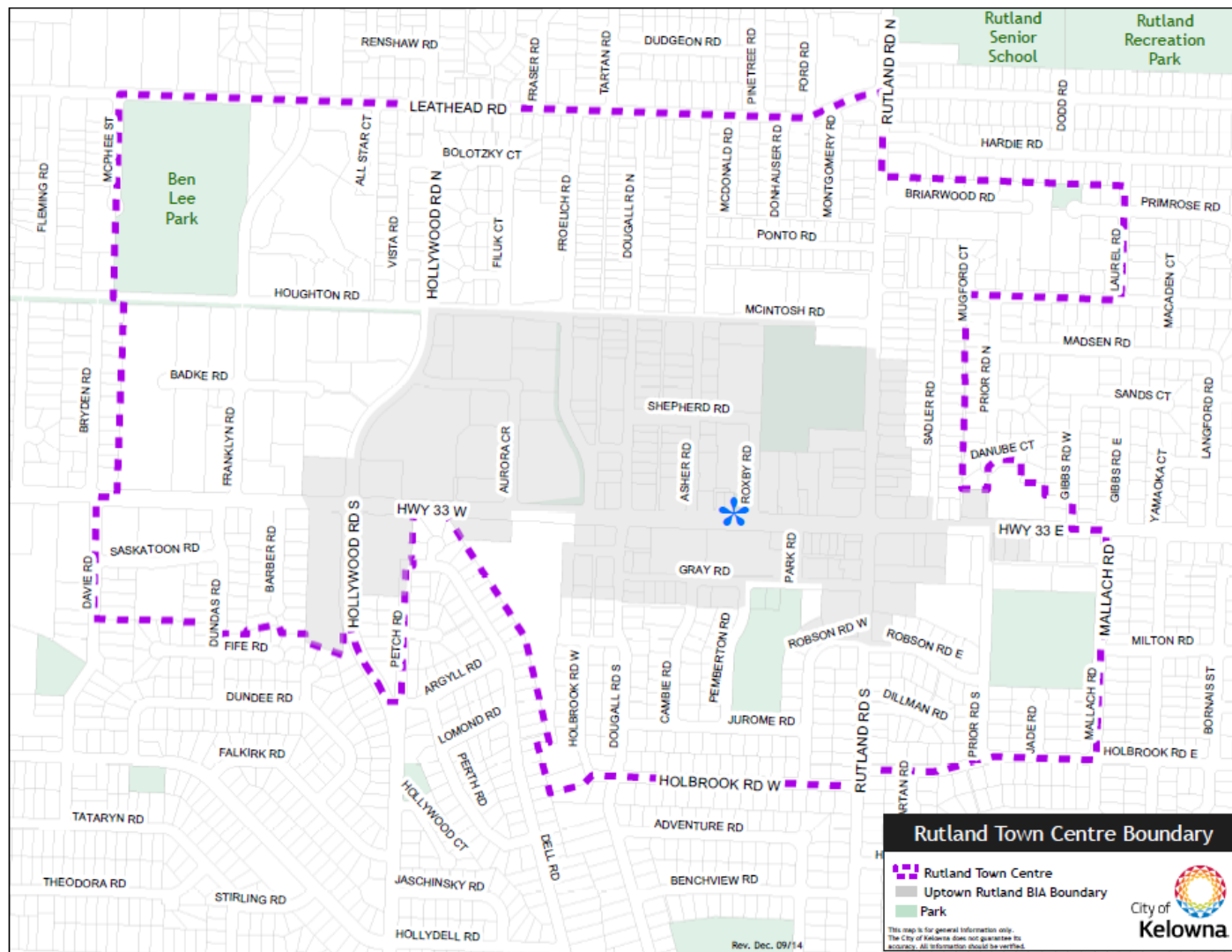
RESULTS OF FAVORITE IDEA PHASE

- ▶ 1. Public Market Space (180 votes)
- ▶ 2. Fitness / Urban Movement Park (125 votes)
- ▶ 3. Roxby Park Enhancements (68 votes)
- ▶ 4. Aurora Park Enhancements (49 votes)
- ▶ 5. Community Mural Program (31 votes)

COMMUNITY MARKET

- ▶ Rebranding Flea Market
- ▶ Same times (Sunday morning)
- ▶ New location (spring to fall)
- ▶ Fresh energy
- ▶ Increased visibility
- ▶ Electrical outlets
- ▶ Listening to the public

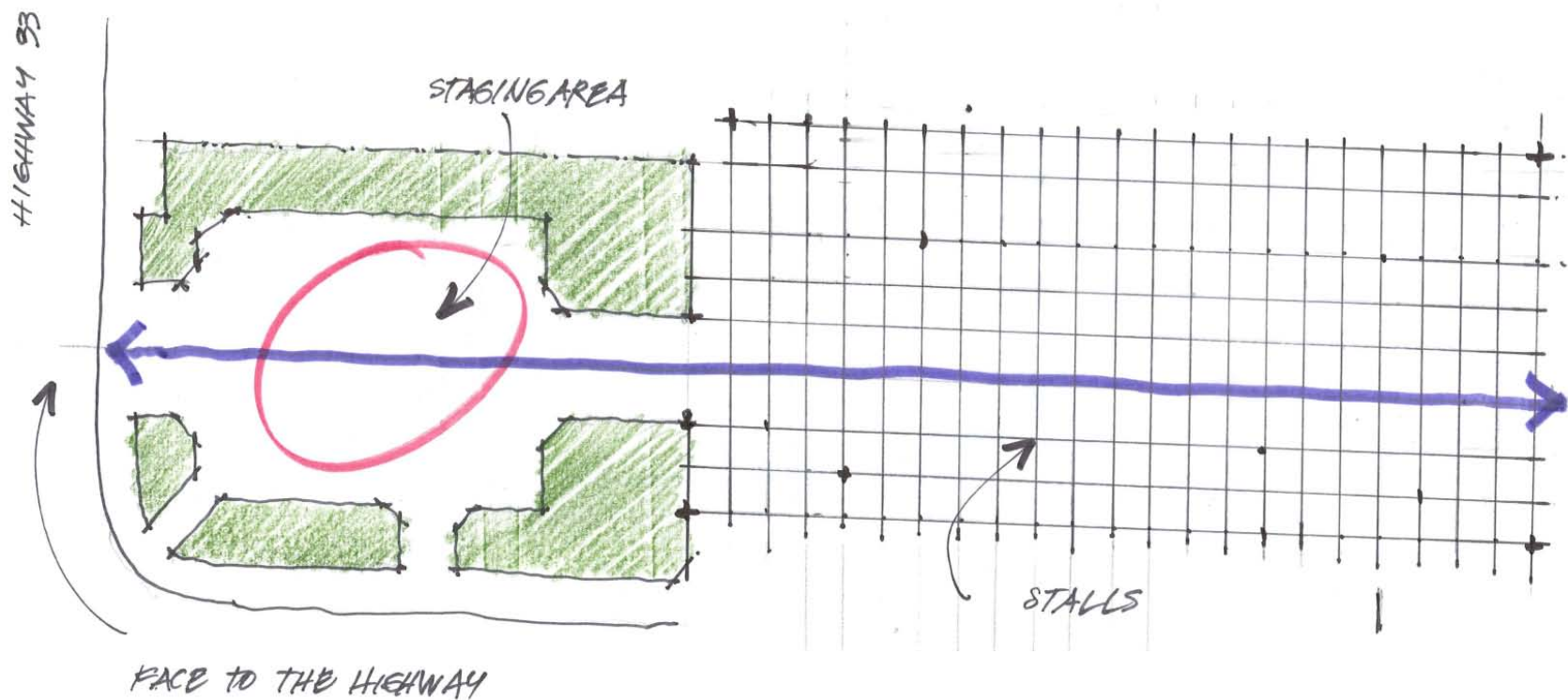
community
MARKET

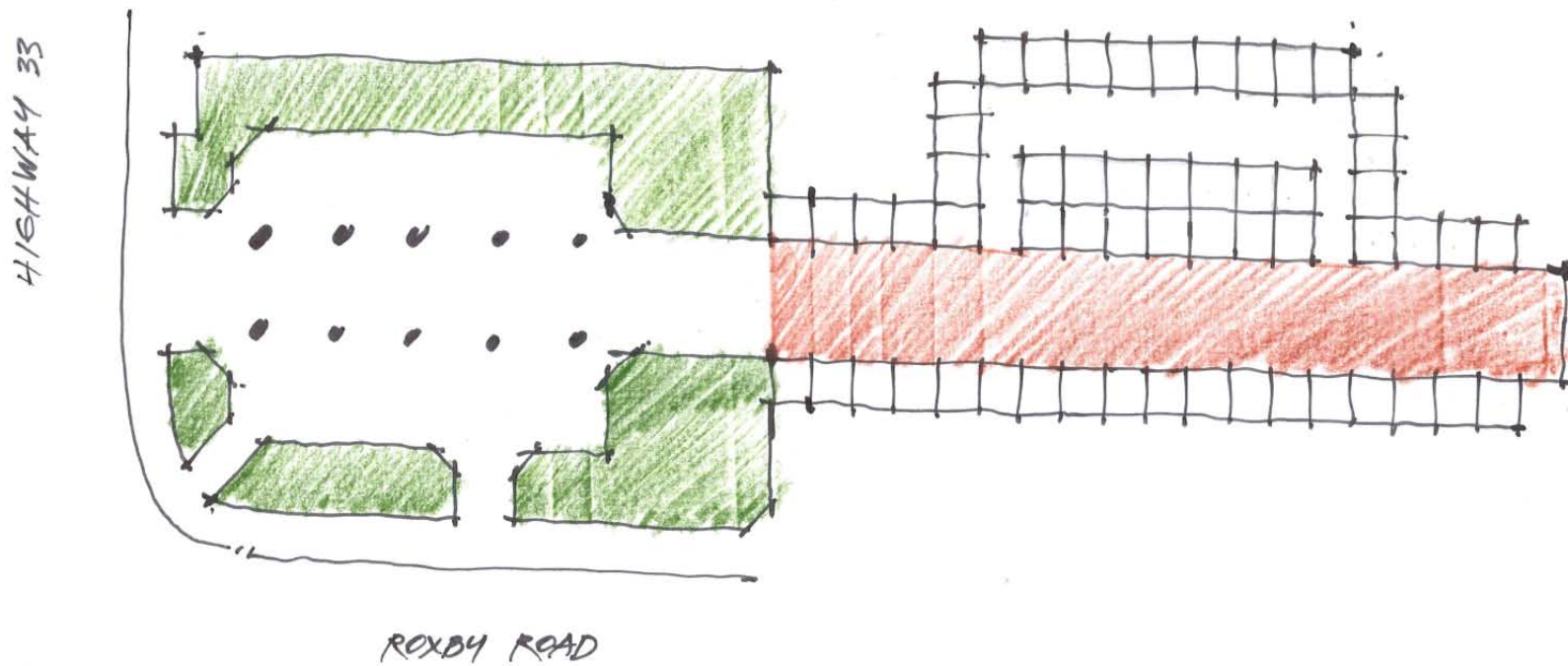


ROXBY PLAZA



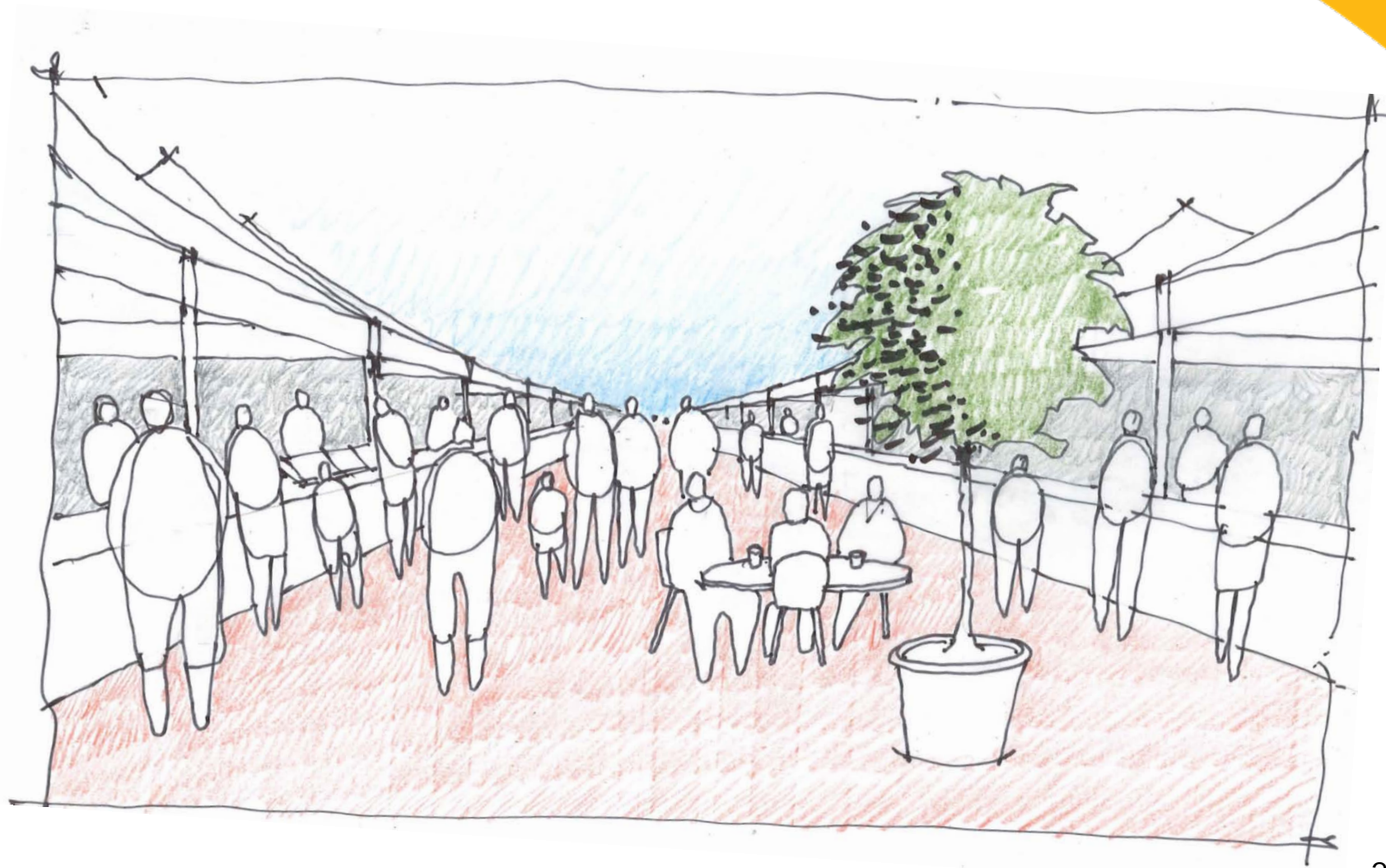


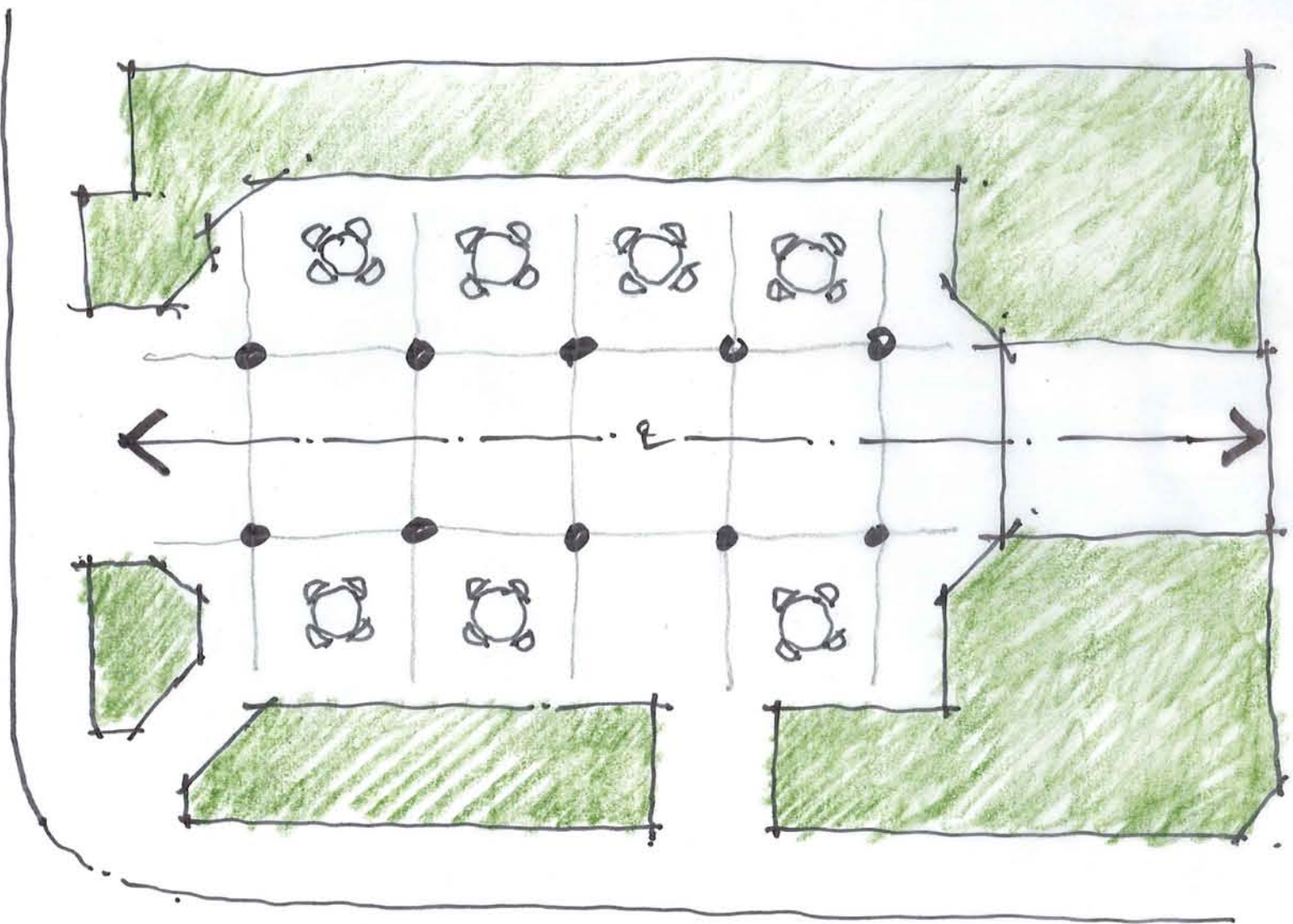




PARKING LOT TO COMMUNITY MARKET











COMMUNITY EVENTS FOR ROXBBY PLAZA

- ▶ Cultural potluck
- ▶ Library book sell
- ▶ Food trucks
- ▶ Picnic day
- ▶ Community events
- ▶ Music in the park



COST ESTIMATE

Description of Work	Cost Estimate	
DEMOLITION AND REMOVAL (benches, planter, lights, paver removal and bollards)	\$5,100	
ELECTRICAL (service and connections, conduit, junction boxes, string lights, vendor receptacles)	\$26,700	
VERTICAL STRUCTURES (concrete light pole base, steel pole, graphic wrap, banners)	\$30,000	
PLAZA (replace pavers, including base)	\$12,000	
FURNISHINGS (benches, 4 sets of table and chairs, bollards, bike rack, trash can)	\$18,200	
DESIGN AND PROJECT MANAGEMENT (electrical engineer, CSA certifier, artist, design, construction, celebration event)	\$18,500	
SUB-TOTAL	\$110,500	
CONTINENCY	\$22, 100	
TOTAL	\$132,600	238

NEXT STEPS

June 23, 2014

- Council report and presentation
- Council endorsement

June 24, 2014

- Inform public of Our Rutland project and timelines

July to December
2014

- Project design and procurement

March to April
2015

- Project construction
- Project celebration

Report to Council



Date: 6/23/2014
File: 1840-20
To: City Manager
From: Parks Planner, Infrastructure Planning
Subject: Munson Pond Park

Recommendation:

That Council receives, for information, the report from the Parks Planner dated June 23, 2014, with respect to Munson Pond Park.

Purpose:

During a recent Audit Committee Meeting Council requested that staff report back on the status of Munson Pond Park (SR 288887).

Background:

Through the purchase of three parcels of land in 2005 the City secured approximately 9.8 hectares for natural area park that encompasses Munson Pond. The pond itself is approximately 3.8 hectares in size. The land is located within the Agricultural Land Reserve; however this designation should not provide any obstacles as environmental reserve and natural area park are acceptable uses within the ALR.

Munson Pond is a beautiful water body surrounded by a mature remnant cottonwood forest, a red listed plant community. Valued for its bird watching opportunities, waterfowl habitat and habitat for small amphibians, reptiles and mammals, Munson Pond is a jewel in the region. The park is centrally located within the KLO/South Padosy Sector in close proximity to residential neighbourhoods and good access to major roads for visitors.

Preliminary Concept Planning

Staff have prepared a preliminary concept plan (Attachment 1) for a potential first phase of development that would remove the existing residential house, mobile home and associated structures, open the land as a park to the public and provide some passive recreation opportunities to the public. Works would include:

- A gravel nature trail around the pond with connections to the surrounding road network;
- A pedestrian bridge over a tributary;
- Way finding and interpretive signage describing the significance of the pond;
- Riparian and environmental restoration
- Bird viewing platforms/blinds
- Parking/staging area (8-10 stalls)

Financial/Budgetary Considerations:

A high level cost estimate has been prepared based on the preliminary concept plan:

Demolition/Removals	\$45,000
Landscaping (parking, trail network, pedestrian bridge, riparian plantings, hazardous tree removals, etc.)	\$99,200
Furniture and Features (signage, bird blind, entrance gates, fencing, garbage cans, benches, etc.)	\$29,350
Soft Costs (e.g. survey, lot consolidation, consulting fees, staff admin, etc.)	\$50,442
Taxes (PST)	\$8,678
Contingency (10%)	\$17,355
Total	\$250,025

The project is currently not identified in the 2020 Capital Plan and as such, new funds would need to be found or other projects delayed.

Partnership opportunities may exist for development of the park with the Central Okanagan Land Trust (COLT) in their efforts to protect important and vanishing wetland habitats in the Central Okanagan. In addition, other opportunities may be found with corporate sponsorships and/or grants.

Internal Circulation:

Manager, Parks Services

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

B. Davidson, Parks Planner, Infrastructure Planning

Approved for inclusion:



John Vos, Director, Infrastructure Planning

Attachment 1: Preliminary Concept Plan

cc: Divisional Director, Civic Operations
Manager, Grants and Partnerships
Manager, Parks and Building Planning



Attachment 1:

Munson Pond Park - Preliminary Concept Plan

May 26, 2014 Infrastructure Planning

Report to Council



Date: 6/17/2014
File: 0270-02
To: City Manager
From: Garry Filafilo, Financial Projects Manager
Subject: 2013 Annual Report

Recommendation:

THAT Council receives, for information, the 2013 Annual Report for the year ended December 31, 2013 attached to the Report of the Financial Projects Manager dated June 17, 2014;

AND THAT Council receives, for information, the '2013 Council Remuneration and Expense report, Employee Remuneration and Schedule of Payment for the Provision of Goods and Services' attached to the Report of the Financial Projects Manager dated June 17, 2014.

Purpose:

To meet legislated reporting requirements for annual financial statements and provide contextual information for the data contained in the remuneration reports.

Background:

Annual reporting of financial information is mandatory for all municipalities under the Financial Information Act. Previously, the City of Kelowna has produced a report for the purpose of printing; however, this year the report has been designed and distributed on-line only. Print copies are available on request.

Community Charter requirements specify that the public be informed that the report is available for review two weeks prior to Council's review of the 2013 Annual Report. The 2013 Annual Report is available at kelowna.ca/annualreport. Public have been invited (via social media, online marketing and traditional advertising) to review the report, provide feedback and ask questions about the report prior to and at this meeting.

On April 29, the City of Kelowna's Annual Consolidated Financial Statements for the year ended December 31, 2013 were reviewed by the Audit Committee; these statements were subsequently approved by Council on May 5.

In addition to the financial statements, the Annual Report summarizes the City's strategic plan, highlights actions and efforts taken in 2013 to achieve that plan. Together, these actions and efforts tell the story of how citizens are impacted by our efforts to build a strong community guided by sound fiscal management.

More than 80 percent of Kelowna citizens surveyed say they receive good value for their municipal tax dollars.

Kelowna has among the lowest taxation levels in the Province and the second lowest City staff-to-population ratio in Canada for cities that offer the same services.

A report on permissive tax exemptions granted by Council is included in the annual report. The amount reported in this section includes the municipal portion of taxes exempted for the year 2013 as required under the Community Charter. A report is also included on Development Cost Charges to indicate the activity for charges received, expenditures made and any waivers or reductions for each DCC group.

Within the Annual Report, following the Audited Consolidated Financial Statements and Notes to Consolidated Statements, is the Statistical Review, in graphic format for the years 2009 through 2013.

The 2013 Council Remuneration and Expenses report, Employee Remuneration and Expenses report, and the Payment for the Provision of Goods and Services schedule are prepared annually as part of the Financial Information Act reporting requirements.

The 2013 Employee Remuneration report shows an increase of 33 staff earning more than \$75,000 over the 2012 level: Management staff increased by 1; IAFF staff increased by 12; and CUPE staff increased by 20. The number of staff above the \$75,000 threshold is impacted by contract increases and other compensation such as vacation payouts or mileage charges.

Management and CUPE increases have been between 1 and 1.5% for the past several years, and these incremental increases are pushing more staff onto the list of those who earn more than \$75,000.

The chart below provides a summary of the changes by employee group:

Remuneration Comparison 2013 - 2012			
	2013	2012	Change
>\$75,000	Number	Number	Number
Management	102	101	1
IAFF	108	96	12
CUPE	79	59	20
Total	289	256	33

The total employee remuneration for 2013 has increased by approximately \$2.1 million to \$61.0 million. The increase in remuneration is due to annual incremental contract increases in 2013, including \$1 million in retroactive wage payments to IAFF members.

Legal/Statutory Authority:

Community Charter section 98, Annual Municipal Report - requires that the annual report be prepared by June 30th of each year and that it be available for public inspection at the meeting the Annual Report is to be considered by Council.

Community Charter section 99 - Council must give notice of the meeting at which the Annual Report is to be considered in accordance with section 94, and consider, the annual report along with any submissions and questions from the public.

Financial Information Act Regulations Schedule 1 Section 9(2) - requires that a Municipality have the Statement of Financial Information approved by its Council and by the officer assigned responsibility for financial administration under the Local Government Act.

Internal Circulation:

G. Davidson, Financial Services Director

R. Mayne, Divisional Director Corporate and Protective Services

S. Leatherdale, Divisional Director Human Resources and Corporate Performance

C. Weaden, Divisional Director Communications and Information Services

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

**Garry Filafilo, CPA, CA
Financial Projects Manager**

Approved for inclusion:

GD

Genelle Davidson, Financial Services Director

Attachments:

2013 Annual Report

2013 Council Remuneration and Expenses, Employee Remuneration and Expenses and Payment for the Provision of Goods or Services



2013 Council Remuneration and Expenses, Employee Remuneration and Expenses, Payment for the Provision of Goods or Services

For the year ended December 31, 2013

June 2014

CITY OF KELOWNA
Council Remuneration and Expense Report
for the year ended December 31, 2013

Surname	First Name	Taxable Remuneration	Non-taxable Allowance	Other Expenses	Benefits
Mayor					
Gray	Walter	62,034	29,717	11,763	
Councillors					
Basran	Colin	21,036	10,518	2,079	
Blanleil	Andre	21,036	10,518	-	
DeHart	Maxine	21,036	10,518	6,297	
Given	Gail	21,086	10,518	2,756	
Hobson	Robert	21,036	10,518	3,018	
Singh	Mohini	21,502	10,518	66	
Stack	Luke	21,269	10,634	966	
Zimmermann	Gerald B	21,269	10,634	-	
Total Council		\$ 231,303	\$ 114,093	\$ 26,944	\$ -

CITY OF KELOWNA

Schedule of Remuneration and Expenses paid to or on behalf of each employee
for the year ended December 31, 2013

Surname	First Name	Position	Remuneration	Expenses
MANAGEMENT				
Abrey	Brian	Infrastructure Systems Manager	95,639	1,428
Albiston	Andrew	Regional Projects Manager	95,329	850
Albrecht	Steve	Police Records Spvsr	75,406	-
Angus	Lori	Recreation & Business Services Manager	80,117	1,934
Astofooroff	Darryl	Public Works Manager	102,337	1,519
Backmeyer	Donald	Sport & Event Development Mgr	92,696	-
Bagh	Signe	Policy & Planning Director	140,708	202
Bailey	Mary-Lou	Design & Construction Administration Manager	78,264	-
Barton	Terry	Parks & Building Planning Manager	91,221	1,120
Bayat	Mo	Development Services Director	127,429	4,655
Belgrove	Darrell	Assist Chief, Airport Operations & Fire	78,035	3,997
Berry	William	Design & Construction Services Director	128,352	7,799
Booth	Neil	Airport Fire Chief	84,679	2,555
Brolund	Jason	Deputy Fire Chief	127,227	5,988
Bryans	Stephen	Roadways Operations Supervisor	85,953	1,156
Bujara	Cornelia	Human Resources Manager - Corporate Services	86,421	5,215
Butchart	Brian	Systems Development Manager	104,135	2,760
Carlisle	Jeffrey	Fire Chief	137,322	8,900
Carr	Eric	Corporate Strategy & Performance, Dept Manager	122,536	2,082
Cashin	Todd	Subdivision, Agriculture & Environment Services Manager	93,556	692
Castorf	Henry W	Airport Development Manager	93,081	3,499
Cavezza	Brandon L	Learning & Development Mgr	75,923	5,312
Cleveland	Randy	Infrastructure Planning Director	110,348	-
Creron	Joe	Civic Operations Div. Director	149,355	4,098
Davidson	Genelle	Financial Planning Manager	96,650	3,279
Dombowsky	Jerry	Regional Programs Mgmt Manager	91,631	-
Drachenberg	Neil	Airport Safety & Security Mgr	100,754	6,213
Dray	David	Mtce Development Supervisor	85,273	-
Dueck	Jackie	Systems & Reporting Manager	94,933	3,023
Edstrom	Derek	Director of Real Estate	107,717	2,249
Eichler	Theresa	Community Planning Manager	93,076	81
Elchitz	Phillip	Airport Duty Manager	81,429	3,250
Entwistle	Robert	Information Services Manager	116,173	3,490
Filafilo	Garry	Financial Projects Manager	80,247	1,035
Fitzgerald	Darla	Police Administration Spvsr	78,411	-
Fleming	Stephen	City Clerk	106,034	1,951
Forbes	Ronald	Property Manager	82,577	131
Foster Sexsmith	Jodie	Communications Supervisor	83,098	-
Fuller	David	Airport Operations Deputy Director	121,567	45,412
Gabriel	Jim	Active Living & Culture Div. Director	139,012	3,425
Gambacort	Shelley	Subdivision, Agriculture & Environment Director	126,853	1,541
Gibbs	Andrew	Park & Building Projects Manager	98,917	914
Gilchrist	Douglas	Community Planning & Real Estate Div. Director	158,671	5,700
Gosselin	Michael	Waste Water Treatment Spvsr	91,192	5,772
Grayston	Keith	Financial Services Director	135,094	2,934
Gunn	Lorna	Grants & Partnerships Manager	87,984	848
Hall	James	Airport Operations Manager	98,111	11,761

Surname	First Name	Position	Remuneration	Expenses
Hood	Graham	Strategic Land Development Mgr	81,212	1,696
Irani	Purvez	Road, Drainage & Solid Waste Projects Manager	104,547	469
Johansen	Martin	Building Services Manager	97,438	4,585
Kayfish	Lance	Risk Manager	96,473	948
Khan	Atif	Traffic Signals & Systems Supervisor	82,231	1,930
King	George	Revenue Manager	87,556	729
Kochan	Sandra	Cultural Services Manager	82,455	4,291
Kowal	Terry	Building Inspections Supervisor	90,304	489
Leatherdale	Stuart	Human Resources & Corporate Performance Div. Director	129,777	2,076
Light	Gordon	Solid Waste Supervisor	83,469	364
Loft	Maureen	Purchasing Manager	101,719	1,981
Macklem	Paul	Deputy City Manager	195,615	12,994
Mattiussi	Ronald	City Manager	258,728	19,247
Mayne	Rob	Corporate & Protective Services Div. Director	138,345	466
McNeely	Cindy	Civic Operations Finance & Administration Manager	87,651	3,764
Muenz	Steven	Development Engineering Manager	122,861	3,728
Muller	Kenneth	Solid Waste Supervisor	83,469	1,392
Murrell	Michael	Utilities Network Maintenance Supervisor	88,460	702
Nadasde	Wayne	Utilities Construction Supervisor	86,861	1,088
Needham	Karen	Legislative Svcs Supervisor	84,022	1,038
Noble-Brandt	Danielle	Policy & Planning Department Manager	90,969	2,869
Patan	Douglas	Building & Permitting Manager	110,376	1,096
Paterson	Jim	Executive Director of Business Development	169,574	3,687
Paulin	Nathalie	Performance Improvement Consultant	76,266	4,315
Peters	Nathan	Safety Advisor	80,698	240
Philippot	Pamela	Compensation and Benefits Manager	83,633	2,742
Redman	Noreen	Airport Finance & Administration Manager	85,545	5,229
Reeder	Andrew	Utility Planning Manager	99,299	1,069
Rideout	Anita	Client Services Supervisor	76,440	1,106
Roberts	Louise	Community & Neighbourhood Programs Manager	80,989	1,866
Ryder	Norman	Cemetery Manager	81,206	1,711
Samaddar	Sam	Airport Director	157,072	18,669
Shaw	Joel	Capital Assets & Investments Manager	104,082	2,194
Smith	Ryan	Urban Planning Manager	105,186	1,437
Solinsky	Kerry	Police Services Manager	92,733	655
Sophonow	Ted	Parks, Beaches & Sportsfields Supervisor	86,331	720
Soros	Alf	Fleet Services Manager	83,369	588
Sourisseau	Paul	Human Resources Manager - Community Services	103,363	1,166
Stephen	Gary	Long Range Policy Planning Manager	86,214	41
Stewart	Blair	Urban Forestry Supervisor	88,775	1,243
Thiessen	Angie	Project Portfolio Manager	97,919	265
Thompson	Darin	Roadways Construction Supervisor	86,718	-
Van Vliet	Kevin	Utility Projects Manager	102,460	1,386
Vos	John	Div. Director Infrastructure Planning/General Manager	192,048	4,894
Walter	Lynn	Financial Accounting Manager	95,143	-
Weaden	Adrian	Water Quality & Pumpstations Supervisor	88,107	1,774
Weaden	Carla M	Communications & Information Svcs Div. Director	127,643	7,159
Westlake	Ronald	Regional Services Director	133,838	8,753
Wilde	Louis	Deputy Fire Chief	123,917	6,894
Wilson	Ian	Parks Services Manager	108,908	5,078
Wilson	Tom	Communications Supervisor	81,444	-
Wise	Gregory	Bylaw Services Manager	87,391	290
Wollin	Wilfred	Traffic Operations Supervisor	92,777	5,538
Yakimchuk	Joseph	Airport Duty Manager	82,791	3,563

Surname	First Name	Position	Remuneration	Expenses
Zahara	Randy	Community Theatre Manager	84,963	-
FIREFIGHTERS				
Baillie	John	Firefighter	100,104	-
Barth	Neil	Captain	119,736	-
Barton	Patrick	Firefighter	100,960	-
Baudais	Shannon	Secretary (Fire Dept)	83,447	-
Benson	Adam	Firefighter	107,951	-
Bonkowski	Glenn	Firefighter	103,355	76
Bostock	Bruce	Captain	125,525	-
Brandel	Steve	Firefighter	100,169	-
Brownlee	Michael	Firefighter	110,143	-
Buchanan	Robbie	Captain	121,491	-
Calhoun	Dale	Platoon Captain	134,631	51
Chasca	Danny	Captain	119,567	-
Chatham	Allan J	Captain	116,116	-
Clarke	Scott	Firefighter	110,223	-
Cockings	Paul	Firefighter	80,828	-
Corsi	Ryan	Firefighter	98,072	75
Cronquist	Scott	Lieutenant	122,075	-
Dais	Jarret	Firefighter	95,009	-
Darchuk	Gordon	Captain	125,237	-
Dion	Ryan	Firefighter	98,789	200
Enseleit	Calvin	Firefighter	109,031	-
Euper	Richard J	Fire Inspector	93,763	1,912
Fenton	Lee	Firefighter	96,939	-
Gaschnitz	Christopher	Firefighter	96,850	-
Gesi	Sandra	Dispatch Centre Operator	95,956	-
Gibson	David	Firefighter	78,477	-
Golling	Ronald	Captain	125,015	76
Graf	Scott	Firefighter	99,338	1,463
Green	William Trent	Firefighter	96,386	-
Hall	Steven	Captain	127,139	-
Hawley	Michael	Fire Inspector	99,315	-
Hill	Michael	Firefighter	105,463	-
Hill	Timothy	Captain	125,685	323
Hollier	Lawrence	Captain	122,549	323
Hrynew	Shannon	Dispatch Centre Operator	95,023	-
Jacobson	Kenneth	Training Officer	128,405	4,827
Jacobson	Kyle	Firefighter	102,819	200
Johnson	Paul	Fire Inspector	108,327	1,619
Johnston	Todd	Firefighter	111,028	819
Johnstone	Pamela	Fire Administration Officer	112,238	1,586
Kakuno	Tracey	Firefighter	89,319	-
Keating	Lawrence	Firefighter	97,230	1,263
Kelly	John	Captain	123,832	323
Kiehlbauch	Shayne	Firefighter	121,019	7,258
Kinnear	Matthew	Firefighter	99,029	-
Kolar	Joseph	Firefighter	106,264	-
Kranabetter	Mark	Lieutenant	106,943	-
Kroschinsky	Brian	Firefighter	97,145	-
Lang	Corrie	Firefighter	106,505	75
Leimert	David	Captain	115,570	-
Light	Timothy V	Platoon Captain	139,384	290

Surname	First Name	Position	Remuneration	Expenses
Lipkovits	Allan	Firefighter	97,090	-
Mamchur	Troy	Firefighter	99,330	1,338
McCarthy	David	Firefighter	98,557	-
McNairn	Jeff	Firefighter	79,866	75
Melnyk	Tracy	Firefighter	98,631	-
Miller	Dennis	Captain	128,759	409
Moffat	Robert	Firefighter	100,763	899
Moore	Brian	Fire Administration Officer II	124,985	5,412
Moorhouse	Matthew	Firefighter	80,155	-
Mudge	Robert	Firefighter	92,924	-
Nanci	Enzo	Firefighter	104,000	-
Ness	James	Firefighter	80,627	-
Nykilchuk	Bryan	Firefighter	96,730	1,263
Orban	Christopher	Firefighter	97,906	75
Pacholzuk	Gayanne	Fire Prevention Officer	114,130	462
Paley	Glenn	Assistant Training Officer	120,163	2,876
Payer	Scott	Firefighter	101,946	-
Pellett	Ryan	Firefighter	96,404	1,263
Pfenning	Brad	Firefighter	103,209	-
Picklyk	Jason	Firefighter	109,688	1,716
Pinda	Ronald	Captain	121,358	77
Roshinsky	Steven	Lieutenant	118,053	-
Rossi	Sy	Firefighter	99,330	200
Rubuliak	Christopher	Firefighter	100,655	-
Sanger	Troy E	Firefighter	104,475	-
Schleppe	Robert	Captain	122,758	-
Schmidt	Aaron	Firefighter	78,788	125
Schraeder	Jeremy B	Firefighter	98,678	-
Serres	Lawrence	Platoon Captain	125,308	-
Shaw	Douglas	Firefighter	103,252	-
Shemley	Craig	Firefighter	96,778	-
Simpson	Eric	Captain	123,558	51
Skeldon	Robert	Firefighter	107,406	-
Sparks	Alana	Dispatch Centre Operator	91,897	-
Spragge	Trevor	Relief Dispatch Operator	79,549	-
Springer	Jonathan	Relief Dispatch Operator	98,431	-
Stantic	Peter	Firefighter	113,084	4,287
Stephens	Kelly	Platoon Captain	129,803	-
Stewart	Craig T	Firefighter	93,720	-
Stoodley	Jason	Firefighter	103,601	-
Szabadi	Thomas	Firefighter	94,848	-
Twamley	Jason	Firefighter	102,996	-
Van De Sype	Russell	Fire Inspector	104,055	589
Volk	Micah	Firefighter	115,295	5,167
Wallick	Steve	Captain	132,397	-
Walroth	Michael	Firefighter	81,627	-
Wentland	Jeremy	Firefighter	101,792	200
Weremy	Kevin	Firefighter	102,933	-
Wiberg	Kyle	Firefighter	108,007	929
Wiersma	Larry	Firefighter	102,527	-
Wildgrove	Ian	Firefighter	91,879	-
Williamson	Andrea	Dispatch Centre Operator	97,148	-
Wright	John	Firefighter	103,627	1,263
Wudrich	Shawn	Firefighter	101,387	-

Surname	First Name	Position	Remuneration	Expenses
Young	Stacey	Firefighter	104,596	76
Zimmermann	Christopher	Firefighter	108,496	-
Zimmermann	Lorne	Lieutenant	117,586	-
CUPE STAFF				
Anderson	Cody	Airport Operations Specialist/Firefighter	78,224	887
Aulenback	Dale	Inspector II Gas & Plumbing	77,878	810
Backstrom	William	Foreman Roadways	82,792	4,435
Benke	Stefanie	Business Systems Analyst	75,374	-
Bille	Michael	Business Systems Analyst	80,834	-
Blackburn	Kymandalu Y	Business Systems Analyst	81,786	-
Bransfield	Dean	Equipment Operator V	78,396	373
Brennan	John	Business Systems Analyst	76,923	1,599
Burgat	Bernard	Development Technician - Engineering	75,416	-
Burggraeve	Damien	Planner II	75,482	314
Campbell	Laurens	Engineering Traffic Technician	81,168	105
Dacre	Bruce	Design Technician	86,861	-
Davidson	Barbara	Park and Landscape Planner	75,213	608
Dexel	Dennis	Water & Wastewater Treatment Operator	75,421	12
Ebanks	James	Airport Operations Specialist/Firefighter	80,195	951
Egely	Steven	Mechanic	85,095	1,464
Elliott	Derrick	Airport Operations Specialist/Firefighter Crew Captain	87,333	1,130
Enevoldson	Darren	Environmental Technician II	79,025	3,014
Esplen	Jack	W/WW Foreman	81,534	219
Faulkner	Gail	Lic/Bylaw Enforcement Officer	75,001	624
Filipenko	John	Development Technician - Engineering	75,699	-
Fisher	Joe	Utilities Foreman	86,215	443
Floor	Timothy	Business Systems Analyst	85,241	1,708
Ford	Robert	Senior Wastewater Treatment Op	76,347	2,171
Frick	Jeremy	Building Insp/ Plan Checker	75,703	1,832
Gatzke	David	Parks Cmnty. Rel. Coordinator	77,688	12
Geistlinger	Michael	Airport Operations Specialist/Firefighter	78,311	198
Glavin	Don	Airport Operations Specialist/Firefighter	76,579	982
Gonzato	Daniel	Gas & Plumbing Inspector II	75,563	103
Grills	Kevin	Mechanic Shop Foreman	79,976	363
Hanson	Kelly	Engineering Technical Support Coordinator	83,624	1,505
Harborne	Neil	Gas & Plumbing Inspector II	77,729	706
Hopkins	Lloyd	Building Systems Foreman	75,643	-
Humes	D Michael	Senior Wastewater Treatment Op	75,235	2,053
Hunchak	Neil	Roadways Foreman	79,483	-
Jennejohn	Ryan	Design Technician	81,194	-
Johnson	Kim	Roadways Foreman	92,042	220
Kehler	Ron	Network Systems Analyst	82,655	3,155
Kirkpatrick	Robert	Building Insp/ Plan Checker II	75,416	345
Knezevic	Nenad	Business Systems Analyst	79,330	1,701
Koole	Paul	Gas & Plumbing Inspector	77,879	665
Lamothe	Miguel	Design Technician	80,715	490
Leestolz	Suneeka	Building Insp/ Plan Checker	75,208	301
Levang	Kent	Financial Analyst	77,057	-
Lindsay	Mark	Pipelayer	77,599	485
MacDougall	Kevin	Community Policing Coordinator	75,538	1,151
March	Graham	Planner Specialist	75,416	850
Mazar	Peter	Airport Operations Specialist/Firefighter	80,830	1,797
McCormick	Patrick	Planner Specialist	82,074	886

Surname	First Name	Position	Remuneration	Expenses
Moody	Cameron	Cross Connection Program Coordinator	85,994	780
Mossman	Lee	CUPE President	78,241	-
Nelson	Todd	Gas & Plumbing Inspector	77,724	1,494
O'Sullivan	Ryan	Design Technician	81,354	-
Oliveira	Brian	Engineering Traffic Technician	81,248	311
Palmer	Fred	Airport Operations Specialist/Firefighter Crew Captain	75,729	1,156
Poitras	Maurice	Gas & Plumbing Inspector II	77,664	662
Reid	Tania	Building Insp/Plan Checker	76,033	480
Rutley	William H	Instrumentation Electrical Technician	76,973	219
Ryder	Trevor	Business Systems Analyst	84,541	-
Salisbury	Kenneth	Foreman Utilities Maintenance	84,298	370
Sartori	Sergio	Development Technician - Engineering	75,707	-
Schaad	Fred L	Design Technician	79,650	1,818
Schewe	Robert	Lic/Bylaw Enforcement Officer	75,086	-
Seneshen	Darren	Utilities Foreman	88,847	290
Smith	Cameron	Airport Operations Specialist/Firefighter	76,263	917
Smith	Laurie	Business Systems Analyst	79,231	2,609
Smith	Steve	Airport Operations Specialist/Firefighter Crew Captain	77,180	984
Spittal	Harvey	Building Insp/ Plan Checker	75,310	1,195
Syrnyk	Brock	Airport Operations Specialist/Firefighter	81,613	3,667
Szalla	Kurt	Senior Bylaw Officer	77,113	-
Timms	Luke M	Network Systems Analyst	78,128	77
Torgerson	Mark	Foreman Utilities	86,027	523
Tripathi	Mahesh	Engineering Traffic Technician	81,151	50
Vere	Marc	Building Insp/ Plan Checker	76,778	1,368
Vleeming	Kevin	Airport Operations Specialist/Firefighter	78,759	1,270
Voth	Daniel	Design Technician	80,101	-
Wahl	Kevin	Design Technician	81,249	-
Zandvliet	Brian	Network Systems Analyst	84,281	289
Zsoldos	Brian	Welder	75,608	234
Employees less than \$75,000			32,841,074	188,848
Total of all Employees*			\$ 61,046,713	\$ 632,772

* Prepared under the Financial Information Regulation, Schedule 1, Section 6 (2),(3),(4),(5) and (6)

STATEMENT OF SEVERANCE AGREEMENTS**

There were no severance agreements under which payment commenced between the City of Kelowna and its employees during the fiscal year 2013.

**Prepared under the Financial Information Regulation, Schedule 1, subsection 6(7)

RECONCILIATION PER SECTION 6 (2) (d)

Total Employees (including council)	\$ 61,278,016
Total per Expenditure by Function and Object- Salaries & Benefits	\$ 71,215,000
Variance, difference Fringe Benefits- Employer portion	\$ 9,936,984

CITY OF KELOWNA
Schedule of Payments
for the year ended December 31, 2013

Supplier's Name	Amount
0709128 BC LTD	43,982
0791082 BC LTD. DBA ACTION TREE	44,683
0814112 BC LTD	34,384
0856933 BC LTD	106,252
0902488 BC LTD	27,772
0911170 BC LTD	200,558
24/7 TRAFFIC CONTROL	29,730
357581 B.C. LTD.	41,635
4 REFUEL CANADA LP	219,339
620241 BC LTD.O/A AB CONTRACTING	643,339
698848 BC LTD	33,905
A.G. APPEL ENTERPRISES LTD.	279,002
ABC PIPE CLEANING SERVICES LTD.	50,165
ACCELERATE COMMUNICATIONS GROUP INC	27,325
ACKLANDS-GRAINGER INC	30,096
ACTIVE NETWORK LTD	64,737
ACUERE CONSULTING	223,424
ACURA SYSTEMS INTERNATIONAL	76,031
ADPRO CHANGE SYSTEMS INC.	44,571
ADVANTAGE ASSET TRACKING INC.	133,055
AECOM CANADA LTD	335,613
AGRIUM ADVANCED TECHNOLOGIES	115,995
AIRPORTS COUNCIL INTERNATIONAL - NA	26,753
ALEXANDER HOLBURN BEAUDIN & LANG LLP	48,717
ALLANS HOSE N ALL	75,437
ALPINE BUILDING MAINTENANCE INC	366,973
ALPINE LINE PAINTING	36,341
ALS CANADA LTD	74,946
ANDREW SHERET LIMITED	29,312
ANSELL CONSTRUCTION LTD	166,223
AON REED STENHOUSE INC.	717,774
APPLE CANADA INC.	49,577
APPROACH NAVIGATION SYSTEMS INC.	32,737
ARBORCARE TREE SERVICE LTD.	29,251
ARIES CONSTRUCTION MANAGEMENT LTD	33,783
ARINC INTERNATIONAL OF CANADA, ULC	96,530
ARTERRA CONSTRUCTION LTD.	221,211
ARTHON CONTRACTORS INC	55,399
ASSOCIATED ENGINEERING B.C. LTD.	352,829
ASTRAL MEDIA RADIO G.P.	58,769
ATLAS POWER SWEEPING LTD.	206,094
AVENSYS	49,053

Supplier's Name	Amount
B.C. BOILERS SERVICES LTD.	25,110
BALLET KELOWNA	34,500
BANNISTER CADILLAC BUICK GMC LTD.	47,618
BASF CANADA INC	171,138
BC ASSESSMENT AUTHORITY	2,003,260
BC HYDRO	71,220
BC SAFETY AUTHORITY	25,259
BC TRANSIT	10,377,918
BEAR MOUNTAIN CONSTRUCTION LTD.	32,906
BELL MOBILITY INC	31,468
BENNETT CONTRACTING LTD	324,691
BERTRAM TOWNHOUSES INC.	114,901
BLACK & MCDONALD LIMITED	1,347,603
BLACK MOUNTAIN IRRIGATION DISTRICT	68,983
BLACK PRESS GROUP LTD.	98,928
BOARDWALK COMMUNICATIONS LTD	118,946
BOUYGUES ENERGIES AND SERVICES CANADA LIMITED	1,482,902
BRADSHAW, JANET	66,394
BRANDALLIANCE (BC)	51,412
BRENNTAG CANADA INC.	281,376
BROWN INTERNATIONAL SERVICES	80,541
BRUCE CARSCADDEN ARCHITECT INC.	121,633
BUDGET CAR AND TRUCK RENTAL	33,053
BUNT & ASSOCIATES ENGINEERING (BC) LTD.	29,051
BUSINESS FOR THE ARTS	25,000
BYLAND'S NURSERIES LTD.	26,273
CABIN FORESTRY SERVICES LTD.	63,064
CALLAHAN PROPERTY GROUP	223,008
CANADA POST CORPORATION	50,584
CANADA SAFETY EQUIPMENT LTD.	121,276
CANADA SAVINGS BONDS	281,497
CANADIAN UNION OF PUBLIC EMPLOYEES	697,812
CANBRIGHT ENTERPRISES	33,040
CANDOX LTD	53,286
CANJET AIRLINES	82,973
CAPRI INSURANCE	355,119
CASTANET.NET	48,456
CASTLEWOOD HOLDINGS LTD.	202,158
CAT RENTAL STORE, THE	25,589
CCL PROJECT MANAGEMENT	96,898
CEI ARCHITECTURE PLANNING INTERIORS	126,974
CENOKA JANITORIAL SERVICES	217,282
CENTRAL OKANAGAN FOUNDATION	127,000
CENTRAL OKANAGAN HERITAGE SOCIETY	110,436
CENTRAL OKANAGAN REGIONAL HOSPITAL	10,868,739
CENTRAL OKANAGAN UNITED WAY	29,056

Supplier's Name	Amount
CGL CONTRACTING LTD	10,130,262
CH2M HILL CANADA LIMITED	140,212
CHANCE'S BULK UNLOADING	249,011
CHARGED INSTALL SERVICES INC.	25,837
CHBC TV	40,869
CHECKMATE CABS LTD.	165,949
CHEVRON CANADA LIMITED	1,866,332
CHUBB EDWARDS	101,437
CIBC	63,202
CIMCO REFRIGERATION	306,131
CINTAS THE UNIFORM PEOPLE	67,456
CLARIANT CANADA INC.	181,373
COLONIAL CABINETS & PLASTIC LAMINATES (1980) LTD.	49,136
COMMERCE CENTRE IN TRUST	38,755
COMMISSIONAIRES BC	2,148,349
CONDOR HOLDINGS LTD.	45,165
CONSOLIDATED MANAGEMENT CONSULTANTS LTD	115,327
COOKSON MOTORS LTD.	598,436
COPCAN CONTRACTING LTD.	3,038,279
CORIX CONTROL SOLUTION LIMITED PARTNERSHIP	30,118
CORIX UTILITIES INC.	1,770,879
CORIX WATER PRODUCTS LIMITED PARTNERSHIP	264,125
CORPORATE EXPRESS	162,117
COWBOY FORESTRY LTD	188,351
D & E COMMUNICATIONS	45,100
DAN'S TIRE SERVICE	50,002
DATA GROUP INTERNATIONAL INC	39,884
DELEURME ENTERPRISES (B.C)	30,345
DELL CANADA INC.	618,794
DELNOR CONSTRUCTION INC.	4,274,623
DELOITTE & TOUCHE LLP	62,142
DELTA GRAND OKANAGAN RESORT	121,618
DELTA HOTELS NO 48 HOLDINGS LTD	25,106
DIALOG BC ARCHITECTURE ENGINEERING INTERIOR DESIGN PLANNING INC.	1,023,012
DISTRICT OF LAKE COUNTRY	429,879
DISTRICT OF WEST KELOWNA	505,261
DKMA S.A.	30,494
DKR INVESTMENTS LTD.	25,512
DMD & ASSOCIATES LTD	34,424
DOWNTOWN KELOWNA ASSOCIATION	765,723
DREAMLAND HOLDINGS LTD	91,903
EBA ENGINEERING CONSULTANTS LTD	563,767
EBB ENVIRONMENTAL CONSULTANTS INC	102,012
ECONOLITE CANADA INC.	380,839
ED SMITH TRUCKING LTD.	119,362
EECOL ELECTRIC (SASK.) LTD.	28,038

Supplier's Name	Amount
ELECTRIC MOTOR & PUMP SERVICE LTD.	84,215
EMCO CORPORATION	223,513
EMIL ANDERSON CONSTRUCTION (EAC) INC.	2,588,553
ENNS, NANCY	37,109
ENSEICOM INC	80,477
ENSIGN BROS. ENTERPRISES LTD.	58,477
ESRI CANADA LIMITED	43,467
EVERGREEN BUILDING MAINTENANCE INC.	355,369
EXCEL METAL FAB. LTD.	35,006
FDM SOFTWARE LTD.	104,858
FESTIVALS KELOWNA SOCIETY	249,925
FINNING INTERNATIONAL INC.	34,889
FOCUS COMMUNICATIONS INC	173,756
FOCUS CORPORATION	793,068
FORCE IN MOTION FLUID POWER INC	43,823
FORT FABRICATION & WELDING LTD.	27,576
FORTIS BC ENERGY INC.	289,633
FORTIS BC INC.	29,633,861
FORTIS PACIFIC HOLDINGS INC.	2,005,821
FORTISBC - NATURAL GAS	658,650
FOUNTAIN TIRE KELOWNA LTD.	50,453
FRENCH, KEN AND NOREEN	45,000
GENERAL PAINT CORP.	142,784
GLENMORE STORE LTD.	60,322
GLENMORE-ELLISON IMPROVEMENT DISTRICT	90,701
GLOBAL ROADWAY MAINTENANCE INC.	117,862
GODDARD, MARK W.	33,306
GOLDER ASSOCIATES LTD.	193,305
GOOD WATER WAREHOUSE INC	43,355
GRANT THORNTON LLP	156,590
GRASSMICK'S EXCAVATING LTD.	299,781
GRAYHAWK INDUSTRIES LTD.	180,768
GREAT WEST EQUIPMENT	91,395
GREEN SQUARE DEVELOPMENTS LTD	105,701
GREENSTEP SOLUTIONS INC.	38,908
GUILLEVIN INTERNATIONAL CO	198,850
H2OKANAGAN WATER CONSERVATION LTD.	53,424
HANSCOMB LTD.	72,224
HAWKEYE HOLDINGS LTD.	37,286
HEAD TO HEAD IRRIGATION	135,725
HERITAGE OFFICE FURNISHINGS LTD.	122,488
HOULE ELECTRIC LTD	727,992
HUGHES CONDON MARLER ARCHITECTS	325,511
HUMDINGER EQUIPMENT LTD	878,467
HUSKY OIL MARKETING CO	105,912
IFIDS.COM INC.	27,767

Supplier's Name	Amount
IMPERIAL PARKING CANADA CORPORATION	811,662
IMS INFRASTRUCTURE MANAGEMENT SERVICES	57,930
INPROTECT SYSTEMS INC.	48,823
INTERCITY RECYCLE LTD.	129,250
INTERIOR HEALTH	94,684
INTERIOR LAND RECLAMATION	30,700
INTERIOR PORTABLE RENTALS LTD.	77,716
INTERIOR SEPTIC TANK SERVICE (2010) LTD.	41,875
INTERIOR TESTING SERVICES LTD.	91,155
INTERPROVINCIAL TRAFFIC SERVICES LTD.	347,261
INTERSTATE BATTERIES	25,675
INTERVISTAS CONSULTING INC.	56,915
IPL INC	87,976
JNJ EXCAVATING INC.	43,540
JOHN KUNOW	30,398
JOHNSON, LORI DBA DRAGONFLI STUDIO	130,483
JUSTICE INSTITUTE OF B.C.	56,918
KAL TIRE	56,858
KARAKASA ENTERPRISES INC	33,343
KATIM ENTERPRISES LTD	135,654
KBM SERVICES	48,283
KCS CONTRACTING & CUSTOM TORCHWORKS	25,341
KELDON ELECTRIC & DATA LTD	37,475
KELOWNA ART GALLERY	483,193
KELOWNA CABS (1981) LTD.	177,863
KELOWNA CHAINSAWS	42,344
KELOWNA CURLING CLUB	101,954
KELOWNA HIGHLAND DEVELOPMENTS LTD	72,561
KELOWNA MUSEUMS SOCIETY	631,145
KELOWNA PACIFIC RAILWAY LTD.	72,692
KELOWNA PROFESSIONAL FIREFIGHTERS	207,008
KELOWNA ROOFING (1984) LTD.	121,816
KELOWNA STEEL FABRICATORS LTD.	32,387
KELOWNA VISUAL & PERFORMING ARTS CENTRE SOCIETY	283,800
KENNEY, BILL	27,930
KENT-MACPHERSON	35,841
KETTLE VALLEY DEVELOPMENT LTD.	196,770
KEYNOTE PRODUCTIONS	75,782
KITSCH CAPITAL CORPORATION	29,688
KON KAST PRODUCTS (2005) LTD	144,612
KPMG LLP CHARTERED ACCOUNTANTS	51,713
LAFRENTZ ROAD MARKING	36,807
LAHAWK ENTERPRISES	110,343
LANGLEY CONCRETE GROUP OF CO.	64,420
LYNX BRAND FENCE PRODUCTS (2004) INC.	55,785
MANULIFE FINANCIAL	4,613,654

Supplier's Name	Amount
MAPLE REINDERS INC.	231,388
MARCO PROPERTIES LTD	76,596
MATTHEWS CANADA LTD.	33,091
MAXXAM ANALYTICS	33,073
MCELHANNEY CONSULTING SERVICES LTD	345,697
MEARL'S MACHINE WORKS LTD	59,640
MEDTEQ SOLUTIONS CA LTD	41,328
MEIKLEJOHN ARCHITECTS INC.	361,714
MERTIN NISSAN LTD.	30,754
METRO MOTORS LTD.	242,001
MGC CONSTRUCTION LTD	865,183
MHPM PROJECT MANAGERS INC	83,004
MICROM MACHINING	35,265
MID-MOUNTAIN EXCAVATING LTD.	79,598
MIDWEST VENTURES LTD	32,008
MILLENNIUM PROTECTION INC.	59,675
MIND SMART HEALTH INC.	90,297
MINISTER OF FINANCE	39,994,260
MIRCOM DISTRIBUTION (BC) INC	29,073
MMM GROUP LTD	225,952
MODERN PAINT & FLOORS	25,241
MONERIS	114,599
MONTROSE MORTGAGE	541,932
MORFCO SUPPLIES LTD.	50,712
MSLI, GP	134,069
MULTI-POWER PRODUCTS LTD.	29,064
MUNICIPAL INSURANCE ASSOCIATION OF BC	612,883
MURRAY-LATTA MACHINE CO. (1988) LTD.	233,347
MYRON'S DOOR AND GATE SYSTEMS INC	40,166
NAPA AUTO PARTS	230,715
NAV CANADA	28,046
NEILSON-WELCH CONSULTING INC.	40,544
NO. 21 GREAT PROJECTS LTD.	271,035
NORSTEEL BUILDING SYSTEMS LTD.	77,123
NORTHERN COMPUTER	73,634
NORTHLAND PROPERTIES CORP	56,979
NU-GRO LTD	73,531
OCEAN MARKER SPORT SURFACES LTD	51,639
OK BUILDERS SUPPLIES LTD.	253,853
OK ENVIRONMENTAL WASTE SYSTEMS LTD	3,304,878
OK EXCAVATING	108,101
OKANAGAN ARTISTS ALTERNATIVE ASSOCIATION	25,000
OKANAGAN BOYS & GIRLS CLUB	423,905
OKANAGAN GYPSUM RECYCLING INC.	389,074
OKANAGAN PLUMBING AND GAS FITTING LTD	61,215
OKANAGAN REGIONAL LIBRARY	5,324,907

Supplier's Name	Amount
OKANAGAN RESTORATION SERVICES LTD.	47,996
OKANAGAN SYMPHONY SOCIETY	60,500
OKANAGAN TRAINING AND DEVELOPMENT COUNCIL	50,000
OMEGA COMMUNICATIONS LTD.	204,644
OPUS DAYTONKNIGHT CONSULTANTS LTD.	28,034
OPUS INTERNATIONAL CONSULTANTS (CANADA) LTD.	48,110
ORACLE CANADA ULC	26,157
ORCHARD FORD SALES LTD.	499,556
OWEN BIRD LAW CORPORATION	297,150
PACIFIC SPORT OKANAGAN	61,435
PARKER PACIFIC EQUIPMENT SALES	321,465
PC URBAN (BRANDT'S CREEK) LP	32,671
PENSION CORPORATION	10,334,269
PENTICTON TOYOTA	43,708
PEOPLE-ADMIN, INC.	48,619
PETERS BROS. CONSTRUCTION LTD.	62,945
PETERSON CONTRACTING LTD	334,516
PETRO-CANADA LUBRICANTS INC.	40,255
PIER MAC SAND & GRAVEL	91,510
PINNACLE ROOFING LTD	121,852
PORTER RAMSAY	399,563
POWER CONCEPTS LTD.	27,589
PRECISE PARKLINK INC.	121,580
PREMIUM TRUCK AND TRAILER INC.	71,194
PRICES ALARM SYSTEMS	58,589
PRINCESS AUTO	29,515
PRO JANITORIAL INC	67,470
PROCESS ENERGY SERVICES, LLC	31,267
PROCESS FOUR	96,737
PRZYBILLE, CRYSTAL	57,823
PULSE GROUP MEDIA & COMMUNICATIONS LTD.	153,389
PUROLATOR INC.	29,981
QUALITY CHAIN LINK FENCING LTD.	59,539
R & L EXCAVATING	348,168
R J P HOLDINGS LTD	185,200
R. KIM PERRY AND ASSOCIATES INC.	108,565
R. NICHOLLS DISTRIBUTORS INC.	32,350
R. SMITH CONTRACTING LTD	26,880
R.G. ARENAS (KELOWNA) LTD.	1,275,871
READ JONES CHRISTOFFERSEN	47,307
RECEIVER GENERAL FOR CANADA	39,498,341
REDLINE BOBCAT SERVICES LTD.	275,002
REGIONAL DISTRICT OF CENTRAL OKANAGAN	31,907,220
REGIONAL DISTRICT OF NORTH OKANAGAN	49,709
RG FACILITIES (MISSION) LTD.	56,119
RICOH CANADA INC	156,830

Supplier's Name	Amount
RISSO ESTATES LTD	1,530,399
RITE-WAY FENCING INC.	37,490
ROADWAYS TRAFFIC PRODUCTS LTD	104,928
ROCKY MOUNTAIN PHOENIX	61,524
ROCKY POINT ENGINEERING LTD	25,291
ROGERS WIRELESS INC.	275,733
RONA REVY INC.	29,173
ROYAL BANK OF CANADA	53,769
ROYAL STAR ENTERPRISES INC.	982,435
ROYALE LANDSCAPING LTD	1,389,767
RSB ENGINEERING INC.	62,796
RUNNALLS DENBY	66,749
RUTLAND WATERWORKS DISTRICT	46,312
RYDER ROOFING	47,947
S. J. PASECHNIK & SON (1997) LTD	193,552
S.E. FOXGLOVE NURSERIES	27,112
SAWCHUK DEVELOPMENTS CO. LTD	1,474,292
SCHNEIDER ELECTRIC CANADA INC.	28,588
SCHOOL DISTRICT #23	96,411
SCOTIABANK	33,167
SCUKA ENTERPRISES LTD	70,006
SECURE TRAFFIC CONTROL LTD.	436,107
SECURIGUARD SERVICES LTD	97,801
SERANI BROS. CONTRACTORS	48,361
SHANAHAN'S LIMITED PARTNERSHIP	25,976
SHERINE INDUSTRIES LTD.	29,327
SIEMENS CANADA LIMITED	116,398
SIERRA LANDSCAPING LTD	436,672
SMS EQUIPMENT	34,339
SNC LAVALIN INC.	528,652
SOFTCHOICE CORPORATION	59,680
SOURCE OFFICE FURNISHING	48,191
SSA QUANTITY SURVEYORS LTD	81,617
ST. PAUL FIRE & MARINE INSURANCE CO.	25,000
STANLEY SECURITY SOLUTIONS	69,871
STANTEC CONSULTING LTD. (SCL)	303,678
STATUS WOODCRAFT LTD	27,453
STEG, BETTY	27,029
STROMA SIGN GROUP INC	63,350
STUTTERS DISASTER KLEENUP	28,782
SUMMIT INTERNATIONAL TRADE SERVICES	64,348
SUMMIT VALVE AND CONTROLS INC (BC)	25,133
SUNCOR ENERGY PRODUCTS PARTNERSHIP	28,421
SUNDOWNER HOLDINGS LTD &	189,427
SUN-OKA VALLEY TRANSPORT	390,655
SUPER SAVE DISPOSAL INC	66,857

Supplier's Name	Amount
SUTTON ROAD MARKING LTD	65,400
T & A ROCKWORKS INC	60,716
T.H. ENTERPRISE	29,523
T2 SYSTEMS CANADA INC	76,997
TAJ CAFE	105,111
TALENTMAP	37,493
TCC THE CLEANING COMPANY CO LTD	33,925
TELUS COMMUNICATIONS COMPANY	59,130
TELUS COMMUNICATIONS INC.	272,266
TELUS SERVICES INC	109,710
TERRACOM SYSTEMS LTD	110,326
THE BLUE GOOSE CATTLE CO LTD	74,725
THE HOME DEPOT	25,160
THE JF GROUP	30,135
THOMAS SCOTT SIGNCRAFT LTD.	51,747
THYSSENKRUPP AIRPORT SYSTEMS INC	104,602
TNC EXCAVATING LTD.	40,364
TOLKO INDUSTRIES LTD	422,085
TOTAL OFFICE BUSINESS FURNISHINGS	76,903
TOURISM KELOWNA	1,749,060
TRADEWIND SCIENTIFIC LTD.	45,190
TRAFICO (CANADA)	202,907
TRANE CANADA	43,680
TRUE CONSULTING GROUP	59,414
TT CONTRACTORS LTD	82,229
TYCO FIRE PROTECTION PRODUCTS	31,830
UNION OF BC MUNICIPALITIES	58,470
UNIT4 BUSINESS SOFTWARE CORPORATION	191,700
UNITED IRRIGATION & LANDSCAPING INC	41,591
UNIVERSITY OF BRITISH COLUMBIA - OKANAGAN	51,500
UPTOWN RUTLAND BUSINESS ASSOCIATION	163,800
URBAN SYSTEMS LTD.	457,069
VALLEY CURBING LTD	82,752
VALLEY MAINTENANCE & OPERATIONS	234,316
VANCOUVER INTERNATIONAL AIRPORT AUTHORITY	145,656
VAN-KEL IRRIGATION	136,174
VESTERGAARD COMPANY INC	92,356
VICTOR PROJECTS LTD	58,627
VIMAR EQUIPMENT LTD.	687,338
VWR INTERNATIONAL, LTD	45,475
WATERHOUSE ENVIRONMENTAL SERVICES CORPORATION	58,503
WATERKIND CONSULTING SERVICES LTD.	34,063
WATERTRAX INC.	25,984
WB-120 HOLDINGS	32,598
WE CONSULTING & BENEFIT SERVICES LTD	54,788
WENINGER, BRETT	29,257

Supplier's Name	Amount
WESTBANK FIRST NATION	135,016
WESTCORP PROPERTIES INC.	170,100
WHITWORTH HOLDINGS LTD	30,082
WHOLESALE FIRE & RESCUE LTD.	40,430
WHY-STERIA MARKETING INC	80,064
WIENERS PLUMBING AND IRRIGATION LTD	30,207
WILDCAT SPECIALTY LOADER SERVICES	80,646
WILDSTONE SPECIAL PROJECTS DIVISION LTD	163,086
WINN RENTALS LTD	248,433
WOLSELEY WATERWORKS GROUP	167,977
WORKSAFE BC	545,150
WORMAN RESOURCES INC	25,287
YMCA-YWCA OF THE CENTRAL OKANAGAN	756,385
YOUNG ANDERSON	374,243
YOUNG ANDERSON "IN TRUST"	3,019,374
YVONNE O' SHAUGHNESSY	38,760
VENDOR PAYMENTS LESS THAN 25,000	9,768,658
TOTAL PAYMENTS	<u>\$ 295,322,614</u>

RECONCILIATION (in thousands of dollars)

Total Vendor Payments	\$ 295,323
Total per Expenditure by Function and Object for 2013	246,194
Less: Salaries and Benefits per Expenditure by Function and Object for 2013	(71,215)
Amortization of tangible capital assets	(60,092)
Add: Payments made to other Taxing Authorities	88,224
Acquisition of tangible capital assets	49,270
Net accrual adjustment	(1,752)
Repayment of long term debt	14,820
Performance deposit and deferred revenue refunds	1,879
Fortis payments - revenue sharing	16,738
Cost Recoveries	9,035
Miscellaneous	2,222
	<u>\$ 295,323</u>
**Variance	<u>\$ (0)</u>

* Prepared under the Financial Information Regulation, Schedule 1, Section 7 and the Financial Information Act, section 2

CITY OF KELOWNA
Schedule of Payments
for the year ended December 31, 2013

Supplier's Name	Amount
DOWNTOWN AMBASSADOR PROGRAM	45,000
DOWNTOWN KELOWNA ASSOCIATION	679,000
FESTIVALS KELOWNA	248,500
KELOWNA ART GALLERY	477,193
KELOWNA ARTS FOUNDATION GRANT	221,235
KELOWNA MUSEUM ASSOCIATION	636,480
KELOWNA VISUAL & PERFORMING ARTS	280,300
KELOWNA YOUTH & FAMILY CENTRE (COMMERCE CENTRE)	34,583
MISCELLANEOUS COMMUNITY SERVICE GRANTS	76,450
OKANAGAN BOYS & GIRLS CLUB	355,661
TOURISM KELOWNA	344,430
YMCA-YWCA OF THE CENTRAL OKANAGAN	701,723
TOTAL GRANTS OR CONTRIBUTIONS INCLUDED	\$4,100,554

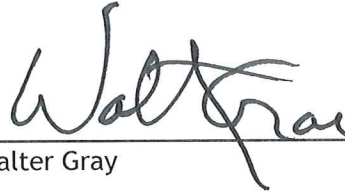
* Prepared under the Financial Information Regulation, Schedule 1, Section 7(2)

CITY OF KELOWNA
Statement of Financial Information Approval
for the year ended December 31, 2013

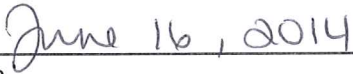
The undersigned, as authorized by the Financial Information Regulation, Schedule 1, subsection 9(2), approves all the statements and schedules included in this Statement of Financial Information, produced under the *Financial Information Act*.



Genelle Davidson CPA, CMA
Financial Services Director



Walter Gray
Mayor

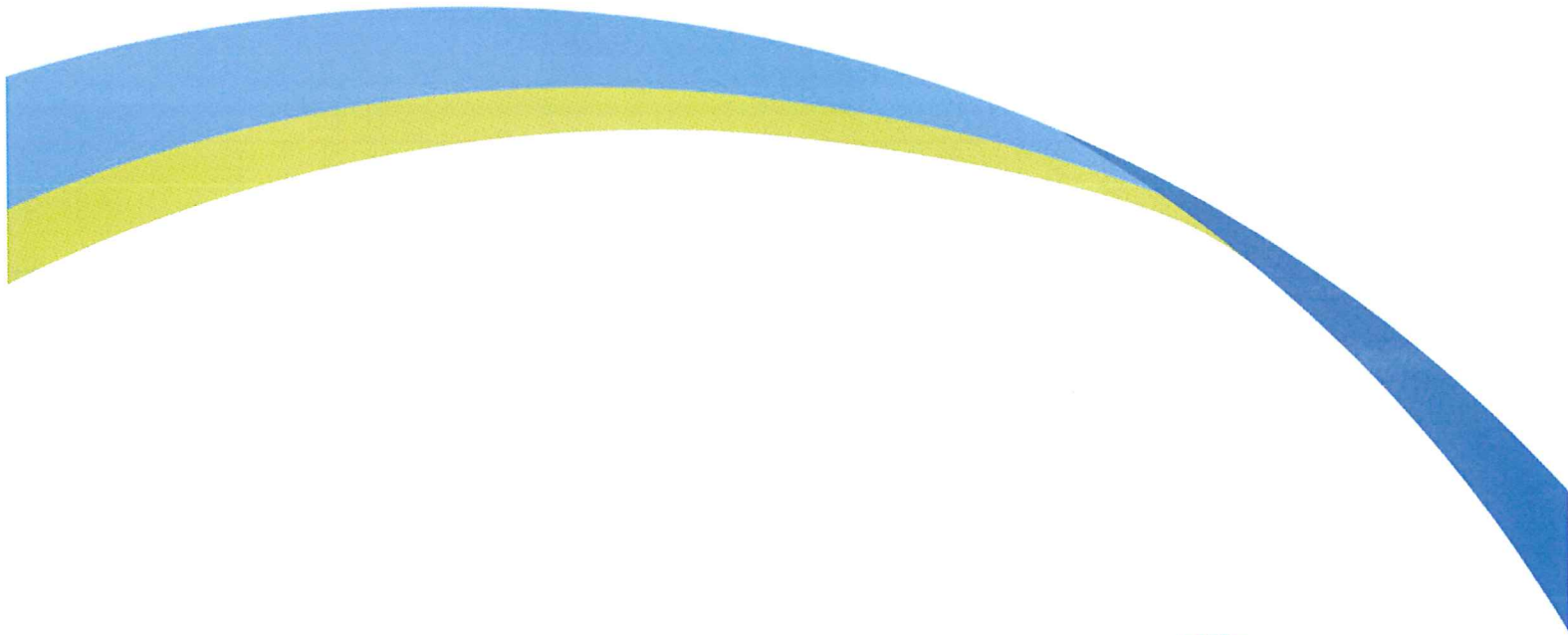


Date



Date

* Prepared pursuant to the Financial information Regulation, Schedule 1, section 9



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Kelowna.ca



120,000 stories. One community.

City of Kelowna 2013 Annual Report

For the year ended December 31, 2013



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The Annual Report is produced by the Communications and Financial Services departments of the City of Kelowna, in cooperation with all civic departments and agencies.

Awards & accolades

The City of Kelowna and City staff were recipients of a number of awards and recognition in 2013 including:

Union of British Columbia Municipalities Awards, including:

- Open for Business Award
- Community Excellence Award for Best Practices – Mobile Service Request system
- Community Recognition Award from the Canadian Wood Council

Federation of Canadian Municipalities' Partners for Climate Protection Milestone 4 for both Community and Corporate Green House Gas actions

Sustainable Community Award for the Community Climate Action Plan, Corporate Energy and Green House Gas Emissions Plan

Government Finance Officers Association awards, including:

- Distinguished Budget Presentation Award for the City's 2013-2017 Financial Plan. This is the 12th consecutive year that the City has earned the award
- Financial Reporting for the 11th year for the City's 2012 Annual Report

The City of Kelowna was the first municipality in Canada to have its Building Department obtain professional accreditation from International Accreditation Services, providing objective evidence that an organization operates at the highest level of ethical, legal and technical standards.

Southern Interior Construction Association Commercial Building Awards, including:

- Community Merit Award for the City Park Washrooms
- Nominated for the Community Green Award for the Parkinson Activity Centre

The Regional Emergency Program accepted a Premier's Innovation and Excellence Awards finalist award for partnerships between the Province and the Regional Emergency Program to manage flooding during the 2012 flood season.

39th Annual Civic & Community Awards

Kelowna's Civic & Community Awards honour individuals and organizations for outstanding contributions and achievements in 2013 that directly benefited the Kelowna community.

The following recipients were recognized at the [Awards Gala](#) on May 1, 2014 at the Kelowna Community Theatre:

Arts Awards	Teen Honour in the Arts	Mandy Jong
	Honour in the Arts	Glenna Turnbull
Citizenship Awards	Young Female of the Year	Pauline Schrott
	Young Male of the Year	Jonathan Charlton
	Central Okanagan Foundation Volunteer Organization of the Year	Freedom's Door
	Sarah Donald	
	Treadgold Memorial Woman of the Year	Rose Sexsmith
	Fred Macklin Memorial Man of the Year	Sean Pihl
	Corporate Community of the Year (Small/Medium & Large)	Mavazi Apparel
	Champion for the Environment (Individual & Business)	Judie Steeves House of Rose Winery
Sports Awards	Bob Giordano Memorial Award	Dino Gini
	Bryan Couling Memorial Award	Kelowna Christian School Senior Boys Basketball Team
	Female Athlete of the Year	Keely Watts-Watling
	Male Athlete of the Year	Alex Hart

Message from the Mayor

Walter Gray

Our 2013 Annual Report features our achievements as well as stories from Kelowna citizens about ways their quality of life have been positively affected by the City of Kelowna.

120,000 stories. One community. This year's theme speaks to the tangible impacts that City Council and staff make in the daily lives of our citizens and how those are reflected in their stories. Powered by electoral support, a vision for the future and sound financial management, we move together to make Kelowna the best it can be.

In 2012, Kelowna councillors and I established Council priorities for our three-year term. Those priorities are being acted upon throughout our mandate to move opportunities forward by:

- Growing our economy
- Enhancing citizens' quality of life
- Focusing on results
- Delivering on our plan
- Proactive & pragmatic leadership

The rest of this report will go into detail about how we have worked to meet these priorities.

Watch my video to hear about some of the City's highlights from the year and how we really were open for business in 2013.



[Play Video](#)

“...we move together
to make Kelowna
the best it can be.”

Message from the City Manager

Ron Mattiussi

We had some excellent examples in 2013 of how direction set by Council gets put into practice by City of Kelowna staff members.

Technological efficiencies in particular came to the forefront this year, with expanded use of mobile technologies to help staff do their work faster and improve citizens' access to City services and information. One of those efficiencies – the Mobile Service Request system – earned the City an Award of Excellence for Best Practices from the Union of B.C. Municipalities.

Being more technologically agile and open has helped staff deliver on Council's direction to focus on results and deliver better service to residents and businesses.

Revitalizing our downtown was a major and highly visible focus for 2013. Council and staff recognize the benefits and potential for a commercially revitalized main street leading to an easily accessible public waterfront with parks, beaches, promenades and a new public pier and marina.

We've organized our Annual Report to show how Council's priorities translate into action by staff and result in benefits for our citizens in their everyday lives.

In my video, I single out a few things that epitomize our mission to create a safe, vibrant and sustainable city.



[Play Video](#)



**“Our mission is to
create a safe, vibrant
and sustainable city.”**

Kelowna at a glance

120,000
residents

76% of revenue from non-taxation sources

6,000

building permits
issued, including
gas and plumbing

**\$40M investment
in our downtown**



2 mobile applications

15,200

cost-free recreation opportunity
coupons redeemed

5,000 graffiti removals

591 kilometres of
sanitary mains

371 km of multi-use pathways

1,076 hectares

of City parkland

13,000,000,000

litres wastewater processed



0 water advisories



5,312 participants
in Bike to Work/School Week

107 traffic signal intersections

14,962,069 cubic metres
of water distributed

21,757 social media connections

118 civic buildings equal
to 1.6 million square feet

1,622 lane kilometres
of roads



10% reduction in crime

1,500 road service
requests completed

17,284 subscribers
for City e-updates

64 sports fields
including soccer fields and ball diamonds

Vision

To be the best mid-sized city in North America

Mission

Leading the development of a safe,
vibrant and sustainable city

Corporate focus

Performance excellence

Passionate public service

Responsive customer service

Engaged communities

Pioneering leadership

Sustainable city

we deliver on our plan

we retain and attract the best

we put people first

we encourage participation

we find better ways

we deliver on a multiple
bottom line

Strategic Planning Moving Opportunities Forward

In 2013, City Council recommitted to **Moving Opportunities Forward**. Strategic direction from its annual planning session focused on five goals:

- 1** To **grow our economy** by being committed to providing quality employment opportunities and prosperity by actively pursuing partnerships, strategic investment in municipal services and infrastructure, and re-investment in existing assets.
- 2** To **enhance citizens' quality of life** by leveraging strong financial decisions to support social, cultural and environmental initiatives.
- 3** To **focus on results** by ensuring that Kelowna progresses towards its community goals through innovation.
- 4** To **deliver on our plan** by working with citizens, partners and applicants to help move opportunities forward that create value for the community.
- 5** To **provide proactive & pragmatic leadership** to achieve key outcomes.

The Corporate Plan builds the corporate capacity necessary to deliver on City Council's directions and the goals of the community.

Projects and core City services make up what the City of Kelowna does, contributing to a corporate vision to be the best mid-sized city in North America.

Of the hundreds of City services, here are just a few...



GROW OUR ECONOMY

BUILDING COMMUNITY & WORLD-WIDE INTEREST



The Stories

Bernard Avenue revitalization

Phase 2 of the Bernard Avenue Revitalization was completed in 2013 with the addition of wider sidewalks, outdoor retail space and public art features. In partnership with the Downtown Kelowna Association, the City ran a contest for each phase of the revitalization. The Phase 2 (Feb. – May) contest saw nearly 1,500 participants and 51 businesses involved, while Phase 3 (Sept. – Oct.) had 332 entries and 20 businesses involved.

kelowna.ca/cityprojects

Business Partnerships

Additions such as the public pier and marina expanded public access to Kelowna's waterfront. Kerry Park featured a new and lively festive holiday light display, bringing a new winter attraction to Kelowna's downtown and raising \$44,000 for local charities.

Approval of the Library Parkade expansion and Ellis Street Parkade construction supported an Interior Health Authority building project that will bring 800 jobs into the downtown core and is another step toward making the public areas more vibrant and animated.

Construction values totaled \$336 million, making 2013 our most active construction year since 2010.

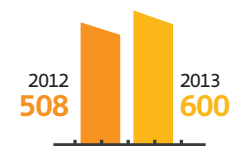
Number of building permits processed



Total value of building permits



Development applications



By the numbers

100,000

people at Canada Day
& Parks Alive! events
vs. 90,000 in 2012

182 new subdivision
lots vs. 84 in 2012

458 development
applications vs. 508
in 2012

100,499 people attended 206 Kelowna
Community Theatre performances vs.
104,637 attending 227 in 2012

1.5 million

YLW passengers
vs. 1.4 in 2012

\$339 million

construction value of
building permits vs.
\$287 million in 2012

YLW is Your Link to the World

Kelowna International Airport continued to experience record breaking passenger numbers and the drive to 1.6M passengers received a large boost from expanded service. YLW added flights to Abbotsford, Red Deer, Whitehorse and additional Mexican destinations. Our airport also hosted the first "vote and fly" provincial election polling station in British Columbia.

ylw.kelowna.ca

Evolving & attracting

Kelowna is connected to the world through one of Canada's busiest International airports, major highways, plus optic and wireless infrastructure for seamless international communications. Our community also has the highest proportion of population change in B.C. due to immigration. From 2001 to 2006, immigration grew at a rate of 17.3 per cent, compared to Vancouver at 12.6 per cent and Victoria at 3.9 per cent. Additionally, our growing university and college population of more than 12,000 is rebalancing Kelowna's age demographic and feeding into local employment opportunities – particularly in technology, health care and finance.

YLW passengers



“Foot traffic in our downtown is important to me and other business owners. All the improvements happening on Bernard and along the waterfront make Kelowna’s downtown a beautiful place for people to come and hang out - not only tourists but locals too. Downtown is phenomenal and only getting better.”

Brice MacDermott, small business owner





ENHANCE CITIZENS' QUALITY OF LIFE

MAKING A LIFESTYLE TO BRAG ABOUT



The Stories

Active Living

A continued focus on neighbourhood-oriented programming saw success with the neighbourhood walking program, Park & Play, Dancing in the Park and the second year of the regional smartTRIPS program in Springvalley. Bike to Work Week took place around the city and saw 1,277 cyclists pedal 54,622 kilometres, with Bike to School participation at an all-time high of 4,035 people either cycling or walking 70,633 km.

The City reduced barriers to participation in recreation through Access to Recreation programs/services and through participation in the [Everybody Gets to Play Network](#).

Arts & Culture

Approximately \$600,000 in [arts, culture and heritage grants](#) were distributed to encourage culture opportunities in our community. [The Arts & Culture summit](#), [Culture Days](#) and artsVest returned to Kelowna with increased interest, providing important opportunities for artists and organizations to learn, participate and share with the community.

kelowna.ca/culture

Crime reduction, public health & safety

Targeting specific crimes with more arrests has resulted in other crime rates going down. For instance, a crackdown on drug offences saw a correlated decrease in assaults and motor vehicle thefts. Forty-one of 71 identified and aggressively targeted prolific offenders have been placed in custody or have moved out of town. Overall, the crime rate was down more than 10 per cent in 2013.

kelowna.ca/police

The City also explored new opportunities to expand programs for Chronic Disease Self Management, Preventative Health and Community Health through relationships with Interior Health Authority, Division of Family Practice and by collaborating with community organizations. The City received a \$22,000 "Keep on Moving" grant, a \$34,000 grant for an Osteoporosis Fit project and \$5,000 BC Health Communities grant that will fund a series of dialogues presented to primary community stakeholders on healthy community strategies.



By the numbers

18 new green bike lane sections | **15,062 Recreation Opportunities Coupons redeemed**

2,375 metres of new on-street bike lanes & 380 kms of cycling facilities, adding to 10.5 kms of new multi-use corridors in 2012

1,318 drug charges vs. 801 in 2012 | **288 motor vehicle thefts vs. 601 in 2012**

50 per cent increase in Culture Days participation | **\$26,500 in financial assistance for program registrations**

226 programs for individuals with disabilities were offered

“Growing partnerships with the City of Kelowna are making access to the water and beautiful natural spaces in Kelowna more accessible, while protecting the environment’s integrity. Opportunities for Standup Paddlesurfing and other great water sports in Kelowna are endless, and best of all, access to the water is free. All you need is a board, paddle and a sense of adventure!”

Bob Purdy, Standup Paddlesurfing Enthusiast





FOCUS ON RESULTS

GETTING TO GOOD SOLUTIONS FASTER



The Stories

Easy access to services

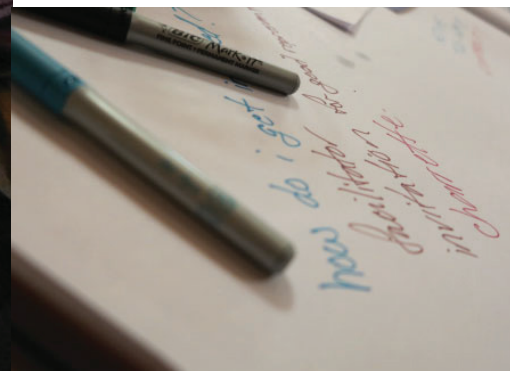
City Hall's One Window provides a literal one-stop-shop for all development needs — an efficiency recognized by the Government of British Columbia with its 2013 Open for Business Award. The Union of B.C. Municipalities also presented the City with an Award of Excellence for Best Practices for its development of a mobile option (best viewed on a mobile device) for public requests for a service. Requests can be made in person, by phone, online and now by mobile device. This award showcases municipalities that “lead the pack,” take risks to innovate, establish new partnerships, question established ways of doing business and pioneer new customer service practices.

Technological efficiencies & improvements

Council approved entering into a five-year licensing agreement with Shaw to provide free Wi-Fi access in City locations including parks, municipal buildings and business corridors.

Playing off the successful development of a mobile version of the City's Service Request System, Kelowna International Airport followed suit to provide updates to passengers on the go.

Installation of North Backbone fibre optic cable was completed, allowing the City to move data between facilities at one-hundred times faster speeds and significantly reduce monthly communication line costs.



By the numbers

17,284 e-Subscribers
vs. 11,112 in 2012

22,032 requests
for service vs. 22,386 in 2012

1.6 million visits to kelowna.ca
vs. 1.5 million in 2012

256	8,697	1,233
Instagram	Twitter	Likes on
followers	followers	Facebook
(new in 2013)	vs. 5,925 in 2012	vs. 828 in 2012

94 per cent
of residents
have regular
Internet access

50 per cent
of those have
internet-enabled
smart phones

Community partnerships

Facility partnerships with local sport organizations allowed for great new sports opportunities in Kelowna. A partnership with the Kelowna United Soccer Club saw the construction of a public soccer dome in Mission Recreation Park, a temporary use permit allowed for a Paddle Centre to be created along the Pandosy waterfront and the Cricket Club worked with the City of Kelowna's Parks Services to develop a cricket batting cage at Parkinson Recreation Park.

Communications & public engagement

Significant work was done on a public engagement strategy to help standardize the way citizens get involved with City matters. The Engage Program's guiding principles were approved by Council.

Social media, online and mobile communications were identified as key areas to focus on based on web analytics and the City's communication survey, conducted in May 2013. Ninety-four per cent of residents have regular access to the Internet and half of those use Internet-enabled smart phones.

City publications, including City Views, help to keep residents informed about City projects, budget, process and important dates.

kelowna.ca/connect

Development Process Review

Changes to the development application process include prompt contact with would-be developers, earlier notification to surrounding property owners about projects planned in their neighbourhood and shorter timelines for application approval. The public consultation process has also been revised with an emphasis on the use of plainer, more easily understood language versus technical jargon.



DELIVER ON OUR PLAN

KNOWING THAT WE'LL FOLLOW THROUGH

The Stories

Transit improvements

A three-year transit plan was endorsed by Council and real work was completed on the ground. A Strategic Transportation Partnership of the Central Okanagan (STPCO) was instated to coordinate the regional delivery of sustainable transportation programs.

The Rutland Transit Exchange ribbon cutting took place in the summer and work began on a Shepherd Road extension to improve transit connections. As a contribution to the RapidBus system, four new pullouts were added along Highway 97, plus three pullouts were added on Highway 33. Additionally, three new Vicinity buses (smaller, accessible 23-passenger buses) were added to service Community Routes.

Cultural Plan

A comprehensive Cultural Plan to enhance Kelowna's cultural vitality was approved by Kelowna City Council in 2011. In 2013, a number of strategies from the Cultural Plan were fulfilled, including an increase of \$15,000 in Professional Arts Operating Grants, increased participation in national Culture Days celebrations, the introduction of the national artsVest sponsorship development program, ongoing improvements at the Kelowna Community Theatre, and completion of a comprehensive review and renewal of event services provided by Festivals Kelowna.

Downtown Plan

The Downtown Plan was in full swing in 2013. Investments in Kelowna's downtown core, including work on Bernard Avenue where 25 per cent of the streetscaping costs were covered by the area's business owners, completion of a privately-funded public marina and pier, beginning of Stuart Park Phase 2 and demolition of the Kelowna Yacht Club in preparation of construction of their new \$9 million yacht club. Additionally, tax incentive areas saw the creation of new office buildings along Leon and Lawrence Avenues in Kelowna's downtown. Together these improvements will add to Kelowna's waterfront amenities with historic charm, thriving cultural district and solidify Kelowna as a tourist destination.

By the numbers

**\$55 million in revenue
from electrical utility sale**

4.79 million transit ridership
vs. 4.97 million in 2012

\$515,500 revenue from Ogogrow
sales vs. **\$454,000**

**\$1.9 million in grant funding
received vs. \$2.1 million in 2012**

“Kelowna’s Downtown Plan has created the opportunity and the incentives necessary to transform our city centre into a vibrant community we can all be proud of. It’s a vision that is creating a renewed sense of optimism for the area and Kelowna as a growing city.”

Dustin Sargent, property owner



PROACTIVE & PRAGMATIC LEADERSHIP

BUILDING TRUST THAT RESOURCES ARE USED WISELY





The Stories

Partnerships for action

A corporate partnership resulted in construction of a \$5-million public pier and marina to expand public access and use of the **downtown waterfront**. Servicing agreements with developers helped expedite utility upgrades in the Rio Drive and Highland/Clifton neighbourhoods. Additional affordable housing was designated at **Central Green** through a memorandum of understanding with BC Housing.

Striving for excellence

The City's Building and Permitting branch was the first in Canada to receive International Accreditation Service certification. Ongoing **Human Resources** programs focused on skill development in leadership through performance reviews and training opportunities. An internal Safety 8 Program also saw the City of Kelowna save 36 per cent on 2013 WorkSafeBC premiums, a recognition for the hard work that is done to ensure that every employee goes home healthy and uninjured at the end of each work day.

The Federation of Canadian Municipalities' presented the City of Kelowna with the Partners for Climate Protection Milestone 4 for both Community and Corporate Green House Gas actions in 2013. The City also received the Sustainable Community Award for the Community Climate Action Plan, Corporate Energy and Green House Gas Emissions Plan.

Responsible budgeting

Kelowna continues to have some of the lowest taxes in British Columbian cities; the fourth lowest in 2013, for municipalities over a population of 75,000. Sound fiscal management through long-term planning provides necessary services at the lowest possible cost to Kelowna taxpayers.

In 2013, **taxpayers** saw an average increase of 2.74 per cent. The City gets more than 76 per cent of revenues from sources other than taxation, including user fees, fines, land developer fees and grant monies. **Revenues** pay for police services, fire services, transportation and transit, parks, recreation and cultural services, waste and recycling, civic buildings and real estate, planning and development, storm water management and **City projects**. When comparing taxes paid for services received, Kelowna is among the most cost-effective local governments in B.C.

kelowna.ca/budget



Gerry Zimmermann, Robert Hobson, Mohini Singh, Colin Basran, Mayor Walter Gray, Gail Given, Luke Stack, Maxine DeHart and Andre Blangleil

Other funding

The City looked for other funding opportunities aside from taxes and fees to fund services, projects and operations. More than \$1.9 million in grant funding was received, including \$1.5 million from the Province of BC's Provincial Cycling Infrastructure Program to fund the completion of Rails with Trails.

Additionally, \$55 million in revenue was gained through the sale of the City's Electrical Utility to FortisBC, providing taxpayers with a legacy from the long-term financial earnings from the reinvestment of the proceeds and customers will receive safe and reliable electricity from an experienced owner and operator.

Locally produced Ogogrow sales offset operating expenses at the Regional Compost Facility, to the tune of more than \$500,000.

Great leaders

The City of Kelowna is governed by an elected council, including a mayor and eight councillors, who are elected for three-year terms. Each member of council represents the city at large. Led by Mayor Walter Gray, the 2009-2013 City Council is comprised of Councillors Colin Basran, Andre Blangleil, Maxine DeHart, Gail Given, Robert Hobson, Mohini Singh, Luke Stack and Gerry Zimmermann.

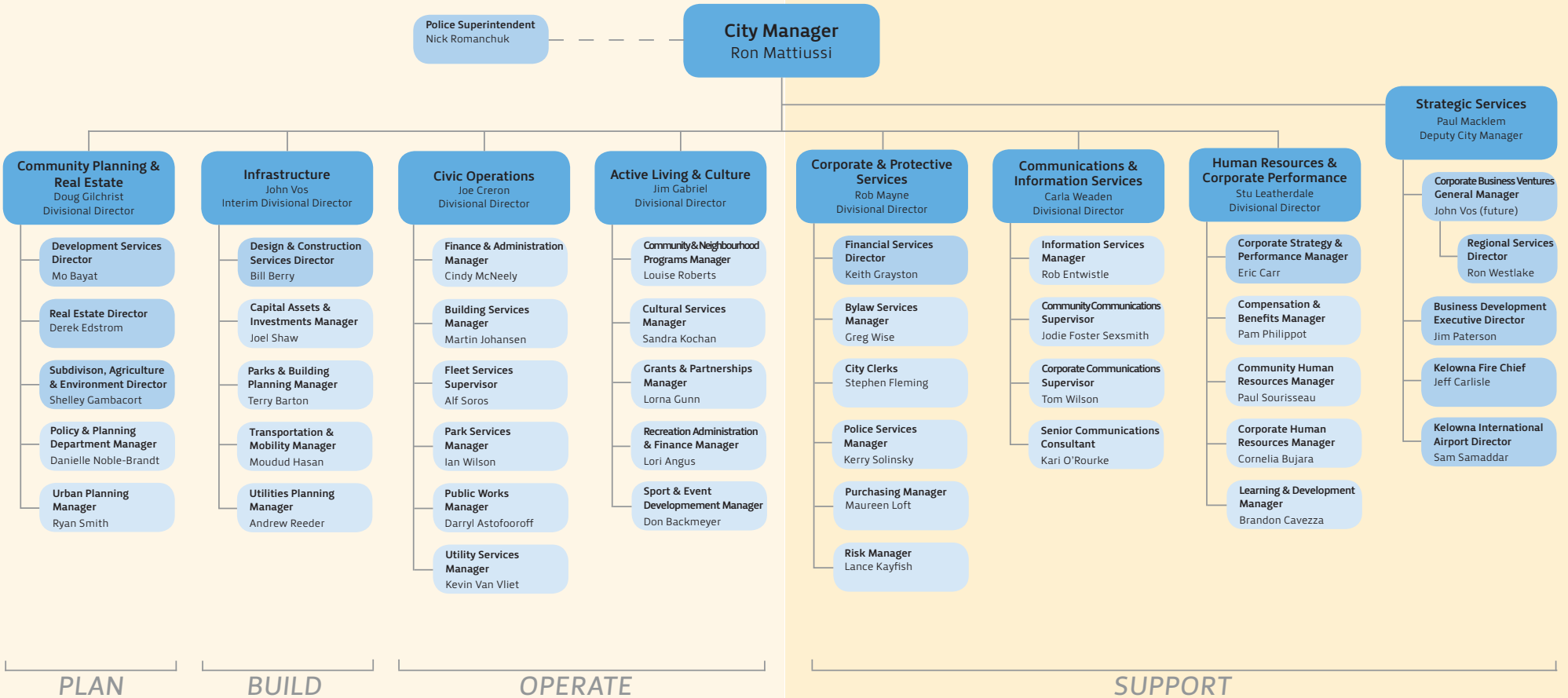
The Community Charter and the Local Government Act grants Council the authority to establish policies to guide the growth, development and operation of the city, set budgets and levy taxes to provide services. Council delegates administrative responsibility to the City Manager who oversees City operations.

kelowna.ca/council

City Manager Ron Mattiussi and Deputy City Manager Paul Macklem work closely with the City's Senior Leadership Team, which consists of seven Divisional Directors: Joe Creron, Civic Operations, Jim Gabriel, Active Living & Culture, Doug Gilchrist, Community Planning & Real Estate, Stu Leatherdale, Human Resources & Corporate Performance, Rob Mayne, Corporate & Protective Services, John Vos, Infrastructure, and Carla Weaden, Communications & Information Services.

Community

Corporate



By the numbers

\$102 million invested
in capital projects vs. \$150.9 million in 2012

2,100 m of added bike lanes

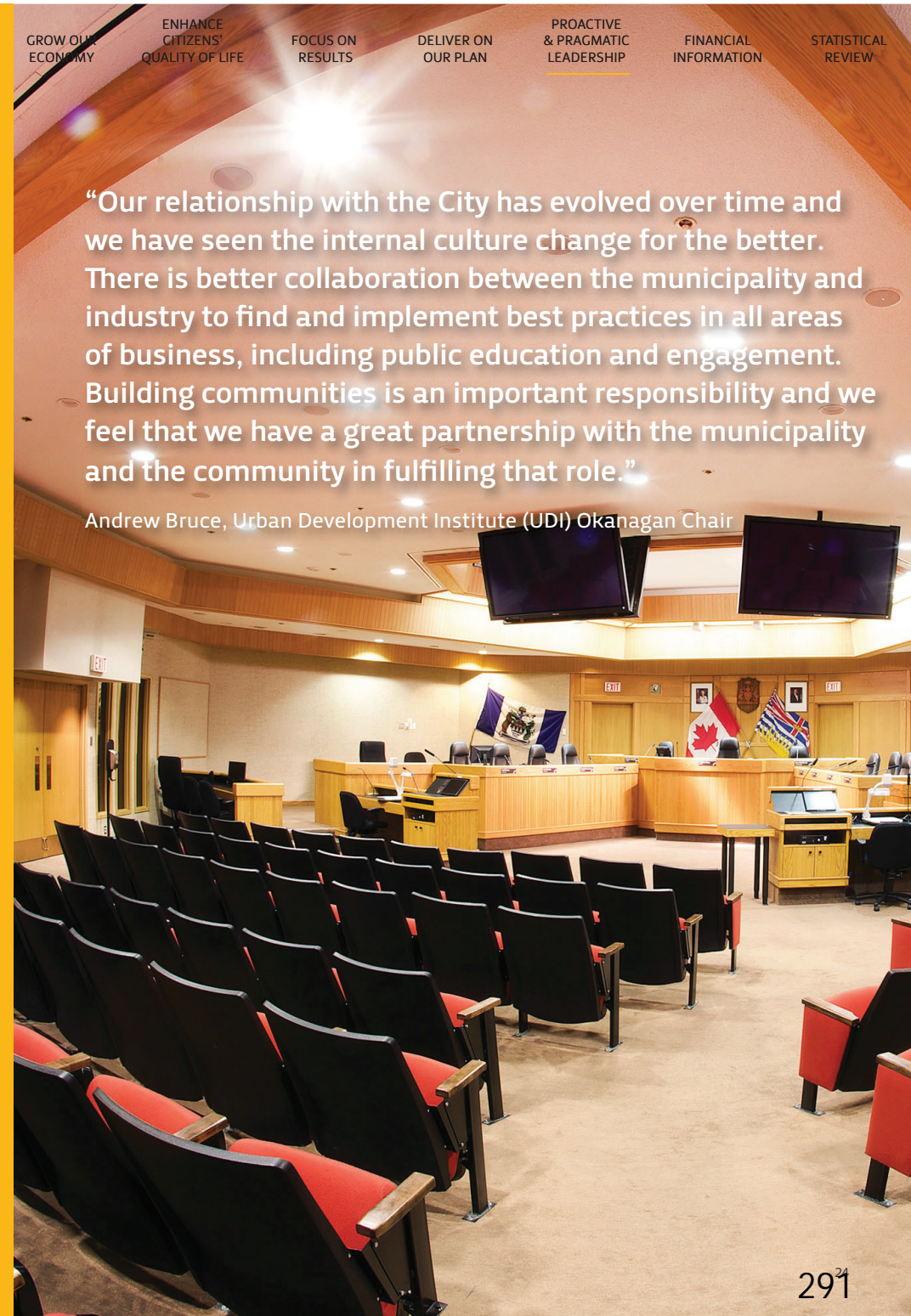
Delivered “Smart Driver”
training to over 200 employees

**Planted 4,500 seedlings
& 206 trees in parks
and public property**

**7,781 tonnes
CO₂ Corporate
GHG emissions
vs. 8,074 in 2012**

“Our relationship with the City has evolved over time and we have seen the internal culture change for the better. There is better collaboration between the municipality and industry to find and implement best practices in all areas of business, including public education and engagement. Building communities is an important responsibility and we feel that we have a great partnership with the municipality and the community in fulfilling that role.”

Andrew Bruce, Urban Development Institute (UDI) Okanagan Chair



FINANCIAL INFORMATION

Sound fiscal management

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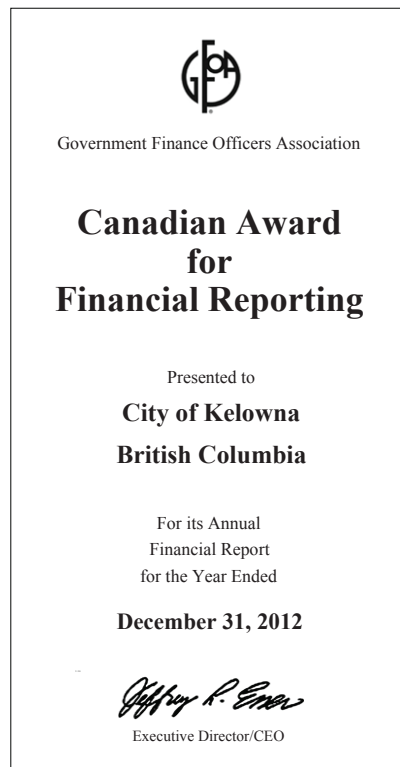
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Sound fiscal management

Financial Services

The City of Kelowna is committed to providing the services, infrastructure and amenities expected by citizens of Kelowna in a conscientious and cost-effective manner. This commitment to excellence was recognized again by the Government Finance Officers Association. In 2013 and for the twelfth year in a row, the City was awarded the Distinguished Budget Presentation Award and, for the eleventh year, the Canadian Award for Financial Reporting.



Provision of Services & Support for Growth

The 2013 taxation increase averaged 2.7 per cent for all property classes, an increase to reflect the economic conditions both locally and globally but still support the current level of services delivered to the citizens of Kelowna. The utilization of tax revenue and development cost charges generated from new growth assist in providing a balanced approach to the expansion of services and infrastructure required to accommodate growth within the municipality.

The City budgeted to collect a total of \$202 million in taxation revenues, 52 per cent of which was retained for municipal purposes. The remaining 48 per cent is levied by the provincial government to provide funding for schools, by the Regional District of Central Okanagan for shared services and by BC Assessment to cover the City's share of the costs associated with providing assessment information.

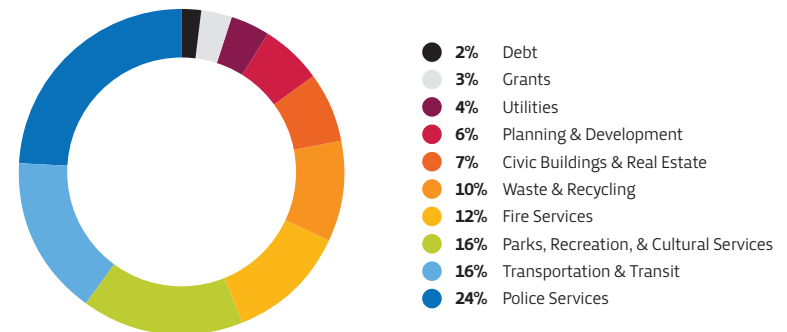
The City has historically relied on pay-as-you-go rather than debt financing for major infrastructure needs wherever possible in achieving strategic servicing goals. In 2013, 3.9 cents of each municipal tax dollar collected was budgeted for tax-supported debt servicing programs. This amount is expected to increase in the future due to anticipated debt required for construction of a new Police Services building. Annual debt repayment costs are anticipated to increase above six cents over the next five years based on the 10-Year Capital Plan. Pay-as-you-go capital project funding represented 14 per cent of the 2013 taxation requirement.

A Canadian Award for Financial Reporting is valid for a period of one year only. We believe our current report continues to conform to the Canadian Award for Financial Reporting program requirements, and we are submitting it to the GFOA.

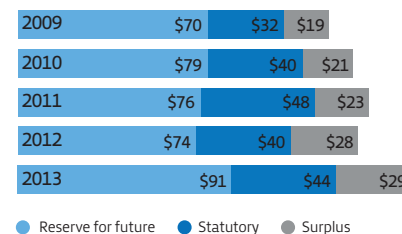
City Reserves

Maintenance of adequate levels of reserves and surplus continues to play a significant role in achieving a level of financial stability for Kelowna taxpayers and ratepayers. Reserves fall into two categories, the most significant of which is a capital reserve to ensure that existing City equipment and infrastructure can be maintained, and an operating reserve to ensure that unusual and unforeseen operating conditions can be met without the need for extraordinary tax increases.

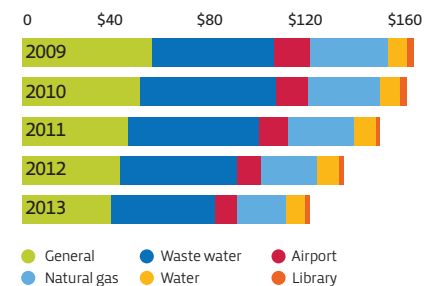
Breakdown of Municipal Tax 2013



Consolidated Reserves & Surplus
millions



Long Term Debt
millions



Sound fiscal management

Development Cost Charges

Development cost charges (DCCs) are monies that are collected from land developers and builders by a municipality to offset some of the infrastructure expenditures to service the needs of growth-related development. Imposed by bylaw pursuant to the Local Government Act, the charges are intended to facilitate development by providing a method to finance capital projects related to roads, drainage, sewers, water and parkland.

The City's DCC program supports community development and integrates with longer-term plans. Infrastructure requirements are based on the Official Community Plan that estimates a resulting population of 161,701 by the end of 2030. The 20-Year Servicing Plan and Financing Strategy provides the infrastructure requirements to 2030 along with the cost sharing for various projects. Cost sharing methodologies reflect the level of benefit to existing taxpayers and new growth. Charges are based on the demand placed on services by different residential types, commercial, industrial and institutional growth.

The 2030 Official Community Plan was prepared and approved in 2011. The latest update to the Official Community Plan impacted DCC rates with the changes taking effect in June 2011. With this new plan, the total cost of the program is \$709 million. Approximately 56 per cent or \$400 million relates to the Arterial Roads program.

Local governments are permitted to temporarily lend available money from one DCC reserve fund to another. The money, along with appropriate interest, must be returned to the original reserve fund. For 2013, a deficit in Water Sector D reserve fund was covered from Water Sector A, a deficit in Sewer Sector A was covered from Sewer Sector B and a deficit in the Wastewater Treatment reserve and the Parks DCC reserve was covered by Roads Sector A reserve fund.

Municipal Assist Factor

The Local Government Act requires local governments to assist in the cost of new infrastructure. The municipal assist factor reflects Council and the community's support towards the financing costs of new infrastructure. The level of the assist, determined by City Council, reflects a benefit to the existing population while encouraging development and housing affordability.

City of Kelowna Assist Factor

Roads	15%
Parks	8%
Water and Wastewater	1%

Major Project Expenditures in 2013

Parks	
\$1.4 million	Casorso Road Park
Roads	
\$3.8 million	Highway 33, John Hindle Drive and debt repayment
Wastewater Treatment	
\$5.5 million	debt repayment and Wastewater Treatment plant expansion
Wastewater Trunks	
\$0.4 million	debt repayment
Water	
\$0.4 million	Cedar Creek Pump station and Royal View/Mountain

Future Plans

For 2014, DCC expenditures include \$3.8 million for Lakeshore Road, \$2.1 million for Lakeshore Road Bridge, \$1.4 million for debt payments, and \$0.4 million for John Hindle Drive. The Parks program includes \$0.8 million for potential parkland acquisitions. For the Wastewater Utility there is \$5.8 million for debt payments and \$0.5 million for Lakeshore Wastewater Trunk. The Water DCC program includes \$0.2 million for Royal View water main, \$2.9 million for the Cedar Creek pump station and \$1.0 million for the Stellar Booster Station.

Development Cost Charges Reserve Fund
thousands of dollars

	Opening Balance	Receipts	Interest	Transfers Out	Closing Balance	Reductions/ Waivers*
Parks	\$ (1,408)	\$ 1,666	\$ (64)	\$ 1,382	\$ (1,188)	\$ 199
Roads	14,931	3,916	366	3,849	15,364	157
Water	11,358	495	313	360	11,806	10
Wastewater Treatment	181	1,609	(33)	5,514	(3,757)	67
Wastewater Trunks	1,570	592	46	415	1,793	23
	\$ 26,632	\$ 8,278	\$ 628	\$ 11,520	\$ 24,018	\$ 456*

*Waivers are for Affordable Rental Housing and are paid for through taxation.

Sound fiscal management

Financial Management Strategies

There are various strategies adopted by Council that guide the City of Kelowna in managing a vibrant and sustainable community. These strategies were updated in 2003 and are included in the City's ten- year plans.

Capital Pay-As-You-Go Strategy

Half of new construction taxation revenue each year is to be allocated to capital, increasing the percentage of capital to municipal taxation to a maximum of 30 per cent.

Civic Buildings Strategy

Buildings will be planned and constructed as required, subject to funding availability, with a focus on public-private partnerships in the development of these future civic buildings.

Debt Management Strategy

The existing strategy of using alternative funding for discretionary expenditures, capitalizing on debt reduction opportunities and using short term borrowing and agreements for sale has been maintained. Maximum debt servicing should not exceed five per cent of annual taxation demand.

Generation/Disposition of Surplus Strategy

One million dollars is to be allocated to reserves each year from annual surplus in order to mitigate the need for abnormal tax increases or incurring of new debt and to provide for capital expenditure opportunities which might otherwise require an alternative approval and/or referendum process.

Investment and Cash Strategy

The City will maintain sufficient short term liquid assets to enable it to meet its annual operating budget as required. Due to the uncertain nature of future expenses, the portfolio will focus on high quality, liquid securities.

Major Recreational Facilities Strategy

Major recreational/cultural facilities are budgeted with substantial emphasis on funding from private-public partnerships, public sector partnering and other contributions. Pay-as-you-go capital and reserve funding will be required to minimize long-term debt financing.

Park Acquisition Strategy

This plan provides for the parkland acquisition standard of 2.2 hectares per thousand of population and the acquisition of natural space by means other than cash outlay.

Parks Development Strategy

Parks development costs will be a function of the capital allocation deemed reasonable annually and are to be shared by the community rather than through increased development cost charge fees.

Pavement Management Strategy

Annual general revenue contributions are to increase from the baseline of \$1.9 million over the ten year program.

Storm Drainage Retrofit Strategy

Annual general revenue contribution of \$1.6 million is provided to fund storm drainage retrofits over the ten-year plan.

Waterfront Amenities Strategy

An annual allocation is provided for some waterfront land acquisitions but the emphasis is on private enterprise or community contributions to develop other amenities.

Top 10 Principal Corporate Taxpayers

2013		2012	
Legal Name	Type of Property	Legal Name	Type of Property
1. Orchard Park Shopping Centre	Shopping Mall	1. Orchard Park Shopping Centre	Shopping Mall
2. Delta Hotels No.48 Holdings Ltd.	Hotel	2. Delta Hotels No.48 Holdings Ltd.	Hotel
3. Inland Natural Gas Co Ltd	Gas Utility	3. Inland Natural Gas Co Ltd	Gas Utility
4. FortisBC Inc	Electrical Utility	4. FortisBC Inc	Electrical Utility
5. McIntosh Properties Ltd	Shopping Mall	5. McIntosh Properties Ltd	Shopping Mall
6. 4231 Investments Ltd	Shopping Mall	6. 4231 Investments Ltd	Shopping Mall
7. Dilworth Shopping Centre Ltd	Shopping Mall	7. Wal-Mart Canada Corp	Shopping Mall
8. Wal-Mart Canada Corp	Shopping Mall	8. Victor Projects Ltd	Developer
9. Victor Projects Ltd	Developer	9. Dilworth Shopping Centre Ltd	Shopping Mall
10. Al Stober Construction Ltd	Developer	10. Tolko Industries Ltd	Forest Products

Source: City of Kelowna Financial Services

Sound fiscal management

Permissive Tax Exemptions

Art Gallery, Museum, Heritage, Cultural Purpose

Central Okanagan Heritage Society	\$ 8,873
Centre Culturel Francais De L' Okanagan	\$ 2,692
City of Kelowna Library Society	\$ 80,347
Kelowna Art Gallery	\$ 64,155
Kelowna Museum -The Okanagan Heritage Museum	\$ 5,067
Kelowna Museums Society (Laurel Packing House)	\$ 23,571
Kelowna Visual and Performing Arts Centre Society	\$ 67,694
Okanagan Military Museum Society	\$ 3,177
Roman Catholic Bishop of Nelson Pandosy Mission	\$ 1,843
Westbank First Nation	\$ 7

Athletic or Service Club

Central Okanagan Land Trust	\$ 10,807
Central Okanagan Small Boat Association	\$ 22,168
East Kelowna Community Hall Association	\$ 1,826
H2O Centre	\$ 443,755
Kelowna & District Boys & Girls Clubs	\$ 7,899
Kelowna & District Fish & Game Club	\$ 4,663
Kelowna Badminton Club	\$ 6,435
Kelowna Curling Club	\$ 27,081
Kelowna Lawn Bowling Club	\$ 7,110
Kelowna Major Men's' Fastball Association	\$ 16,289
Kelowna Minor Fastball Society	\$ 4,965
Kelowna Riding Club	\$ 3,992
Kelowna Yoga House Society	\$ 5,815
Nature Trust of BC	\$ 42,657
Okanagan Boys & Girls Clubs	\$ 60,882
Okanagan Gymnastic Centre	\$ 12,299
Okanagan Mission Community Hall Association	\$ 4,116
Rutland Park Society	\$ 19,722
Scouts Canada	\$ 9,845

Charitable or Philanthropic

Adult Integrated Mental Health Services Society	\$ 2,714
Alzheimer Society of BC	\$ 1,230
Arion Therapeutic Riding Association	\$ 4,712
BC Society for Prevention of Cruelty to Animals	\$ 6,885
BHF Building Healthy Families Society	\$ 1,461
Big Brothers Big Sisters of the Okanagan Society	\$ 3,603

Bridges to New Life Society	\$ 3,130
Canadian Mental Health Association	\$ 5,325
Central Okanagan Child Development Association	\$ 14,704
Central Okanagan Emergency Shelter Society	\$ 2,941
Columbus Holding Society	\$ 3,035
Crossroads Treatment Centre	\$ 14,082
Father DeLestre Columbus Society	\$ 3,485
German - Canadian Harmonie Club	\$ 4,142
Howard-Fry Housing Society	\$ 1,575
John Howard Society of the Central and South Okanagan	\$ 7,979
Kalano Club of Kelowna	\$ 4,384
Kelowna & District S.H.A.R.E. Society	\$ 9,403
Kelowna & District Safety Council Society	\$ 2,534
Kelowna & District Society for Community Living	\$ 8,341
Kelowna (#26) Royal Canadian Legion	\$ 2,363
Kelowna Canadian Italian Club	\$ 2,663
Kelowna Centre for Positive Living Society	\$ 1,476
Kelowna Child Care Society	\$ 2,880
Kelowna Community Food Bank Society	\$ 11,623
Kelowna Community Music Society	\$ 2,992
Kelowna Community Resources & Crisis	\$ 3,532
Kelowna Elks Lodge No 52	\$ 1,655
Kelowna Gospel Mission Society	\$ 12,937
Kelowna Sr. Citizens Society of BC	\$ 4,649
KGH - Rutland Auxiliary Thrift Shop	\$ 6,958
Ki-Low-Na Friendship Society	\$ 20,303
MADAY Society for Seniors	\$ 2,574
National Society of Hope	\$ 3,239
New Opportunities for Women (NOW) Canada Society	\$ 21,903
Okanagan Halfway House Society Inc	\$ 5,177
Okanagan Mental Health Services Society	\$ 1,392
Reach Out Youth Counselling & Services Society	\$ 3,049
Resurrection Recovery Resource Society Inc.	\$ 5,952
Salvation Army Community Resource Centre	\$ 19,787
Society of Vincent De Paul of Central Okanagan	\$ 3,151
The Bridge Youth & Family Services Society	\$ 3,998
The Society of Housing Opportunities and Progressive Employment	\$ 1,634
Willow Park Mennonite Brethren Church	\$ 15,057

Hospital Licensed Under Community Care Facility Act

Canadian Cancer Society	\$ 10,770
Interior Health Authority	\$ 40,263
Kelowna General Hospital	\$ 122,784

Housing Construction (Elderly Citizens) Act

Seventh Day Adventist Church	\$ 14,053
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Partnering Agreement

Capital News Centre	\$ 147,918
Prospera Place	\$ 203,686

Private Schools

Aberdeen Hall Preparatory School Society	\$ 29,713
Evangel Tabernacle Church	\$ 3,618
First Lutheran Church of Kelowna	\$ 9,166
Immaculata Regional High School	\$ 52,976
Kelowna Christian Centre School	\$ 10,088
Kelowna Christian School	\$ 3,618
Kelowna Society for Christian Education	\$ 8,365
Lutheran Church - Private School	\$ 9,166
Okanagan Montessori Elementary	\$ 6,210
Seventh Day Adventist Church (Private School)	\$ 51,302
St. Joseph Elementary School	\$ 10,408
Vedanta Educational School (Private School)	\$ 3,451
Waldorf School	\$ 13,225

Public Worship

Assumption Of Blessed Virgin Mary's Parish	\$ 2,853
BC Assn of Seventh Day Adventist	\$ 1,129
Bethel United Pentecostal Church	\$ 800
Birch Avenue Church of God	\$ 2,079
Christ Evangelical Lutheran Church	\$ 3,364
Christian Science Society of Kelowna	\$ 2,754
Church of the Nazarene	\$ 2,508
Evangelical Church	\$ 3,007
Faith Lutheran Church	\$ 3,914
First Baptist Church	\$ 3,995
First Mennonite Church	\$ 2,618
First United Church	\$ 4,299
Garden Valley Community Church	\$ 6,173
German Church of God Dominion of Canada	\$ 3,933
Glenmore Congregation of Jehovah's Witnesses	\$ 3,419
Grace Baptist Church	\$ 8,174
Guisachan Fellowship Baptist	\$ 1,509

Gurdwara Guru Amardas Darbar Sikh Society	\$ 2,060
Holy Spirit Parish	\$ 7,382
Immaculate Conception Parish	\$ 8,190
Kelowna Bible Chapel	\$ 3,401
Kelowna Buddhist Society	\$ 4,181
Kelowna Christian Centre Church	\$ 10,088
Kelowna Christian Reformed Church	\$ 4,935
Kelowna Congregation of Jehovah's Witnesses	\$ 1,699
Kelowna Free Methodist Church	\$ 2,045
Kelowna Full Gospel Church	\$ 4,024
Kelowna Gospel Fellowship Church	\$ 3,823
Kelowna Tabernacle Congregation Church	\$ 697
Kelowna Trinity Baptist Church	\$ 26,790
KLO Baptist Church	\$ 8,884
Mennonite Brethren Churches (Willow Park Church)	\$ 6,980
Mission Creek Alliance Church	\$ 11,390
New Apostolic Church	\$ 1,954
New Life Vineyard Fellowship	\$ 19,876
Okanagan Chinese Baptist Church	\$ 1,907
Okanagan Jewish Community Association	\$ 2,211
Okanagan Sikh Temple & Cultural Society	\$ 6,048
Rutland Gospel Tabernacle	\$ 2,495
Rutland United Church	\$ 4,704
Salvation Army Community Church	\$ 7,076
Serbian Orthodox Par-Holy Proph St Ilija (Parish)	\$ 704
Seventh Day Adventist Church	\$ 13,958
Spring Valley Congregation of Jehovah's Witnesses	\$ 5,082
St. Aidan's Anglican Church	\$ 2,256
St. Andrew's Church	\$ 5,475
St. Charles Garnier Parish	\$ 1,575
St. David's Presbyterian Church	\$ 5,104
St. Mary's Anglican Church	\$ 821
St. Michaels Anglican Church	\$ 4,615
St. Paul's United Church	\$ 10,164
St. Peter & Paul Ukrainian Greek Orthodox Church	\$ 3,448
St. Pius X Parish	\$ 2,978
St. Theresa's Parish	\$ 3,766
The BC Muslim Association	\$ 1,053
The Church of Jesus Christ of Latter-Day Saints	\$ 5,567
The Congregation of Bethel Church	\$ 3,010
The Union of Slavic Churches of Evangelical Christians	704
Unitarian Fellowship of Kelowna Society	\$ 1,031

Total Value of Municipal Taxes Exempted

\$ 2,267,820

Report from the Director, Financial Services

Keith Grayston

Mayor and Council
City of Kelowna

May 8, 2014

Your Worship and Members of Council,

I am pleased to submit the City of Kelowna's 2013 Annual Financial Report for the year ended December 31, 2013, as required by Sections 98 and 167 of the Community Charter. The report includes the Independent Auditors' report, the 2013 audited consolidated financial statements and supplementary information for the City of Kelowna.

The consolidated financial statements for the year ended December 31, 2013 were prepared by City staff in accordance with Canadian public sector accounting standards. There are several components in achieving effective governance. Management is responsible for implementing and maintaining a system of internal controls to ensure that reliable financial statements and schedules are prepared and that these statements are consistent with other reporting requirements as part of the Financial Information Act. These statements were audited by Grant Thornton LLP and their responsibility was to express an opinion based on the results of the audit. The audit was planned and performed to obtain reasonable assurance as to whether the financial statements were free of material error or misstatement. The statements have been reviewed by the City's Audit Committee, whose responsibility is to ensure the financial statements are comprehensive, reliable and understandable.

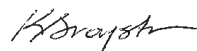
The City strengthened its financial position in 2013 with accumulated surplus increasing by \$46 million to over \$1.7 billion. Revenues for the year increased by \$7 million from 2012, mainly due to a gain on the sale of the Electrical Utility even though

that sale resulted in a reduction in the annual fees and charges. Expenses, at \$246 million, are lower than 2012 by \$5 million with the most significant change being the reduced bulk electrical power costs.

The General Fund ended 2013 with a \$2,537,350 surplus from operations which was 2.4 per cent of the 2013 taxation requirement. City staff continue to be innovative and creative in finding the most effective ways to deliver services to the community. The tax increase of 2.74 per cent provided for the maintenance and strengthening of those service levels.

The Annual Report provides an opportunity to communicate with citizens, stakeholders and other report users on the City's 2013 financial performance along with related information on projects and financial strategies. Keeping an eye on current economic conditions along with a long term planning focus will support the continued development of a safe, vibrant and sustainable city.

Respectfully submitted,



Keith Grayston, CPA, CGA
Director, Financial Services



Independent Auditors' Report

To the members of Council of the City of Kelowna

We have audited the accompanying consolidated financial statements of the City of Kelowna (the "City"), which comprise the consolidated statement of financial position as at December 31, 2013, and the consolidated statement of operations and accumulated surplus, consolidated statement of changes in net financial assets and consolidated statement of cash flows for the year then ended, and a summary of significant accounting policies and other explanatory information.

Management's responsibility for the consolidated financial statements

Management is responsible for the preparation and fair presentation of these consolidated financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' responsibility

Our responsibility is to express an opinion on these consolidated financial statements based on our audit. We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the consolidated financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the consolidated financial

statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the consolidated financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the consolidated financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of the City of Kelowna as at December 31, 2013, and the results of its operations and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.



Chartered Accountants

Kelowna, BC
April 29, 2014

Audit • Tax • Advisory

Grant Thornton LLP, A Canadian Member of Grant Thornton International Ltd.

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Consolidated Statement of Financial Position

As at December 31, 2013 (in thousands of dollars)

	2013	2012
Financial Assets		
Cash and cash equivalents (Note 3)	\$ 67,842	\$ 28,569
Accounts receivable (Note 3)	32,309	29,986
Accrued interest	952	463
Portfolio investments (Note 3)	217,538	182,523
Long term investments (Note 9)	6,000	6,000
Property held for resale	449	591
Other	-	24
	325,090	248,156
Financial Liabilities		
Accounts payable	40,753	42,201
Performance deposits	7,798	7,457
Deferred revenue (Note 3)	35,906	35,562
Deferred development cost charges (Note 3)	24,018	26,632
Long term debt	120,241	134,913
	228,716	246,765
Net Financial Assets	96,374	1,391
Non-Financial Assets		
Prepaid expenses	1,482	1,449
Inventory	999	1,324
Work in progress (Note 4)	59,477	104,548
Tangible capital assets (Note 4)	1,563,290	1,566,769
	1,625,248	1,674,090
Accumulated Surplus (Note 5)	\$ 1,721,622	\$ 1,675,481

Contingent liabilities and Commitments (Notes 7 and 8)

See accompanying notes to the consolidated financial statements.



Keith Grayston, CPA, CGA
Director, Financial Services



Walter Gray
Mayor, City of Kelowna

Consolidated Statement of Operations & Accumulated Surplus

As at December 31, 2013 (in thousands of dollars)

	Budget 2013	Actual 2013	Actual 2012
Revenue			
Taxation	\$ 114,993	\$ 114,844	\$ 110,493
Fees and charges	126,483	111,870	129,689
Interest earned	5,530	6,818	5,267
DCC contributions	8,957	11,520	17,879
Contribution from other governments	30,837	20,243	17,593
Other capital contributions	286	3,759	2,915
Gain on disposal of tangible capital assets	-	23,281	1,274
	287,086	292,335	285,110
Expenses			
General government services	22,665	15,107	17,140
Protective services	48,020	48,962	43,077
Transportation services	31,952	30,568	30,297
Recreational and cultural services	32,071	31,214	30,153
Other services	17,767	17,432	15,490
Airport operations	10,750	10,672	10,214
Electrical utility	23,266	8,030	24,403
Wastewater utility	10,371	9,483	8,450
Water utility	6,016	4,769	4,830
Amortization of tangible capital assets	-	60,092	57,329
Debt charges	10,317	9,865	10,155
	213,195	246,194	251,538
Annual Surplus	73,891	46,141	33,572
Accumulated Surplus, beginning of year		1,675,481	1,641,909
Accumulated Surplus, end of year		\$ 1,721,622	\$ 1,675,481

See accompanying notes to the consolidated financial statements.

Consolidated Statement of Changes in Net Financial Assets

As at December 31, 2013 (in thousands of dollars)

	Budget 2013	Actual 2013	Actual 2012
Annual Surplus	\$ 73,891	\$ 46,141	\$ 33,572
Amortization of tangible capital assets	-	60,092	57,329
Proceeds from disposal of tangible capital assets	-	61,009	2,509
Gain on disposal of tangible capital assets	-	(23,281)	(1,274)
Acquisition of tangible capital assets	(145,205)	(49,270)	(77,613)
Change in inventory and prepaid expenses	-	292	458
Increase in Net Financial Assets	(71,314)	94,983	14,981
Net Financial Assets (Liabilities), beginning of year	1,391	1,391	(13,590)
Net Financial Assets (Liabilities), end of year	\$ (69,923)	\$ 96,374	\$ 1,391

See accompanying notes to the consolidated financial statements.

Consolidated Statement of Cash Flows

As at December 31, 2013 (in thousands of dollars)

	Actual 2013	Actual 2012
Net inflow (outflow) of cash and cash equivalents related to the following activities		
Operating		
Annual Surplus	\$ 46,141	\$ 33,572
Adjustment for non-cash items		
Amortization of tangible capital assets	60,092	57,329
Gain on disposal of tangible capital assets	(23,281)	(1,274)
Other capital contributions	(3,759)	(2,915)
Developer contributions of tangible capital assets	(2,388)	(5,317)
Decrease (increase) in non-cash financial assets		
Accounts receivable	(2,321)	7,172
Inventory and prepaid expenses	292	458
Other assets	(465)	(40)
Increase (decrease) in non-cash liabilities		
Accounts payable	(1,448)	(2,685)
Deferred development cost charges	(2,614)	(11,997)
Other liabilities	685	2,633
	70,934	76,936
Capital		
Acquisition of tangible capital assets	(46,742)	(72,670)
Proceeds from disposal of tangible capital assets	61,009	2,509
	14,267	(70,161)
Investing		
Change in investments	(35,015)	1,068
Financing		
Repayment of long term debt	(10,913)	(11,700)
Net increase (decrease) in cash and cash equivalents	39,273	(3,857)
Cash and cash equivalents, beginning of year	28,569	32,426
Cash and cash equivalents, end of year	\$ 67,842	\$ 28,569
Supplemental cash flow information		
Interest paid	\$ 9,865	\$ 10,155
Non-cash capital activities		
Acquisition of tangible capital assets through developer contributions	\$ 2,388	\$ 5,317
Property held for resale transferred from tangible capital assets	\$ 449	\$ 591

See accompanying notes to the consolidated financial statements.

Notes to the Consolidated Financial Statements

December 31, 2013 (All tabular amounts in thousands of dollars)

The notes to the consolidated financial statements are an integral part of the statements. They explain the significant accounting and reporting policies and principles underlying these statements. They also provide relevant supplementary information and explanations which cannot be conveniently expressed in the consolidated financial statements.

1. Significant Accounting Policies

The consolidated financial statements have been prepared in accordance with Canadian public sector accounting standards (PSAS).

The following is a summary of the City's significant accounting policies:

Basis of presentation

The City of Kelowna's resources and operations are segregated into General, Airport, Electrical Utility, Wastewater Utility, Water Utility, Natural Gas Legacy, Development Cost Charges and Statutory Reserve Funds for accounting and financial reporting purposes. The consolidated financial statements include all the accounts of these funds. All material interfund transactions and balances have been eliminated within the consolidated financial statements.

The City of Kelowna Library Society is controlled by the City of Kelowna through its appointment of the members of the society. Accordingly, the consolidated financial statements include all the accounts of the society.

Accrual accounting

The accrual method for reporting revenues and expenses has been used.

Inventory

Inventory is valued at the lower of cost, determined principally on a weighted average and specific item basis, or replacement cost.

Work in progress

Work in progress represents capital projects under construction but not yet completed and are valued at cost.

Tangible capital assets

The City records tangible capital assets including assets held as work in progress or capital lease at cost, in the period they were acquired or when the asset is put into use.

All tangible capital assets are valued at cost which includes all costs directly attributable to acquisition, construction, development or betterment of the tangible capital asset.

Assets owned by the City but not paid for by the City including contributions, dedications, gifts and donations, are valued at fair value at the date of contribution, dedication, gift or donation, where fair value is reasonably determinable.

Amortization

The cost less residual value of the tangible capital assets is amortized on a straight-line basis over the useful lives of the asset as follows:

Asset Type	Useful Life Years	Asset Type	Useful Life Years
Parks infrastructure		Vehicles	
Playground equipment	15 - 20	Cars and light trucks	5 - 10
Artificial turf field	10 - 12	Fire trucks	15 - 20
Washrooms, concessions, picnic shelters	40 - 50	IT infrastructure	
Outdoor pools, spray pools	50 - 60	Hardware	4 - 5
Building structure		Software	5 - 10
	40 - 75	Telephone system	7 - 10
Building improvements		Infrastructure	
Exterior envelope	30 - 40	<i>(dependent upon component and material)</i>	
HVAC systems	10 - 12	Electrical	20 - 25
Roofs	15 - 20	Water	10 - 100
Electrical/plumbing/fire	15 - 20	Wastewater	10 - 100
Site works-asphalt, water & sewer lines, etc	10 - 100	Drainage	10 - 100
		Transportation	10 - 100
Machinery & equipment			
General equipment	7 - 10		
Grounds equipment & machinery	10 - 15		
Heavy construction equipment	5 - 10		

One half of the annual amortization is charged in the year of acquisition and in the year of disposal.

Land and Work in Progress are not amortized.

Contributions of Tangible Capital Assets

Tangible capital assets received as contributions are recorded at their fair market value.

Intangible Assets

Intangible assets include works of art and historic assets located throughout the City. They are not reflected in these consolidated financial statements.

Interest Capitalization

The City of Kelowna only capitalizes interest on projects being financed internally which will require debenture borrowing upon completion. Interest is calculated on monthly expenditures at the bank prime rate less 2%.

Municipal Finance Authority cash deposits and demand notes

The City issues the majority of its debt instruments through the Municipal Finance Authority. As a condition of these borrowings, a portion of the debenture proceeds is withheld by the Municipal Finance Authority as a debt reserve fund. The City also executes demand notes in connection with each debenture whereby the City may be required to loan certain amounts to the Municipal Finance Authority. These demand notes are contingent in nature. The Debt Reserve and Demand Note balances are as follows:

	2013	2012
Cash Deposits held by MFA	\$ 2,714	\$ 2,642
Demand Notes held by MFA	7,922	8,019
	<u>\$10,636</u>	<u>\$10,661</u>

Reserves for future expenditures

Reserves for future expenditures are non-statutory reserves which represent an appropriation of surplus for specific purposes. Transfers to reserves for future expenditures include funds to finance incomplete projects and accumulations for specific purposes.

Statutory reserve funds

The use of these funds is restricted by the Community Charter and associated Municipal Bylaws. Statutory reserve funds are funded 100% by cash and portfolio investments.

Revenue recognition

Taxation revenue

Annual levies for non-optional municipal services and general administrative services are recorded as taxes for municipal purposes. Levies imposed by other taxing authorities are not included as taxes for municipal purposes. Taxes are recognized as revenue in the year they are levied.

Through the BC Assessment appeal process taxes may be adjusted by way of supplementary roll adjustments. The affects of these adjustments on taxes are recognized at the time they are awarded.

Fees and charges revenue

Charges for transportation, environmental health, building permits, electrical, water, wastewater, natural gas and airport are included in this category. These revenues are recorded on the accrual basis and recognized as earned which is usually when services are provided or facilities are utilized.

DCC contributions

DCCs are recognized as revenue during the period in which the related costs are incurred.

Government transfers

Government transfers are recognized as revenue in the period that the transfer is authorized, eligibility criteria, if any, have been met by the City, and a reasonable estimate of the amount to be received can be made.

Investment income

The City's investments are disclosed in Note 3.

Investment income is recorded on the accrual basis and recognized when earned.

A portion of the City's investments are invested in pooled funds of the Municipal Finance Authority of British Columbia. Earnings on these funds are allocated to the members from time to time based on the market value of the pool. The City recognizes only its share of the realized earnings of the pool. This revenue is recorded as investment income and the amount is added to the cost of the units held.

To the extent that investments have no stated rate of return, investment income is recognized as it is received.

Expenses

Expenses are recorded in the period in which the goods or services are acquired and a liability is incurred.

Use of estimates

Management has made estimates and assumptions that affect the amounts reported in preparing these financial statements. Actual results could differ from the estimates. Significant areas requiring the use of management estimates relate to the determination of tangible capital assets estimated useful life and related amortization, landfill post closure costs and settlement costs associated with outstanding legal actions.

2. Future Accounting Changes

PS 3260 - Liability for contaminated sites

This section establishes the recognition, measurement and disclosure requirements for reporting liabilities associated with remediation of contaminated sites. The section does not deal with tangible capital asset retirement obligations, liabilities associated with the disposal or sale of a tangible capital asset and acquisition/betterment costs for tangible capital assets that are less than the future economic benefits. This section applies to fiscal years beginning on or after April 1, 2014, with early adoption permitted.

PS 2601 - Foreign currency translation

This section revises and replaces the existing Section PS 2600 Foreign currency translation. This section applies to fiscal years beginning on or after April 1, 2016, with early adoption permitted.

PS 1201 - Financial statement presentation

This section revises and replaces the existing Section PS 1200 Financial statement presentation. This section applies to fiscal years beginning on or after April 1, 2016, with early adoption permitted.

PS 3450 - Financial instruments

This section establishes standards for recognizing and measuring financial assets, financial liabilities and non-financial derivatives. This section applies to fiscal years beginning on or after April 1, 2016, with early adoption permitted.

3. Financial Assets and Liabilities

Cash and cash equivalents

Cash and cash equivalents consist of cash and short-term investments with maturities of 90 days or less from the date of acquisition.

Accounts receivable

Accounts receivable are recorded net of allowance and are comprised of the following:

Type of Receivable	2013	2012
Property Tax	\$ 6,012	\$ 6,487
Trade Receivables	12,873	11,722
Due from Federal Government	1,065	2,261
Due from Provincial Government	3,816	1,241
Due from Regional Government	56	56
Utilities	5,146	6,986
Deferred Development Cost Charges	3,341	1,233
	\$ 32,309	\$ 29,986

Portfolio investments

Portfolio investments are recorded at cost and are comprised of the following:

Type of Investment	2013	2012
Municipal Finance Authority Bond/Intermediate Funds	\$ 32,627	\$ 32,082
Provincial and Bank Issued Accrual Notes and Debentures	116,144	110,349
Publicly traded shares	55,535	-
Guaranteed Investment Certificates and Deposit Notes	13,232	40,092
Total Portfolio investments	\$ 217,538	\$ 182,523

Operating line of credit

The City has an operating line of credit with the Royal Bank of Canada for an authorized amount of \$5.0 million, bearing interest at bank prime rate. At December 31, 2013 the balance outstanding was \$nil (2012 - \$nil).

Deferred revenue

The City records deferred revenue for funds received in advance on services not yet rendered and is recognized into revenue during the period in which the service is provided. The City also records deferred revenue when a contract specifies how the resources are to be used and therefore funds received in advance are deferred until the period in which the requirements are met. Because these funds are restricted in nature they are shown as a liability.

Deferred Revenue by Type	2013	2012
Tax prepayments	\$ 16,159	\$ 15,254
Construction	12,857	13,055
Local Service Areas	3,971	3,778
Other	2,662	2,597
Grants	257	878
	\$ 35,906	\$ 35,562

Deferred Development Cost Charges (DCC)

The City collects development cost charges to pay for a proportionate share of infrastructure related to new growth. In accordance with the Local Government Act, these funds must be deposited into a separate reserve fund. Because these funds are externally restricted in nature they are shown as a liability.

	2012	Receipts	Interest	Transfers Out	2013
Roads	\$ 13,333	\$ 3,916	\$ 344	\$ 2,229	\$ 15,364
Parks	(1,408)	1,666	(64)	1,382	(1,188)
Water	11,358	495	313	360	11,806
Wastewater	1,751	2,201	13	5,929	(1,964)
Drainage	1,598	-	22	1,620	-
Total Deferred DCC	\$ 26,632	\$ 8,278	\$ 628	\$ 11,520	\$ 24,018

Long term debt

Debenture debt principal is reported net of sinking fund balances. Interest rates on long term debt ranged from 2.10% to 10.07%. The weighted average rate for 2013 was 5.29% (2012 – 4.73%). Principal repayments for the next five years are as follows:

	2014	2015	2016	2017	2018
General Fund	\$ 2,531	\$ 2,514	\$ 2,514	\$ 2,494	\$ 2,492
Airport	1,333	1,333	1,333	1,333	1,333
Wastewater Fund	4,563	4,157	4,157	4,157	4,157
Water Fund	333	333	333	333	333
Natural Gas Legacy	1,699	1,699	1,699	1,699	1,699
Library Society	421	460	502	180	-
	\$ 10,880	\$ 10,496	\$ 10,538	\$ 10,196	\$ 10,014

Debt as a percentage of total expenditures:

2013	2012	2011	2010	2009
48.91%	53.64%	59.50%	64.66%	68.61%

4. Tangible Capital Assets and Work in Progress

	2013 Work in Progress	2013 Tangible Capital Assets (NBV)	2012 Work in Progress	2012 Tangible Capital Assets (NBV)
Land	\$ 3,036	\$ 182,146	\$ 90	\$ 180,139
Land Improvements	5,452	31,525	4,073	30,931
Buildings	13,792	163,552	11,127	167,827
Infrastructure	26,393	1,112,180	85,124	1,110,295
Machinery and Equipment	10,804	37,888	4,134	39,978
Natural Gas System (Capital Lease)	-	35,999	-	37,599
	\$ 59,477	\$ 1,563,290	\$ 104,548	\$ 1,566,769

Contributions received in 2013 include:

Type of Contribution

	2013	2012
Land		
Park	\$ 2,387	\$ 5,214
Transportation	1	103
Total Contributed Tangible Capital Assets	\$ 2,388	\$ 5,317

Schedule 1 provides a break down of tangible capital assets and work in progress by function showing the cost, accumulated amortization and net book value of the tangible capital assets.

5. Accumulated Surplus

	Reserves for Future Expenditures	Equity in FortisBC Inc.	Statutory Reserves	Fund Surpluses	Investment Tangible Capital Assets	Total 2013	Total 2012
Accumulated surplus, beginning of year	\$ 74,174	-	\$ 39,872	\$ 28,100	\$ 1,533,335	\$ 1,675,481	\$ 1,641,909
Annual surplus	746	535	1,372	87,415	(43,927)	46,141	33,572
Transfers	15,891	55,000	2,648	(73,539)	-	-	-
Acquisition of tangible capital assets	-	-	-	(1,918)	1,918	-	-
Repayment of long term debt	-	-	-	(10,913)	10,913	-	-
Accumulated surplus, end of year	\$ 90,811	\$ 55,535	\$ 43,892	\$ 29,145	\$ 1,502,239	\$ 1,721,622	\$ 1,675,481

Accumulated Surplus detail as follows:

Description	Balances Beginning of Year	Transfer From	Transfer To	Interest and other	Balances, End of Year
Non-Statutory Reserves					
General Fund Reserve	\$42,109	\$ 9,439	\$19,772	\$(87)	\$52,355
Airport Fund Reserve	14,131	7,152	13,753	173	20,905
Electrical Fund Reserve	3,176	19,069	15,309	584	-
Waste Water Fund Reserve	7,313	131	846	18	8,046
Water Fund Reserve	7,445	525	2,527	58	9,505
	74,174	36,316	52,207	746	90,811
Statutory Reserves					
Parking Reserve	1,588	1,237	4,160	88	4,599
Land Reserve	8,608	1,837	3,262	255	10,288
Capital Works, Machinery & Equip Reserve	29,676	12,989	11,289	1,029	29,005
	39,872	16,063	18,711	1,372	43,892
Surplus by Fund					
General Fund Surplus	1,763	63,578	23,415	40,400	2,000
Airport Fund Surplus	271	14,315	1,658	12,982	596
Electrical Fund Surplus	4,626	23,695	-	19,069	-
Waste Water Fund Surplus	14,104	15,413	8,820	9,604	17,115
Water Fund Surplus	2,255	3,771	2,620	3,315	4,419
Natural Gas Legacy Surplus	4,915	3,385	1,660	1,659	4,849
Library Surplus	166	772	386	386	166
	28,100	124,929	38,559	87,415	29,145
Equity Investment					
Equity in FortisBC Inc.	-	-	55,000	535	55,535
Investment in Non Financial Assets					
Investment in Tangible Capital Assets	1,533,335	33,924	46,755	(43,927)	1,502,239
Accumulated Surplus	\$1,675,481	\$211,232	\$211,232	\$46,141	\$1,721,622

6. Government Transfers

Government transfers are the major source of transfers to the City. Due to the completion of the projects in 2013 there is no deferred revenue balances related to these transfers. Government transfers do not include grants in lieu of taxes received from the Federal and Provincial governments. In 2013 the City received and recorded as revenue the following transfers:

	2013	2012
Operating transfers		
Federal	\$ 419	\$ 591
Provincial	15,045	15,434
	15,464	16,025
Capital transfers		
Federal	2,391	1,430
Provincial	2,388	138
	4,779	1,568
Total transfers	\$ 20,243	\$ 17,593

7. Contingent liabilities

Regional District of Central Okanagan

Regional District debt is, under the provisions of the Local Government Act, a direct, joint and several liability of the District and each member municipality within the District including the City of Kelowna.

The loan agreements with the Regional District of Central Okanagan and the Municipal Finance Authority provide that if at any time the scheduled payments provided for in the agreements are not sufficient to meet the Authority's obligation with respect to such borrowing, the resulting deficiency becomes a liability of the member municipalities.

Pension liability

The City and its employees contribute to the Municipal Pension Plan (the Plan), a jointly trusteed pension plan. The Board of Trustees, representing plan members and employers, is responsible for overseeing the management of the Plan, including investment of the assets and administration of benefits. The Plan is a multi-employer contributory pension plan. Basic pension benefits provided are based on a formula. The Plan has about 179,000 active members and approximately 71,000 retired members. Active members include approximately 39,000 contributors from local governments.

The most recent valuation as at December 31, 2012 indicated a \$1,370 million funding deficit for basic pension benefits. The next valuation will be as at December 31, 2015 with results available in 2016. Employers participating in the Plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the Plan records accrued liabilities and accrued assets for the Plan in aggregate with the result that there is no consistent and reliable basis for allocating the obligation, assets and cost to the individual employers participating in the Plan.

The City of Kelowna paid \$5.7 million (2012 - \$5.3 million) for employer contributions while employee contributions were \$4.7 million (2012 - \$4.4 million) to the plan in fiscal 2013.

Post employment benefits

The City of Kelowna does not accrue expenses for post employment benefits such as retirement allowances or compensated absences (sick leave). City employees retiring do not receive any retirement allowance that either vests or accrues over the period of employment. Sick benefits do not accrue and are not vested. The City recognizes the expense for sick time when the event obligates the City to pay.

Legal actions

The City of Kelowna is currently engaged in certain legal actions, the outcome of which is not determinable at this time. Accordingly, no provision has been made in the accounts for these actions.

The amount of loss, if any, arising from these contingent liabilities will be recorded in the accounts in the period in which the loss is realized. The City of Kelowna has insurance policies and financial reserves to offset associated risks.

Royal Canadian Mounted Police Contract

The City of Kelowna does not accrue expenses for banked time earned by RCMP members during their term of service as under the terms of the contract the City is only billed for actual costs. The City recognizes the expense for banked time when the event obligates the City to pay.

The Federal Government and the Royal Canadian Mounted Police are currently disputing a retroactive wage increase to the members dating back to 2009. While the outcome of the dispute is unknown at this time, under the terms of the contract the City of Kelowna may be required to pay the retroactive increase, estimated to be approximately \$1.0 million, to the members

should the ruling be upheld. The City will recognize the expense for any retroactive wages it is obligated to pay when the dispute is resolved.

8. Commitments

Agreements, contracts and purchase orders

The City has entered into various agreements and contracts for services and construction with periods ranging from one to five years.

The City has purchase orders open as at December 31, 2013 which have not been recorded in the accounts. Due to the reporting capabilities in the Agresso financial system the balance of these open purchase orders are not determinable at this time. The funding for the majority of these obligations has been set aside in reserves for future expenditures. These amounts will be recorded in the accounts in the period the goods and services, to which they relate, are received.

Landfill closure and post closure costs

As required by PSAS and regulated by the Ministry of Water, Land and Air Protection, the City has agreed to obligations regarding the operation of the landfill site. These obligations include recognition of closure and post-closure liability. The City's estimated liability for these expenditures is recognized as the landfill site's capacity is used. The reported liability of \$3.6 million (2012 - \$3.5 million) represents the portion of the estimated total expenditure recognized as at December 31, 2013. The liability and annual expenditure is calculated based on the ratio of current usage to the total capacity of the site and the discounted estimated future cash flows associated with closure and post-closure activities.

The reported liability is based on estimates and assumptions with respect to events extending over the remaining life of the

landfill. The remaining capacity of the landfill site is estimated at 17.5 million tonnes, which is 92.0% of the site's total capacity. The future cash flows for closure and post-closure cost is estimated at \$11.9 million as at December 31, 2013. The landfill site is expected to reach its capacity in 2075.

Kelowna Family Y Centre loan guarantee agreement

The City has, under the terms of the partnering agreement between the City of Kelowna and YMCA-YWCA of Central Okanagan, guaranteed repayment in the event that the YMCA-YWCA of Central Okanagan defaults on a \$1.8 million, 20 year loan. Under the agreement the City shall resume operation of the facility and assume responsibility for the repayment of the debt incurred by the YMCA-YWCA of Central Okanagan. During 2012 an amendment was made to the agreement for additional financing of \$700,000. As at December 31, 2013 the outstanding loan balance was \$1,286,901 (2012 - \$1,380,522).

Multi-Purpose Facility Public/Private Partnership

The City has, under the terms of the Preferred Share Agreement between the City of Kelowna and RG Properties Ltd., purchased \$6.0 million of preferred shares in RG Arenas (Kelowna) Ltd. at a cost of \$1 per share. The terms and conditions of the purchase are subject to the terms of a Tripartite Agreement between the City of Kelowna, Royal Bank of Canada and RG Arenas (Kelowna) Ltd., RG Properties Ltd., Prospero Canadian Land Investment Fund Ltd. group of companies.

The City has, under the terms of the above noted Tripartite Agreement, committed to the annual purchase of community use time at the Multi-Purpose facility, commencing with substantial completion, on November 10, 1999 under the following terms:

- (i) \$1.3 million per annum for Years 1 to 3 comprised of a payment of \$1.1 million, which for Years 2 and 3 is subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum, plus an annual payment of \$150,000 without any adjustment for CPI;
- (ii) \$1.2 million per annum for Years 4 to 7, subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum;
- (iii) \$1.2 million per annum for Years 8 to 10, subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum, minus \$150,000 per annum;
- (iv) \$1.0 million per annum for Years 11 to 20, subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum; and
- (v) \$0.5 million per annum for Years 21 to 30, subject to a minimum CPI increase of 1% per annum and a maximum average CPI increase of 5% per annum.

The year 2013 represented year 14 of the agreement.

Should the City not exercise, in its sole discretion, its option to renew any future term for community use time in the Multi-Purpose facility, under the above terms it shall be required to make a lump sum payment to RG Arenas (Kelowna) Ltd. on or before the 15th day of one of year 6, 11, 16, 21 or 26 commencing with the year of substantial completion in the following amounts:

2005	Year 6	\$13.2 million
2010	Year 11	\$11.9 million
2015	Year 16	\$10.4 million
2020	Year 21	\$6.7 million
2025	Year 26	\$4.5 million

Upon such payment, no further amounts will be payable to RG Arenas (Kelowna) Ltd. and the City will have the right to the community use time for the period from the beginning of the year in which the payment was made until November 9, 2029 without any additional payment.

The City did exercise its option to renew the purchase of community use time under the above annual payments terms and accordingly did not make either of the lump sum payment of \$13.2 or \$11.9 million otherwise due to RG Arenas (Kelowna) Ltd. in years 6 or 11.

Royal Canadian Mounted Police Services

The Province of British Columbia and the Federal Government have an agreement with the Royal Canadian Mounted Police to provide police services for various municipalities in the Province. This agreement has a 20 year term expiring on March 31, 2032.

9. Long-term investments

Kelowna Developments Ltd.

The investment in Kelowna Developments Ltd., a wholly owned subsidiary, is carried at its cost of \$2. The company is inactive with no assets or liabilities and is being retained for potential future use.

RG Arenas (Kelowna) Ltd.

The investment in preferred shares in RG Arenas (Kelowna) Ltd. is carried at its cost of \$6.0 million. The shares were purchased under the terms of the Preferred Share Agreement between the City of Kelowna and RG Properties Ltd. and are to be retained until 2028 per the terms of that agreement described in Note 8.

10. Letters of credit

In addition to the performance deposits reflected in cash balances, the City is holding irrevocable Letters of Credit in the amount of \$27.1 million (2012 - \$22.9 million) which were received from depositors to ensure their performance of works to be undertaken within the City. These amounts are not reflected in the financial statements but are available to satisfy any liabilities arising from non-performance by the depositors. Included in the \$27.1 million, the City is holding irrevocable Letters of Credit in the amount of \$3.4 million (2012 - \$1.2 million) which are received from developers to ensure payment of development cost charges in future years.

11. Capital lease payable

The City has entered into an agreement with FortisBC Energy Inc. ("FortisBC") that has resulted in the creation of the Natural Gas Legacy Fund.

Capital lease

Under the terms of the agreement the City entered into a 35 year capital lease with FortisBC on November 1, 2001 for the natural gas distribution system within the City's municipal boundary. The City has prepaid \$47.5 million of the capital lease obligation and has financed the prepayment through debenture debt. The remaining obligation of \$2.3 million, which is included in long term debt, will be paid with annual lease payments of \$260,870 including interest based on FortisBC approved pre-tax weighted average cost of capital of 10.072%.

Operating lease

The City also entered into a 17 year operating lease with FortisBC on November 1, 2001 whereby the City leases back to FortisBC the operations of the gas distribution system. Under the operating lease FortisBC is required to make annual lease payments to the City calculated by a formula specified in the agreement which is based on the total annual revenue generated by the transaction. At the end of the 17 year term FortisBC has the option of making a termination payment to the City equal to the unamortized portion of the City's \$47.5 million prepayment under the capital lease, which is estimated to be \$27.0 million, or negotiate a new 18 year operating lease with a continuation of the annual lease payments which existed under the previous 17 year operating lease.

Annual lease revenues for the past five years are:

2009	\$4.9 million
2010	\$5.0 million
2011	\$4.8 million
2012	\$4.6 million
2013	\$4.4 million

12. City of Kelowna Library Society

In March 1997, the City transferred the Library building and land located on Ellis Street in the City of Kelowna and the related mortgage loan to the City of Kelowna Library Society, a non-profit society. The City has guaranteed the repayment of the mortgage. As at December 31, 2013 the mortgage balance was \$1.6 million (2012 - \$1.9 million). The City has taken back an option to purchase these assets at a nominal value. The Society's financial information is included in with the City of Kelowna consolidated financial statements.

13. Trust funds

In accordance with PSAS, trust funds are not included in the City's consolidated financial statements. The City administers a Cemetery Maintenance Fund for the perpetual care and maintenance of the City owned and operated cemetery. As at December 31, 2013 the Trust Fund balance is \$2.2 million (2012 - \$2.1 million).

14. Segmented Information

The City of Kelowna is connecting communities and providing a multitude of services to the citizens of Kelowna. The City's operations and activities are organized and reported by funds and departments. The General Fund reports on operations, funded primarily by property taxes, which include services provided by the City such as general government, protective services, transportation services, recreation and cultural services, as well as public health, and environmental and development services. The City also operates its own airport and City utilities comprised of the electrical, wastewater and water systems that are self-sustaining operations. Operating results reported by the following segments are included in Schedule 2.

General Government

General Government operations are primarily funded by property taxation and business tax revenues. The expenses within the department are for executive and legislative costs, general administration, and other general government areas such as community service grants and rental property operating costs within the municipality. The general revenue reported under the department includes revenues associated with taxation, business tax revenues and senior government payments in lieu of taxes. These revenues have not been apportioned to other departments supported by the General Fund.

Protective Services

Protective services are comprised of police services provided by the Royal Canadian Mounted Police, fire protection services, building inspection services and bylaw enforcement as well as the Provincial Emergency Program. Police services include administration, crime investigation and prevention, traffic, prisoner custody and court liaison expenses.

The fire department is responsible for effective fire protection and public safety services to the City. This includes fire suppression and rescue, prevention and investigation, specialty rescue/first medical responses and fire safety inspections.

Costs for maintenance and repair of police and fire buildings are included in this section.

Transportation Services

Transportation services are responsible for the delivery of municipal public works services related to the planning, development and maintenance of streets and roads, bridges, drainage systems, street lights, traffic lights and signals, parking lots and on-street parking, and public transit as well as maintenance of workshops, yards and other buildings. The mandate is to provide a safe, efficient, environmentally-sensitive and cost-effective transportation network.

Recreation & Cultural Services

Recreation & cultural services provide services related to recreation, leisure and culture including administration and program costs as well as grounds and building maintenance. Facilities managed within this area include parks and playgrounds, arenas, swimming pools, beaches, boat launches, stadiums as well as community and seniors centers. The H2O Adventure & Fitness Centre, Parkinson Recreation Centre, Kelowna Community Theatre, Kelowna Museum, Kelowna Art Gallery

and the Rotary Centre for the Arts are some of the larger facilities included.

Other Services (Public Health/ Environmental/Development Services)

Public health services are comprised of cemetery operations and maintenance, environmental and development services including community planning and zoning as well as landfill operations.

Airport Services

The Airport, owned and operated by the City of Kelowna, provides quality airport services in a safe and cost effective manner in compliance with Federal regulations. The Airport is accounted for in its own fund.

Electrical Services

The Electrical Division oversees the delivery of reliable and safe electricity within the City's electrical utility boundary. FortisBC Energy Inc. ("FortisBC") supplies power to the electric utility. FortisBC provides all network operations for the distribution system including maintenance, capital project planning, management and construction and electric meter management. The Electrical Utility is accounted for in its own fund. During the current year the City sold its electrical assets and operations to FortisBC.

Wastewater Services

Kelowna's sanitary sewer system collects, conveys, treats and disposes of domestic wastewater (derived from the home) and industrial wastewater (resulting from business use, manufacturing and processing). The system currently services approximately 70% of Kelowna's population and continues to be extended to unserved areas. Kelowna's wastewater system has a treatment capacity of 72 million liters per day. Wastewater Utility is accounted for in its own fund.

Water Services

The Water Utility is responsible for planning, designing, building, operating and maintaining the City's Water Utility and is one of five water suppliers operating within Kelowna's boundaries. The Water Utility is accounted for in its own fund.

Natural Gas Legacy Services

Natural Gas Legacy Fund was created from an agreement with FortisBC for a 35 year capital lease for the natural gas distribution system within the City's municipal boundary and a 17 year operating lease whereby the City leases back to FortisBC the operations of the gas distribution system. The Natural Gas Legacy Fund is accounted for in its own fund.

Library Services

The City of Kelowna Library Society is a non-profit society instituted and controlled by the City of Kelowna. The Society was incorporated for the purpose of establishing, operating, and maintaining libraries and library services for the benefit of the City of Kelowna and its citizens. Financial statements for the Society are prepared separately and are consolidated with the City of Kelowna.

Statutory Reserves

Statutory Reserves include funds for parking, land and capital works, machinery and equipment.

15. Expenses by object

Total consolidated expenses by object are itemized in Schedule 2 – Segmented information.

16. Budget data

The budget figures are from the Annual Five-Year Financial Plan Bylaw adopted before May 15 of each year. Subsequent amendments have been made by Council to reflect changes in the budget as required by law. Amortization of tangible capital assets was not included in the budget. The table below shows the reconciliation between the approved budget and the budget presented in these consolidated financial statements.

Budget Amount	
<hr/>	
Revenues:	
Operating budget	\$ 260,633
Capital budget	26,453
	<hr/>
	287,086
	<hr/>
Expenses:	
Operating budget	213,195
Capital budget	145,205
	<hr/>
	358,400
	<hr/>
Annual deficit per approved budget	(71,314)
Add: tangible capital asset purchases	145,205
	<hr/>
Annual surplus per statement of operations	\$ 73,891
	<hr/>

17. Comparative figures

Certain comparative figures have been reclassified to conform to the presentation format adopted in the current year.

18. Subsequent event

Subsequent to December 31, 2013, the City of Kelowna received a donation of 55.7 acres of park land with an appraised value of \$5,155,000.

Schedule 1 - Tangible Capital Assets

For the year ended December 31, 2013 (in thousands of dollars)

Machinery & Equipment

Infrastructure

	Land	Land Improvements	Buildings	Vehicles	Other Machinery & Equipment	Computer	Misc	Subtotal Machinery & Equipment	Plant & Facilities	Roads, Lanes Sidewalks & Bike Paths	Bridges Tunnels & Overpasses	Underground, Overhead & Other Networks	Airport Infrastructure	Subtotal Infrastructure	Natural Gas Capital Lease	Total 2013	Total 2012
Cost																	
Balance, beginning of year	\$ 180,139	\$ 55,523	\$ 270,531	\$ 26,694	\$ 45,116	\$ 12,801	\$ 3,797	\$ 88,408	\$ 110,545	\$ 475,919	\$ 29,606	\$ 1,057,954	\$ 31,847	\$ 1,705,871	\$ 55,609	\$ 2,356,081	\$ 2,264,182
Add: additions during the year	2,949	3,003	4,691	3,379	925	454	7	4,765	54,305	6,305	-	6,697	8,113	75,420	-	90,828	94,480
Less: capital held for resale	(449)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(449)	(591)
Less: disposals during the year	(493)	(200)	(855)	(1,264)	(1,700)	-	-	(2,964)	-	(600)	-	(50,887)	-	(51,487)	-	(55,999)	(1,990)
Balance, end of year	\$ 182,146	\$ 58,326	\$ 274,367	\$ 28,809	\$ 44,341	\$ 13,255	\$ 3,804	\$ 90,209	\$ 164,850	\$ 481,624	\$ 29,606	\$ 1,013,764	\$ 39,960	\$ 1,729,804	\$ 55,609	\$ 2,390,461	\$ 2,356,081
Accumulated amortization																	
Balance, beginning of year	-	24,592	102,704	12,001	26,531	8,877	1,021	48,430	43,150	197,132	6,240	331,289	17,765	595,576	18,010	789,312	732,738
Add: amortization	-	2,209	8,791	2,087	2,576	1,018	190	5,871	4,629	18,657	459	16,169	1,707	41,621	1,600	60,092	57,329
Less: accumulated amortization on disposals	-	-	(680)	(1,095)	(885)	-	-	(1,980)	-	(447)	-	(19,126)	-	(19,573)	-	(22,233)	(755)
Balance, end of year	-	26,801	110,815	12,993	28,222	9,895	1,211	52,321	47,779	215,342	6,699	328,332	19,472	617,624	19,610	827,171	789,312
Net book value of tangible capital assets																	
	\$ 182,146	\$ 31,525	\$ 163,552	\$ 15,816	\$ 16,119	\$ 3,360	\$ 2,593	\$ 37,888	\$ 117,071	\$ 266,282	\$ 22,907	\$ 685,432	\$ 20,488	\$ 1,112,180	\$ 35,999	\$ 1,563,290	\$ 1,566,769
Work in progress	\$ 3,036	\$ 5,452	\$ 13,792	\$ -	\$ 3,863	\$ 1,114	\$ 5,827	\$ 10,804	\$ 11,290	\$ 6,095	\$ 315	\$ 4,924	\$ 3,769	\$ 26,393	\$ -	\$ 59,477	\$ 1,104,548
																\$ 1,622,767	\$ 1,671,317

Schedule 2 - Segmented Information

For the year ended December 31, 2013 (in thousands of dollars)

	General Gov't	Protective Services	Transportation Services	Recreation & Cultural Services	Other Services	Airport Services	Electrical Services	Wastewater Services	Water Services	Natural Gas Legacy Services	Library Services	Statutory Reserves	2013
Revenue													
Taxation	\$ 111,402	\$ -	\$ 104	\$ -	\$ -	\$ -	\$ -	\$ 1,925	\$ 1,413	\$ -	\$ -	\$ -	\$ 114,844
Fees and charges	24,939	443	7,715	4,035	11,717	24,233	9,112	14,465	9,584	4,571	793	263	111,870
Interest earned	3,793	-	-	-	-	184	1,207	405	120	-	-	1,109	6,818
DCC contributions	-	-	584	37	4,610	-	-	5,929	360	-	-	-	11,520
Contribution from other governments	1,254	3,802	12,164	555	1,638	443	-	367	20	-	-	-	20,243
Other capital contributions	667	-	-	-	-	226	-	1,183	49	1,634	-	-	3,759
Gain on disposal of tangible capital assets	4,212	-	-	-	-	-	19,069	-	-	-	-	-	23,281
	146,267	4,245	20,567	4,627	17,965	25,086	29,388	24,274	11,546	6,205	793	1,372	292,335
Expenses													
Salaries and benefits	14,356	24,528	8,253	10,378	4,915	3,704	59	3,036	1,963	-	23	-	71,215
Contract and professional services	3,164	1,750	21,178	7,522	7,595	801	862	573	629	-	132	-	44,206
RCMP contract	-	22,305	-	-	-	91	-	-	-	-	-	-	22,396
Materials and supplies	4,641	1,424	-	9,708	1,418	5,011	6,288	1,203	724	-	18	-	30,435
Equipment	198	290	2,262	1,358	1,728	10	-	634	384	-	3	-	6,867
Allocations	(5,178)	-	(237)	(123)	(790)	1,165	1,369	3,068	729	20	-	-	23
Cost recoveries	(2,597)	(1,650)	(2,559)	(500)	(28)	(667)	(550)	(7)	(477)	-	-	-	(9,035)
Grants & external transfers	361	94	22	1,018	2,176	-	-	(124)	-	-	77	-	3,624
Utilities	162	221	1,649	1,853	145	557	2	1,100	817	-	-	-	6,506
Amortization of tangible capital assets	1,769	932	26,355	8,607	1,426	4,532	609	9,583	4,517	1,600	162	-	60,092
Total before Debt	16,876	49,894	56,923	39,821	18,585	15,204	8,639	19,066	9,286	1,620	415	-	236,329
Debt interest and fiscal services	2,595	-	-	-	-	744	-	3,009	472	2,892	153	-	9,865
Total operating expenses	19,471	49,894	56,923	39,821	18,585	15,948	8,639	22,075	9,758	4,512	568	-	246,194
Annual Surplus (Deficit)	\$ 126,796	\$ (45,649)	\$ (36,356)	\$ (35,194)	\$ (620)	\$ 9,138	\$ 20,749	\$ 2,199	\$ 1,788	\$ 1,693	\$ 225	\$ 1,372	\$ 46,141

Schedule 2 - Segmented Information

For the year ended December 31, 2012 (in thousands of dollars)

	General Gov't	Protective Services	Transportation Services	Recreation & Cultural Services	Other Services	Airport Services	Electrical Services	Wastewater Services	Water Services	Natural Gas Legacy Services	Library Services	Statutory Reserves	2012
Revenue													
Taxation	\$ 107,235	\$ -	\$ 109	\$ -	\$ -	\$ -	\$ -	\$ 1,748	\$ 1,401	\$ -	\$ -	\$ -	\$ 110,493
Fees and charges	26,715	430	7,249	4,260	11,266	20,099	31,020	14,190	8,641	4,805	782	232	129,689
Interest earned	3,198	-	-	-	-	197	125	309	87	-	-	1,351	5,267
DCC contributions	-	-	2,728	6,196	1,940	-	-	6,680	335	-	-	-	17,879
Contribution from other governments	3,670	3,688	8,603	169	102	1,063	-	298	-	-	-	-	17,593
Other capital contributions	499	-	-	-	-	166	-	759	55	1,436	-	-	2,915
Gain on disposal of tangible capital assets	1,274	-	-	-	-	-	-	-	-	-	-	-	1,274
	142,591	4,118	18,689	10,625	13,308	21,525	31,145	23,984	10,519	6,241	782	1,583	285,110
Expenses													
Salaries and benefits	13,701	21,398	8,034	9,511	4,738	3,483	131	2,815	1,852	-	15	-	65,678
Contract and professional services	3,320	1,730	20,403	7,490	7,018	594	2,120	567	518	-	141	-	43,901
RCMP contract	-	19,725	-	-	-	369	-	-	-	-	-	-	20,094
Materials and supplies	4,913	1,076	176	9,402	1,036	4,622	22,714	577	732	-	26	-	45,274
Equipment	186	317	2,207	1,421	1,561	6	-	590	365	-	-	-	6,653
Allocations	(4,707)	-	(313)	(118)	(670)	965	1,529	2,657	681	20	-	-	44
Cost recoveries	(782)	(1,600)	(547)	(459)	(271)	(515)	3	(252)	(76)	-	(7)	-	(4,506)
Grants & external transfers	363	91	31	1,067	1,702	-	-	-	-	-	-	-	3,254
Utilities	101	237	929	1,281	80	524	-	127	363	-	20	-	3,662
Amortization of tangible capital assets	1,483	927	25,142	8,238	1,367	4,257	1,175	8,487	4,491	1,600	162	-	57,329
Total before Debt	18,578	43,901	56,062	37,833	16,561	14,305	27,672	15,568	8,926	1,620	357	-	241,383
Debt interest and fiscal services	2,798	-	-	-	-	744	-	3,040	493	2,894	186	-	10,155
Total operating expenses	21,376	43,901	56,062	37,833	16,561	15,049	27,672	18,608	9,419	4,514	543	-	251,538
Annual Surplus	\$ 121,215	\$ (39,783)	\$ (37,373)	\$ (27,208)	\$ (3,253)	\$ 6,476	\$ 3,473	\$ 5,376	\$ 1,100	\$ 1,727	\$ 239	\$ 1,583	\$ 33,572

Schedule 3 - Long Term Debt

For the year ended December 31, 2013 (in thousands of dollars)

Long Term Debt - General Fund

Debenture Debt

Year of Maturity	Purpose	Debt Balance Dec 31, 2013	Sinking Fund Balance Dec 31, 2013	Amount of Issue	Current Interest Rate %
Public Works					
2019	South Pandosy Spec Area 1	\$ 95	\$ 139	\$ 234	5.99
2019	South Pandosy Spec Area 2	165	245	410	5.99
2019	Automated Curb Side Carts	3,109	1,701	4,810	4.13
2021	Downtown Parkade	1,009	1,191	2,200	4.43
2022	Chapman Parkade	2,322	1,749	4,071	5.37
2028	DCC Roads	5,708	4,692	10,400	5.15
Local Improvements					
2016	Local Improvements	86	307	393	4.00
2016	Local Improvements	59	210	269	4.43
2017	Local Improvements	15	39	54	4.82
2019	Local Improvements	28	41	69	3.15
Recreation and Cultural					
2021	Kokanee Gym Facility	259	241	500	5.69
2027	H2O Centre	21,375	6,125	27,500	4.82
2027	Kokanee Gymnastic	622	178	800	4.82
2028	H2O Centre	1,636	364	2,000	5.15
Total Debt - General Fund		\$ 36,488	\$ 17,222	\$ 53,710	

Long Term Debt - Wastewater Fund

Debenture Debt

Year of Maturity	Purpose	Debt Balance Dec 31, 2013	Sinking Fund Balance Dec 31, 2013	Amount of Issue	Current Interest Rate %
Specified Area Programs					
2018	Spec. Area 18 - Caramillo	47	88	135	4.65
2018	Spec. Area 19 - Poplar Point	27	50	77	4.65
2022	Spec. Area 22A - Gerstmar	23	16	39	6.06
2024	Spec. Area 21A - McKenzie Bench	900	450	1,350	4.98
2024	Spec. Area 22B - Vista Rd	53	26	79	4.98
2024	Spec. Area 22C - Hein Rd	177	89	266	4.98
2024	Spec. Area 22D - Elwyn Rd	99	50	149	4.98
2024	Spec. Area 22E - Dease Rd	64	32	96	4.98
2024	Spec. Area 22F - Mills Rd	228	114	342	4.98
2024	Spec. Area 29 - Campion Cambro	583	291	874	4.98
2024	Spec. Area 30 - Acland	243	121	364	4.98
2025	Spec. Area 20 - North Rutland	4,711	2,111	6,822	4.17
2025	Spec. Area 28A - Okaview	441	197	638	4.17
2028	Spec Area 26 - Fisher Rd	1,653	368	2,021	5.15
2028	Spec Area 34 - Country Rhodes	356	79	435	5.15
2028	Spec Area 36 - Clifton	218	49	267	5.15
Sewer Improvement Programs					
2014	Glenwood Sewer Main Replacement	8	82	90	3.15
2014	Long St. Sewer Main Replacement	6	58	64	3.15
2019	Byrns Baron Main	1,890	1,976	3,866	4.98
Sewage Treatment Plant					
2014	Sewer Treatment Plant Phase III	728	7,272	8,000	5.99
2019	Waste Water Treatment Expansion	12,925	7,075	20,000	4.90
2019	Waste Water Treatment Expansion	6,463	3,537	10,000	4.13
2020	Waste Water Treatment Expansion	7,400	2,600	10,000	4.00
2031	Brandt's Creek Tradewaste Treatment	3,413	387	3,800	4.00
Total Debt - Wastewater Fund		\$ 42,656	\$ 27,118	\$ 69,774	

Statistical Review

Long Term Debt - Waster Fund

Debenture Debt

Year of Maturity	Purpose	Debt Balance Dec 31, 2013	Sinking Fund Balance Dec 31, 2013	Amount of Issue	Current Interest Rate %
Specified Area Programs					
2023	Spec Area 16 - Byrns	\$ 24	\$ 15	\$ 39	4.78
2024	Spec Area 18 - Lakeshore	16	8	24	4.98
2028	Spec Area 26 - Fisher Rd	243	54	297	5.15
Water Improvement Programs					
2028	Cedar Creek Pump Station	6,199	1,378	7,577	5.15
2031	Poplar Point Pump Station Upgrade	1,863	137	2,000	4.00
Total Debt - Water Fund		\$ 8,345	\$ 1,592	\$ 9,937	

Long term debt - Airport Fund

Debenture Debt

2018	Airport Expansion	\$ 8,782	\$ 7,218	\$ 16,000	4.65
Total Debt - Airport Fund		\$ 8,782	\$ 7,218	\$ 16,000	

Long term debt - Natural Gas Legacy Fund

Debenture Debt

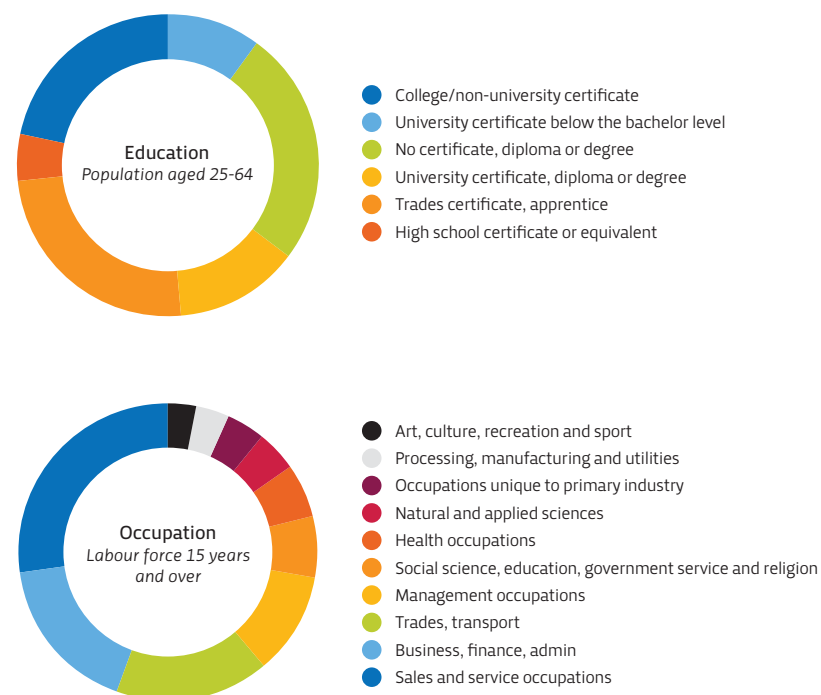
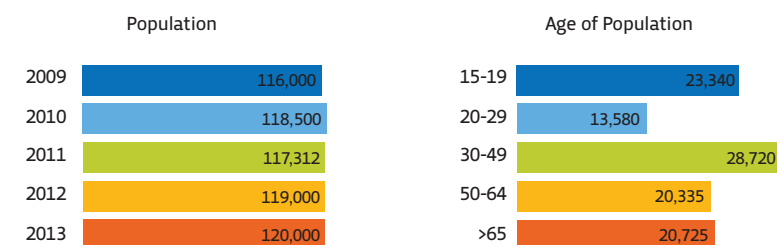
2018	Leased Capital Assets	\$ 12,151	\$ 17,649	\$ 29,800	4.43
2018	Leased Capital Assets	7,951	11,549	19,500	4.43
		\$ 20,102	\$ 29,198	\$ 49,300	

Capital Lease Payable		2,305	2,396	10,072	
Total Debt - Natural Gas Legacy Fund		\$ 22,407		\$ 51,696	

Long term debt - Library

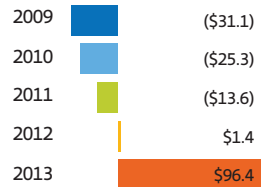
2017	Mortgage - Building	\$ 1,563		\$ 5,100	8.94
Total Debt - Library Fund		\$ 1,563		\$ 5,100	

Total City Long Term Debt		\$ 120,241	\$ 82,348	\$ 206,217	
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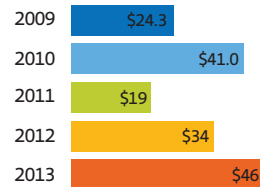


Source: 2011 Canada Census

Net Financial Assets (Liabilities)
millions



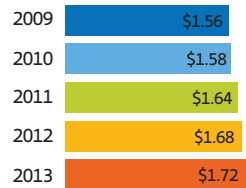
Annual Surplus
millions



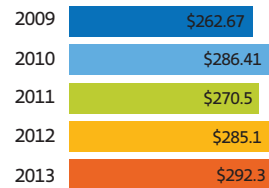
Consolidated Revenues by Type
millions

	2009	2010	2011	2012	2013
Fees & Charges	\$ 121.55	\$ 126.27	\$ 121.60	\$ 129.69	111.87
Taxation	100.62	103.85	107.66	110.49	114.84
Contributions from other Governments	22.15	33.56	19.84	17.59	20.24
DCC Contribution	12.18	15.42	10.92	17.88	11.52
Interest earned	4.10	4.67	5.85	5.27	6.82
Other	2.07	2.64	4.18	2.92	3.76
Gain on Disposal of Tangible Capital Assets	-	-	0.48	1.27	23.28
Total	\$ 262.67	\$ 286.41	\$ 270.53	\$ 285.11	\$ 292.34

Accumulated Surplus
billions



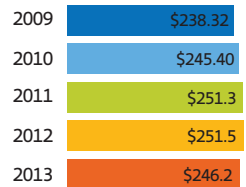
Consolidated Revenues
thousands



Consolidated Expenses by Function
millions

	2009	2010	2011	2012	2013
General Government Services	\$ 14,126	\$ 16,339	\$ 19,882	\$ 17,140	\$ 15,107
Protective Services	40,141	39,579	43,296	43,077	48,962
Transportation Services	32,432	34,414	30,738	30,297	30,568
Recreational & Cultural Services	29,785	30,368	29,512	30,153	31,214
Other Services	18,795	16,857	16,187	15,490	17,432
Airport Operations	9,038	8,628	9,357	10,214	10,672
Electrical Utility	20,721	21,431	22,234	24,403	8,030
Wastewater Utility	8,220	8,689	8,557	8,450	9,483
Water Utility	5,282	4,859	5,077	4,830	4,769
Amortization on Tangible Capital Assets	50,617	53,236	56,348	57,329	60,092
Debt Charges	9,085	9,899	10,125	10,155	9,865
Loss on tangible capital Asset Disposal	80	1,104	-	-	-
Total	\$ 238,322	\$ 245,403	\$ 251,313	\$ 251,538	\$ 246,194

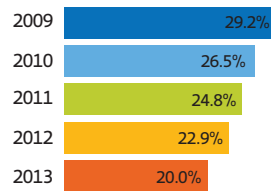
Consolidated Expenses
thousands



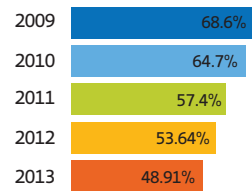
Consolidated Expenses by Object
millions

	2009	2010	2011	2012	2013
Salaries & Benefits	\$ 59.51	\$ 61.72	\$ 64.94	\$ 65.68	\$ 71.22
Amortization of Tangible Capital Assets	50.62	53.24	56.35	57.33	60.09
Materials & Supplies	44.17	47.69	43.28	45.27	30.44
Contract & Professional Services	44.20	40.48	42.91	43.90	44.21
RCMP Contract	17.21	17.24	20.42	20.09	22.40
Debt interest & fiscal services	9.09	9.9	10.1	10.16	9.87
Equipment	6.35	7.57	7.10	6.65	6.87
Utilities	5.51	5.85	4.85	3.66	6.51
Grants and External Transfers	3.31	4.10	3.37	3.25	3.62
Allocations	-0.14	0.02	0.04	0.04	0.02
Loss on Disposal of Tangible Capital Assets	0.08	1.1	-	-	-
Cost Recoveries	-1.59	-3.50	-2.06	-4.51	-9.04
Total	\$ 238,322	\$ 245,403	\$ 251,313	\$ 251,538	\$ 246,194

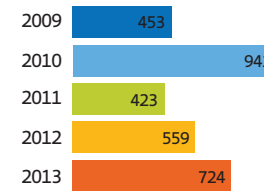
General Debenture Debt Charges as a Percentage of Total General Expenditures



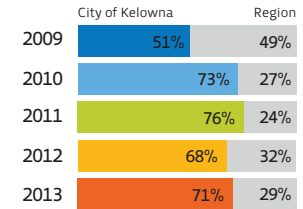
Consolidated Debt as a Percentage of Total General Expenditures



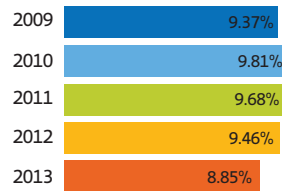
Housing Starts



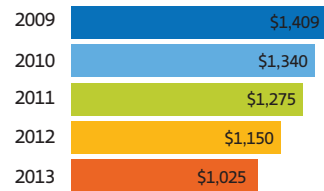
Regional Housing Starts



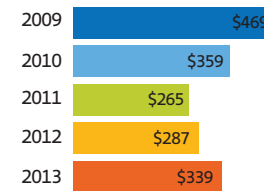
Consolidated Debt Charges as a Percentage of Taxation



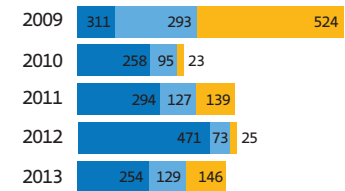
Consolidated Debt per Capita



Value of New Development
millions

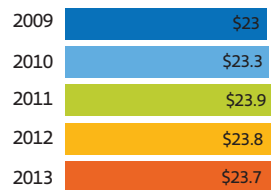


Development Floor Space
square footage (thousands)

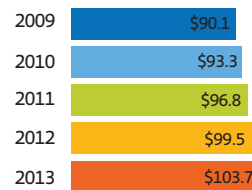


● Commercial ● Industrial ● Institutional

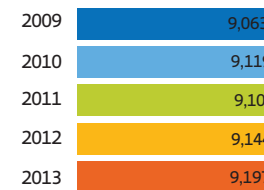
Assessment for General Taxation
billions



Taxation Demand
millions



Business Licences



Source: City of Kelowna Development Services, City of Kelowna Business Licenses system, Regional District of Central Okanagan

Total Property Tax Collected
millions

	2009	2010	2011	2012	2013
City of Kelowna	\$ 94,437,364	\$ 97,977,449	\$ 101,678,382	\$ 102,303,436	\$ 106,914,484
School Tax	62,409,844	63,371,000	66,875,523	64,373,798	66,478,218
Regional Hospital	7,515,447	9,019,084	9,627,872	10,079,817	10,663,320
Regional District	8,600,762	8,886,636	9,248,749	9,247,237	9,679,936
BC Assessment	1,970,475	2,075,653	2,016,783	1,932,749	1,962,988
Total Property Tax Collected	\$ 174,933,892	\$ 181,329,822	\$ 189,447,309	\$ 187,937,037	\$ 195,698,945

Source: City of Kelowna Financial Services

Total Property Tax Levies
millions

	2009	2010	2011	2012	2013
City of Kelowna	\$ 94,437,364	\$ 97,977,449	\$ 101,678,382	\$ 104,594,045	\$ 108,974,094
School Tax	62,409,844	63,371,000	66,875,523	65,815,150	67,758,860
Regional Hospital	7,515,447	9,019,084	9,627,872	10,305,508	10,868,739
Regional District	8,600,762	8,886,636	9,248,749	9,454,286	9,866,411
BC Assessment	1,970,475	2,075,653	2,016,783	1,976,024	2,000,803
Total Property Tax Levies	\$ 174,933,892	\$ 181,329,822	\$ 189,447,309	\$ 192,145,013	\$ 199,468,907

Source: City of Kelowna Financial Services

Appendix B – Message from the City Manager video transcript



Date: April 23, 2014

Number of speakers: one speaker

File duration: 56 seconds

Open: music, City of Kelowna logo

City Manager, Ron Mattiussi: “Part of staffs’ job is to take Council’s vision and turn it into action. And I think this year’s annual report will show a lot of great examples of turning that vision into action.

“Behind me you have the marina that was a great partnership and provides a much needed service to our downtown.

“Bernard Avenue is nearing completion and its award-winning design and functionality I think is something that we can all be pretty proud of.

“The annual report also looks at technology and all the great examples that we’ve used to both reach out to our citizens and become more open and transparent.

“Whether it’s online surveys, or the use of technology through iPads to collect information in the field and have it transferred very efficiently into our systems.

“2013 was a great year and I think our annual report will show you all the wonderful things that happened in the city of Kelowna.”

Close: music, text: City of Kelowna | 2013 Annual Report
kelowna.ca/annualreport

Appendix A – Message from the Mayor video transcript



Date: March 2, 2014

Number of speakers: one speaker

File duration: 1 minute 15 seconds

Open: music, City of Kelowna logo

Mayor Walter Gray: “As Council now moves into its third year of a three-year mandate and reflects on its vision for this community, we’re satisfied that a lot has been done, but there’s a lot more to be done.

“Kelowna City Council has worked very hard on behalf of the citizens of this community to make our city the best mid-sized city in North America.

“We have very limited tax dollars, and that’s always a challenge, but this Council has been very successful in attracting partnerships with senior levels of government and also with the private sector.

“I was reflecting on what the highlight of this past year might be, and it’s really unchanged over the past recent years – that is the growth of Kelowna International Airport.

“YLW is our connection to the world, it also means that the world can connect with our great city, Kelowna, and the Okanagan Valley. YLW is important to our economy, it’s important to our lifestyle and it gives us the freedom to roam.

“We love Kelowna, we know you do to, and let’s continue to build this city together.”

Close: music, text: City of Kelowna | 2013 Annual Report
kelowna.ca/annualreport



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Report to Council



Date: 6/18/2014
File: 1862-01
To: City Manager
From: D. Duncan, Manager, Parking Services
Subject: Parking Management Strategy - Phase 3 - South Pandosy Area Plan

Recommendation:

THAT Council receives, for information, the Report from the Manager, Parking Services, dated June 18, 2014, with respect to the Parking Management Strategy, Phase 3, South Pandosy Area Plan;

AND THAT Council approves the introduction of pay parking within the South Pandosy business district and time restrictions both within the business district and surrounding residential streets, as generally recommended in the report dated June, 2014, entitled, South Pandosy Parking Strategy, created by the project consultant, Urban Systems Ltd. attached to the Report from the Manager, Parking Services dated June 18, 2014;

AND FURTHER THAT Council amends the 2014 Financial Plan approved for this project from \$385,000 to \$602,000, with the increase of \$217,000 funded from the South Pandosy Parking Reserve Fund, to reflect the recommendations in the report dated June, 2014, entitled, South Pandosy Parking Strategy, created by the project consultant, Urban Systems Ltd.

Purpose:

To obtain endorsement from Council to implement parking management recommendations for the South Pandosy area.

Background:

As part of the city-wide parking management strategy presented on January 27, 2014, Council endorsed 5 guiding principles for parking management and directed staff to proceed with development of an area parking plan for the South Pandosy area. This area had previously been identified by staff as a priority for enhanced parking management measures following receipt of a petition in October, 2012, from the majority of merchants on Pandosy Street between KLO Road and Raymer Avenue indicating that parking meters were required to improve availability of parking for customers and visitors to the area.

Guiding Principles and Proposed Changes to Parking in South Pandosy Area

1. *Guiding Principle - 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.*

Pandosy Strategy:

- The introduction of pay parking will encourage short-term use of on-street spaces and promote use of existing off-street space for long-term parking.
- Staff is actively working to ensure that suitable properties are identified and secured to support future off-street parking needs.

2. *Guiding Principle - The parking system will continue to pay for itself (will operate under a user-pay cost recovery model).*

Pandosy Strategy:

- Revenues from pay parking in the South Pandosy area will fund parking operations expenses with net revenues being directed to the South Pandosy Parking Reserve. Reserve funds will then be available to support future equipment and infrastructure investments in this area.

3. *Guiding Principle - Focus on customer service and fairness in parking practices by providing options, technologies and information.*

Pandosy Strategy:

- Multi-space pay stations operating in a "Pay by Licence plate" format supported by an expanded "Pay by Phone" system will offer multiple payment options, merchant validation options and improved enforcement.

4. *Guiding Principle - The City will work with institutions, businesses and developers to plan solutions for parking management.*

Pandosy Strategy:

- In consultation with private parking operators, an opportunity to utilize unused parkade space within the SOPA square development was identified.
- Both private parking operators have advised they have clients considering additions to the public parking inventory once a market exists. Also, an area developer has received council approval for a variance to develop 63 additional parking stalls above the maximum bylaw requirement.

5. *Guiding Principle - Parking will be used to support a balanced transportation system. Parking is part of the larger transportation picture.*

Pandosy Strategy:

- The addition of pay parking in this area will encourage greater usage of transit, walking and cycling where/when possible.
- Implementation is occurring in conjunction with improvements to transit.

Public Consultation

Building on the public engagement completed in the first phase of the Parking Management Strategy, the following initiatives were used to obtain a clear understanding of challenges and opportunities pertaining to parking for residents, business owners and employees in the South Pandosy neighbourhood:

Initiative	Objective	Level of Engagement
Online Mapping (GetInvolved.kelowna.ca engagement tool)	Pick a point on the map and identify parking-related challenges and opportunities	1579 Views 201 Interactions 24 Ideas
Coffee and Conversation public meeting	Identify parking-related challenges and opportunities	48 Attendees
Stakeholder meeting	Review draft plan & refine proposed changes	15 Attendees from *various business and resident groups and organizations
Final Public Meeting	Review draft plan & refine proposed changes	42 Attendees
Correspondence Review	Identify issues, refine proposed changes	9 letters and emails received

* Stakeholder meeting attended by representatives from the following organizations:

- Pandosy Village Business Association
- KLO Central Neighborhood Association
- Kelowna Chamber of Commerce
- Urban Development Institute
- Callahan Property Group
- School District #23
- Imperial Parking
- Diamond Parking

This meeting was followed by ongoing informal discussions and idea sharing with several of the stakeholders.

Public feedback is outlined in more detail within the attached report from Urban Systems Ltd.

After a detailed review of all feedback received throughout the process over the last several months, some examples of the outcomes are as follows:

Feedback Received	Actions/Plans
<i>More/improved transportation alternatives and options - Improve transit between South Pandosy/Gyro Beach and downtown</i>	Representatives from Regional Services were on hand at the second open house to share plans for enhancements to transit in the area.
<i>Increased parking enforcement is needed</i>	With approval, the operating budget will include additional contract staff to provide adequate enforcement of new pay parking areas.

<i>Businesses want greater parking turn-over and parking control measures (including paid parking)</i>	With occupancy currently exceeding 85% during peak periods, the proposed plan will help to alleviate this, leaving more available spaces to support an active business area and community.
<i>Need for longer-term public & employee parking solution(s)</i>	Staff is working to identify and acquire property to support future long-term parking requirements. Also, 4 hour and all-day pay parking areas were included at strategic locations to allow for visits longer than 2 hours. Staff has also worked with private parking operators (including SOPA) to provide viable long-term parking solutions.
<i>Improve parking availability information</i>	An ongoing communications strategy including marketing materials will be developed for businesses, staff and visitors to the area. This will include many of the same elements currently marketing parking for downtown (maps, online information, way-finding signage, etc.) Staff is also researching options for mobile applications and parking guidance systems.
<i>Paid parking is supported by businesses/retailers, but not employees in the area who feel that free parking options should be available.</i>	Inexpensive and plentiful free parking does not encourage turn-over or the use of alternate transportation modes and leads to ever increasing demands on the entire transportation system. Some un-restricted opportunities in fringe areas (not affecting residential properties) have been identified in the plan.
<i>Majority of residents support parking management in residential areas including time restrictions</i>	A minimum of a one block area adjacent to pay parking areas will have a 2 hour parking restriction implemented to protect residential streets from spillover from business/commercial activity.
<i>Identified plan for Boyce-Gyro lot (Lakeshore Road at Watt Road)</i>	The long term intention of the City is to ensure public parking is available to support both the Boyce-Gyro park and provide an opportunity for shared use parking in the off-season.

In summary, the majority of residents and business owners in the area support the proposed Parking Management Strategy including the installation of time restrictions and paid parking. However, there is high desire for additional solutions for long-term parking in the area (more specifically pertaining to the construction of a parkade) with large employers/employees in the having voiced concerns over moving from free to paid parking for their personal vehicles. There is also a strong desire from the community to improve transportation alternatives and

develop a strong, long-term plan for the Boyce-Gyro Beach parking lot. Continued City investment in transit, sidewalks and multi-use pathways in the area is supported.

Using responses received during the consultation process and applying standard parking management principles, a plan was created by City Staff and Urban Systems Ltd. with a goal of resolving many long standing parking issues in the South Pandosy area while allowing for the continued growth and development in this vibrant town centre.

Future Off-Street Parking

A key piece of feedback from both the City-wide Parking Management Strategy and the South Pandosy Parking Strategy was a request for the City to plan for and protect long term parking in town centres to ensure that long-term employee parking needs are met. A need for two long term parking locations has been identified, one at each of the South and North ends of the South Pandosy area.

The SOPA square parkade will soon be open to the public and will provide up to 211 structured parking stalls for a projected period of up to 5 years. Staff has been advised by both private parking operators that other property owners in the area are also exploring opportunities to provide additional off-street pay parking stalls for public use.

One suggestion received was that the temporary seasonal parking lot near Gyro Beach becomes a permanent lot that can be used year round. The intention for a portion of the City owned property located at 3326 Lakeshore Road (currently operated as a temporary parking lot at Lakeshore Rd and Watt Rd) is to provide both seasonal parking for the nearby Boyce-Gyro Park and to offer shared use parking opportunities during the remainder of the year. Staff is exploring multiple options to meet this objective including both interim and long term solutions such as potential public-private partnership options.

It was also suggested that the City should plan to construct a future parkade within the South Pandosy area. Staff continues work to identify and purchase suitable property in the northern half of the business district (within a 400m walk radius of the core). This new site would initially be used to provide additional off-street surface parking but be able to accommodate a structured parkade facility in the future, if and when demand warrants it.

Project Budget

A preliminary budget of \$385,000 was approved for 2014, prior to completion of the area plan, to ensure funds would be available to begin implementation of any recommendations. During development of this area plan, the scope was expanded to react to the re-design of Lakeshore Road and to address the results of the parking management plan. To implement all of the pay and time restricted parking recommendations in the plan, a revised project budget of \$602,000 will be required.

Equipment

New pay stations configured to operate in a "Pay by Licence Plate" format will be installed throughout the South Pandosy business district. With this operating method, the requirement

for customers to return to their vehicle after completing their payment is eliminated. This equipment offers both cash and credit card payment options. The City's "Pay by Phone" service option will also be made available in this area and will maximize options available to customers. Several merchant validation options and coupons will be made available to those businesses who wish to reimburse or pay the cost of parking for their customers.

Proposed Implementation



Internal Circulation:

Divisional Director, Communications & Information Services
Divisional Director, Civic Operations
Director, Financial Services
Director, Regional Services
Manager, Policy and Planning
Manager, Transportation and Mobility
Manager, Parks & Building Planning
Manager, Urban Planning
Supervisor, Traffic Operations

Legal/Statutory Authority:

Traffic Bylaw No. 8120 - Part 4, Part 6 & Schedule A
B.C. Motor Vehicle Act; Section 124(1) (a), (c) & (f)

Legal/Statutory Procedural Requirements:

Traffic Orders must be created to authorize the implementation of pay parking and time restrictions. Approval for Traffic Orders has been delegated to the City Engineer under Traffic Bylaw No. 8120.

Existing Policy:

Official Community Plan, Chapter 7, Objective 7.11 (Parking Initiatives)
Council Policy No. 366 - Residential Parking Permit Program

Financial/Budgetary Considerations:

A preliminary capital budget of \$385,000 to launch this project was included in the 2014 capital budget for Parking Equipment that was approved by Council. Now that a detailed plan has been created and the requirements are more clearly defined, it is estimated that implementation of the plan will include the following costs:

2014 Pay & Time Restricted Parking Implementation

Purchase and Installation of Pay Stations, Kiosks & Grounding	\$ 532,400
Purchase and Installation of Various Signage throughout the area	\$ 25,000
Project Management - Traffic Technician (Installation Supervision, Utility Locates and Traffic Order Preparation) & Communications Staff	\$ 44,600
2014 Capital Expenditure in South Pandosy Area	\$ 602,000

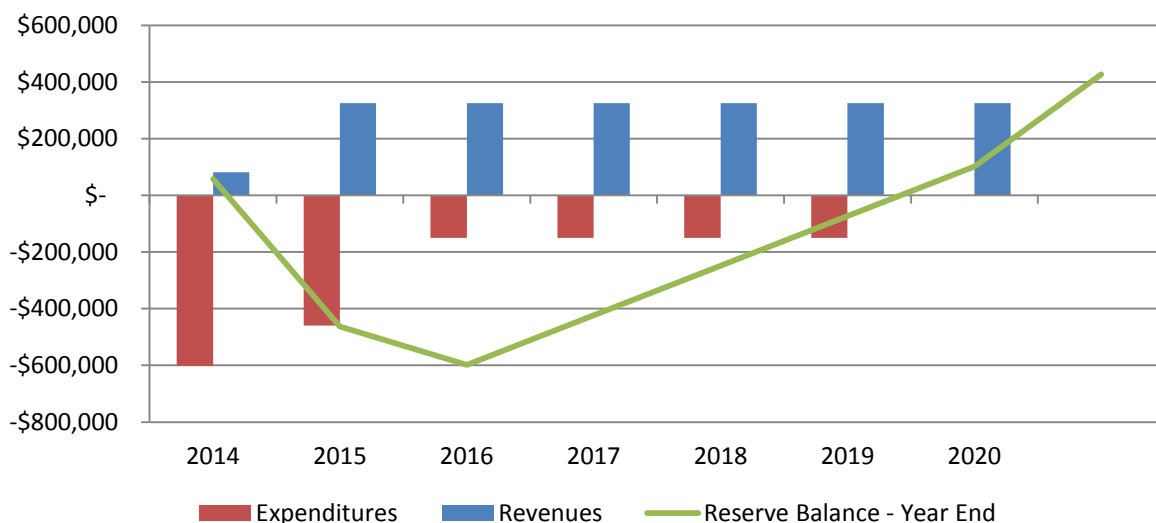
Future Parking Infrastructure Expenditures (*Estimated)

Building Demolition/Paving of Temporary North Lot & Gyro Lot Crush	EST *\$ 310,000
Purchase of property for off-street parking use (future parkade site)	EST *\$ 750,000

Total Capital Investment for Implementation of Area Parking Plan	\$ 1,662,000
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Capital and ongoing operating expenses related to this project will be recovered from pay parking fees charged via the South Pandosy Parking Reserve Fund. With net annual revenues forecasted at \$324,000, this project will result in a reserve deficit requiring approximately 5 years for repayment. By 2019, this deficit will be eliminated and this reserve will again be available to fund further investments in infrastructure.

South Pandosy Parking Reserve Fund



Personnel Implications:

For the remainder of 2014, existing Parking Services staff will service and collect from meters within the expanded pay parking area. Additional contracted enforcement resources will be included as part of the related 2015 operating request. A review of staff resources is currently underway to ensure staffing levels are adequate moving forward.

External Agency/Public Comments:

- Details of public and stakeholder consultation responses are included in the report completed by Urban Systems Ltd. (Schedule A)
- Letter Received from the Pandosy Village Business Association (Schedule B)
- E-mail Received from Richard Borroughs (Schedule C)

Communications Comments:

Communications staff resources are assigned to this project in 2014.

Considerations not applicable to this report:

Alternate Recommendation:

Submitted by: D. Duncan, Manager, Parking Services

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

Attachments:

1. Schedule A - Report from Urban Systems
2. Schedule B - Letter received from Pandosy Village Business Association
3. Schedule C - E-mail received from Richard Borroughs
4. PowerPoint

cc: C. Weadon, Divisional Director, Communications & Information Services
J. Creron, Divisional Director, Civic Operations
G. Davidson, Director, Financial Services
R. Westlake, Director, Regional Services
D. Noble-Brandt, Manager, Policy and Planning
M. Hasan, Manager, Transportation and Mobility
T. Barton, Manager, Parks & Building Planning
R. Smith, Manager, Urban Planning
F. Wollin, Supervisor, Traffic Operations
J. Taylor, Communications Advisor

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URBAN
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File 0467.0424.03

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Appendices

- Appendix A - 2009 South Pandosy Parking Study Summary
- Appendix B - 2014 South Pandosy Parking Study Summary
- Appendix C - Public Consultation Summary
- Appendix D - 2014 Off-Street Lot Parking Study Summary
- Appendix E – Summary of Recommended Parking Restrictions

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1.0 Background

In January 2014, the City of Kelowna Council, after being presented with the City wide *Parking Management Strategy*, approved the development of an individual parking plan for the South Pandosy Neighbourhood Area. This follows an endorsement of the guiding principles first set out in the City of Kelowna *Parking Policy Framework*, completed in 2013.

The *Parking Policy Framework* has recommended that a Neighbourhood Parking Strategy be developed for the South Pandosy Area to guide parking management. Over the past 5 years a number of parking studies have been completed in the South Pandosy Neighbourhood Area. These studies have reviewed existing conditions and identified actions to improve parking management. This strategy brings together past work and recommendations from the City of Kelowna *Parking Policy Framework (2013)* to create a strategy that guides next steps for parking management in the South Pandosy Neighbourhood Area.

1.1 Purpose of the Strategy

The purpose of this Neighbourhood Parking Strategy for South Pandosy is to evaluate the parking needs of this area at the local level and determine appropriate measures to alleviate ongoing parking issues. This Strategy provides a clear direction for the implementation of parking restrictions, as well as solutions for short-term and long-term parking management. This Strategy builds upon the recommended actions found in the *Parking Policy Framework (2013)* and previous parking studies conducted in the South Pandosy Neighbourhood.

The primary emphasis of this Strategy is on public parking conditions (i.e. on-street and off-street parking owned by the City).

1.2 Background Reports

This report summarizes directions from a number of documents, including studies and Council reports. These include:

- Downtown Parking Management Strategy (2010)
- South Pandosy Town Centre Parking Management Plan (2009)
- Zoning Bylaw 8000 (2007)
- Official Community Plan – Kelowna 2030
- Climate Action Plan (May 2012)
- Parking Policy Framework (2013)
- Parking Management Strategy (2014)

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Together, these reports provide a background for understanding current parking issues, as well as potential actions to resolve these issues in the South Pandosy Neighbourhood Context.

2.0 South Pandosy Neighbourhood Context

This Neighbourhood Parking Strategy applies to the South Pandosy Area, primarily between Richter Street and Okanagan Lake - from Wardlaw Avenue in the North to the intersection of Richter Street and Lakeshore Road in the South. Figure 2.1 illustrates the core boundaries of the South Pandosy area.

Figure 2.1: South Pandosy Parking Study Area



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2.1 Area Description

South Pandosy is a commercial and residential area south of Downtown Kelowna. Pandosy Street is the main arterial in this area. The South Pandosy Neighbourhood Area is similar to a town centre main street with a mix of pedestrian-oriented commercial businesses and medium-density residential buildings. The area is relatively compact and walkable; parking stalls at the periphery of the area can be used to get to other places.

Alternative transportation services include:

Transit – Currently, four bus routes service the South Pandosy area. One of these buses connects to the Queensway Exchange and another bus connects to the Orchard Park Exchange, providing access to the wider transit network. It should also be noted that the City of Kelowna is anticipating an additional bus route along Pandosy Street that will connect to KLO Road and Okanagan College.

Bicycle – There are a number of bicycle routes in South Pandosy along Abbott Street and Richter Street though none on Pandosy Street itself.

2.2 Parking Characteristics

In 2014, a parking survey was conducted for the South Pandosy Neighbourhood in the study area defined in Section 2.1.1. As summarized in **Table 2.1**, there are approximately 800 public parking stalls available in the area; all of the public parking stalls and many of the private stalls are currently free of charge. This parking survey reflected similar information to that collected in the *South Pandosy Parking Study* completed in 2009.

Table 2.1: South Pandosy Parking Inventory*

	Public	Private	Total
Off-Street Parking Lots	96	2176	2272
On-Street (Commercial & Residential Areas)	700		700
Total	796	2176	2972

*as of June 2014

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2.3 The 2009 South Pandosy Parking Study

The 2009 South Pandosy Parking Study identified the peak hour for parking as being between 1 pm and 2 pm with an occupancy rate of 92%. In general, between 10 am and 3 pm, occupancy was greater than 85%. The parking study also indicated that 59% of people park for less than 1 hour, suggesting high turnover. Based on the average parking duration, the parking lot at 2955 Pandosy Street is used for long-term employee parking. In general, 2.4 vehicles per day used the parking stalls in the South Pandosy District. Parking around Pandosy Street is the most highly sought after in this core commercial and employment area between Richter Street and Pandosy Street from Raymer Avenue to KLO Road, including West Avenue and Groves Avenue west of Pandosy Street. Please see **Figures A1-A4** in **Appendix A** for more detail.

The recent parking survey conducted in the area in 2014 confirmed these findings and demonstrated that parking occupancy rates in several key locations (West Avenue, Groves Avenue, Tutt Street and Pandosy Street) were even higher than in 2009. Please see **Figures B1** in **Appendix B** for more detail.

It should be noted that since the *South Pandosy Parking Study* was completed in 2009, a new surface parking lot was constructed, on Osprey Avenue east of Pandosy Street, consisting of approximately 40 parking stalls. This parking lot is used for long-term parking. Background reports have noted that additional long-term parking supply alone would not alleviate the high occupancy issues.

2.4 Key Issues

Based on findings from the 2009 and 2014 parking studies it can be determined that the key parking-related issue in the area is high parking occupancy. Rates in some locations exceed 85% from 10 am – 3 pm with a specific issues being on-street spaces on West Avenue, Groves Avenue, Tutt Street and Pandosy Street, and the parking lot at 2955 Pandosy Street.

Anecdotal information obtained by the City through merchants on Pandosy Street confirms that the long-term parking activity is taking place on-street and impacting the availability of short-term parking spaces for visitors. In October 2012, business owners in the South Pandosy area petitioned for the installation of parking meters in the area along Pandosy Street in order to promote better turnover of vehicles.

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2.5 Public Feedback

2.5.1 *ONLINE FORUM AND COMMUNITY DISCUSSION*

Residents of the South Pandosy were invited to participate and provide feedback on a Parking Management Strategy for the South Pandosy Neighbourhood Area. Residents were given two options to provide feedback on this Strategy, including an online forum hosted on the City's website, and a community discussion at Blenz Coffee on March 5th, 2014. The online forum and community discussion at Blenz provided substantial feedback and ideas for creating a Parking Management Strategy for the area. The majority of the feedback could be categorized into the following thematic headers:

1. Parking restrictions in the South Pandosy area
2. Paid-parking or parking meters in the South Pandosy area
3. Parking issues in surrounding residential areas
4. Solutions for long-term or employee parking
5. Improving transportation options and connectivity in the area

Overall, this stakeholder feedback received by the City of Kelowna helped to gauge the level of support for the proposed parking changes, including the opinions of Pandosy's business community, institutional leaders, and residents. Some key points of consensus originating from these discussions included:

- There is a wide range of support for transportation alternatives and infrastructure - bike lanes, transit and light rail were among the recommendations;
- There is a need for greater parking enforcement, especially on Pandosy St., West Ave., Groves Ave., and Tutt St.;
- There is a desire from business owners for higher turn-over and more effective parking control measures, including increased parking rates and restrictions;
- More long-term employee and visitor parking is needed;
- Citizens would like to see better transit options for visitors between downtown and South Pandosy/Gyro Beach;
- There is a need for increased signage and information about parking availability; and,
- There needs to be greater coordination around parking between major employers and institutions operating in the area.

Some key concerns included:

- Concerns from parents of Raymer Elementary about having to pay for parking to pick up their kids from school;

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- Concerns that parking management measures in the area will shift the problem somewhere else;
- That there will be a loss of residential parking availability;
- That people working in the area will suffer financially from having to pay for parking; and,
- Pay parking will deter shoppers from coming to the South Pandosy area.

Overall, the large majority of residents who participated in the online forum and the community event were in support of implementing a Neighborhood Parking Strategy in the South Pandosy Area.

Comments on the MindMixer online forum showed a general trend of being positive. One of the functions of MindMixer is that it allows participants to give their approval to comments made by their peers, via a “star” or “like” function. MindMixer also allows people to make comments on another user’s previous suggestion. The following table demonstrates the number of positive “stars” or “likes” for comments made by participants:

Type of Comment	Number of “Points” or “Likes”
Supportive Comments	149
Unsupportive Comments	62
Other Comments and Ideas	92

Please see **Appendix C** for the full consultation report.

2.5.2 OPEN HOUSE AND STAKEHOLDER ENGAGEMENT

In order to further gauge the opinions of residents, business owners and other stakeholders the City of Kelowna hosted a meeting with local stakeholders and business owners on April 25th, 2014, and held a public open house on May 7th, 2014. The open house and stakeholder engagement generated a constructive discussion around parking issues in the South Pandosy Neighbourhood area. In this discussion several issues were raised regarding proposed parking restrictions and parking management measures recommended in the Draft South Pandosy Neighbourhood Parking Strategy. Some concern brought forth by the community included:

- The need for a permanent long-term parking solution, such as a parkade or city owned lot;
- Access for elderly residents and the need for more handicap spots;

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- The imposition of pay parking in public lots located near the commercial core of the South Pandosy Neighbourhood - some business owners suggested that due to their investment in the revitalization of the South Pandosy corridor they are entitled to free parking for their customers; and,
- Employees in the area were concerned about the lack of free all day parking and having to pay for parking.

Aside from the concerns raised by some citizens and stakeholders, the majority of those who attended these events remained in support of the proposed parking measures and welcomed enhanced parking management for the area. Many business owners reiterated the need for increased short-term parking with higher levels of turnover, and many residents restated their desire for increase on-street regulation and enforcement. Other constructive suggestions and supportive comments addressed the need for greater transportation options (transit, bike lanes, car share etc.) and the possibility of providing on-street parking permits for residents.

2.5.3 *EMPLOYEE FEEDBACK FROM LOCAL BUSINESSES*

Several Feedback Forms were also received from employees of local business operating in the South Pandosy Neighbourhood. The majority of these employees did not attend the open house or stakeholder meetings; however, they did provide feedback on the current parking situation in the area. In general, the feedback collected reiterated points made previously by some business owners and local workers who attended the open house.

This group, which again did not attend the open house, highlighted the need for greater long-term parking options for employees working the area. Suggestions included, the building of a parkade, creating more long-term off-street parking, improving transit and lowering parking costs.

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3.0 South Pandosy Parking Strategy

The following actions proposed for the South Pandosy Neighbourhood Area have been derived from the City of Kelowna Parking Management Strategy (2014) and data collected from the 2009 and 2014 South Pandosy Parking Studies. General initiatives of this strategy include:

3.1 Managing Supply

Ensure sufficient parking in future development – Allow parking variances for new development only when they are accompanied by a TDM strategy. In addition, the City could partner with private developers to have a portion of new parking in a private development be designated for public parking. This may help find some short term solutions for long-term parking in the area.

3.2 Reducing Demand

Reduce parking demand through Transportation Demand Management – Promoting alternative forms of transportation to employees in the area as well as working with employers to promote transportation demand management techniques could be effective in reducing the number of people needing to park in the area.

Implement time restrictions and pricing to better manage parking – This would include the use of two hour zones on the most sought-after storefront locations, and use of parking meters for on-street parking where demand warrants it. In addition, with the implementation of parking meters, the areas covered by 2 hour time restricted parking will need to be expanded to prevent motorists from parking in adjacent residential areas. This will also require an assessment of long-term parking supply in the area and improvements to more sustainable transportation modes.

Increase parking enforcement – Enforcement in the area could be increased to ensure greater turnover in the short-term parking areas.

Improve pedestrian access to and from new parking lots – There will be a need to improve pedestrian routes to ensure safe, efficient, and attractive pedestrian connections from the parking lots to Pandosy Street.

Improve wayfinding – There is a need to improve signage directing people to parking lots to ensure that capacity is used efficiently.

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3.3 Guiding Principles

The following is an outline of how the following South Pandosy Neighbourhood Parking Strategy will help to fulfill the guiding principles of the Parking Management Strategy (2014).

Guiding Principle	Parking Objectives	Recommendations
1. Focus on excellent short-term parking management to support higher turnover while maintaining a governing role in long-term parking solutions.	<i>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.</i>	The South Pandosy Neighbourhood Strategy shall implement pay parking restrictions in high demand areas; including 2-hour pay parking restrictions in the core commercial and employment areas between Richter Street and Pandosy St. from McKay Ave. to KLO Rd, including Cedar, Groves, West, and Osprey Avenues a half-block west of Pandosy St. from 9am-5pm, Monday to Friday.
2. The parking system will continue to pay for itself (will operate under a user-pay cost recovery model)	<i>To recover the many costs associated with parking: infrastructure, maintenance, equipment, enforcement, , customer service applications, replacement, land acquisition, management and more; the City should collect enough money from parking operations in the area to cover these costs and save money for future parking solutions.</i>	<p>The South Pandosy Neighbourhood Strategy shall locate pay parking stations and set parking rates for on-street parking in the core commercial and employment areas, as well as in public off-street lots; as to support the costs of operations and maintenance.</p> <p>Parking rates shall be reviewed on an ongoing basis to ensure they remain competitive with markets rate, encourage private investment, and generate sufficient funds to support the development of long-term parking solutions in the area.</p>
3. Focus on customer service and fairness in parking practices by providing options, technologies and information.	<i>To make parking convenient and fair for users, pay-parking systems should provide flexible payment options, and real-time information to make parking more accessible, easier to find, easier to enforce and supportive of active businesses in the area as to create a balanced neighbourhood.</i>	The implementation of paid parking and parking restrictions shall coincide with enhanced wayfinding and signage, modern parking meters with pay by phone technology, improved enforcement of parking restrictions and options for local business to validate parking for customers. The implementation of paid parking in core commercial and employment areas shall also coincide with the implementation of 2-hour parking restrictions in residential areas to prevent long-term parking on residential streets.
4. The City will work with institutions, businesses and developers to plan solutions for parking management.	<i>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.</i>	This strategy shall be applied with the input of local business owners, institutions and developers. The implementation of parking restrictions and pay parking should seek to improve parking availability in commercial area by reducing occupancy and increasing turnover. This strategy shall also include ongoing monitoring and evaluation of the effectiveness of parking management in supporting local businesses.
5. Parking will be used to support a more balanced transportation system.	<i>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.</i>	Use the implementation of paid parking and parking restrictions in the South Pandosy Neighbourhood to promote alternative modes of transportation. The implementation of paid parking shall coincide with increased transit options on Pandosy St. and investment in active transportation infrastructure on Richter and Abbot Street.

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South Pandosy
Neighbourhood
Parking Strategy

June 2014

File 0467.0424.03

4.0 Parking Management Recommendations

In order to successfully implement a parking strategy for the South Pandosy Neighbourhood Area, parking management solutions, including the use of parking restrictions and paid parking rates, are required to reduce parking demand and increase turnover of short-term parking in key locations. The City also needs to plan for such a transition to ensure that sufficient options are available in the area for displaced long-term parkers (e.g. enhanced transit service, additional long-term parking spaces) and to limit impacts on the surrounding residential area.

4.1 Long-term Parking

One of the key parking issues affecting the South Pandosy Neighbourhood is the lack of long-term parking available for people working in the area. An inventory of off-street parking lots showed that there were about 2000 off-street parking spaces in the study area. However, many these spaces are customer only spaces, which are unevenly distributed throughout study area. The most challenging area, in the core commercial and employment area between Richter Street and Pandosy Street from Raymer Avenue to KLO Road, had an estimated 767 off-street spaces to accommodate an *estimated* 1100 people working the area (see Appendix D). Typically it would not be expected that all potential employees in an area would desire or require a dedicated parking stall. Many employees would commute by walking, cycling, transit, or as a passenger in a personal vehicle. Using existing travel survey data for the Central Okanagan we know that an estimated 80% of daily trips are made by single occupant vehicles. This leaves 20% of daily trips that are made by other modes not requiring a parking stall. By applying a 20% reduction factor to the estimated number of employees (1100), the resulting number of long term parking stalls required is 880. This has resulted in a potential off-street parking deficit of approximately 135 long-term parking spaces (Appendix D). It should be noted that an increased reduction factor could be considered to reflect the City's desire for decreased reliance on single occupant vehicles. This could range from 30-50%. The remaining parking deficit has resulted in many employees parking all day in on-street spaces in front of businesses.

In addition, it is known that a significant number of on-street parking stalls are currently occupied by long term parkers. This is likely the result of increased employment beyond what has been estimated here, overflow from adjacent areas (in particular the Hospital Area and the commercial areas south of KLO Road), overflow from seasonal uses such as Gyro Beach, and long term visitor parking (i.e. for some types of medical / professional appointments). In addition,

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increased redevelopment in the area may increase demand for long term parking and reduce the supply (by developing existing off-street lots) it should be recognized that long term parking needs may change over time.

In order to address long-term parking issues, whilst reducing demands for parking we recommend that the angle parking along the east side of Tutt Street, adjacent to the school ground, be converted to unrestricted pay parking from 9 am to 5 pm, Monday to Friday. It is also recommended that pay parking restrictions with no time limits are added to existing off-street public parking lots at 582 Osprey Avenue and the Cedar Avenue Lot (Lane West of Pandosy Street, access via Cedar) from 9 am to 5 pm, Monday to Friday. Additionally, to provide flexibility to local employees and businesses, it proposed that the parking lot at 2955 Pandosy Street be converted into medium term parking with a 4 hour maximum time limit, between the hours of 9 am to 5 pm, Monday to Friday.

It should be noted that businesses should provide some on-site parking for staff, where it is possible to do so. In order to provide enough long-term parking for employees working in this area and support increased redevelopment, the City will have to find more permanent long-term parking solutions. Currently, some long-term no charge on-street parking remains within walking distance of Pandosy Village in areas adjacent to City facilities and properties, such as on Raymer Avenue in front of the treatment plant and on the eastside of Watt Road adjacent to the Gyro beach parking lot. It is also anticipated that future development and changes to the local street network will result in new opportunities to formalize on-street parking in the area. Importantly, the implementation of paid parking will create a market for private off-street pay parking. This will allow local businesses owners and land owner to benefit from providing long-term parking to employees working in the area. It is anticipated that the SOPA Square Parking facility (under an agreement with Diamond Parking Service), opening summer 2014, could also provide an additional 211 long-term underground parking stalls in the area if demand warrants their use; 65 surface parking stalls will also available for hourly parking only. Other parking operators have indicated the potential to designate some off-street parking to long-term/monthly parking, but have not made immediate plans to do so.

In order to contextualize these foreseen changes to the local street network, as well as potential opportunities for additional long-term parking a Proposed Parking Strategy map is provided in **Figure 4.2**. Some possible long-term parking solutions may include:

- Occupying excess parking in the SOPA Square building until the residential portion of the development is complete.
- Approaching private off-street vendors with excess parking capacity to encourage them to allow long-term parking for employees working in the area.

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- Opening the City owned public parking lot at Lakeshore Road / Watt Road (Gyro) for year-round use. As it is not hard-surfaced, this lot is currently closed during the winter months.

Even with the ability to use the excess parking available in the SOPA Square building, the City should plan to replace the 211 temporary stalls available in the SOPA development within 5 years, either with a City facility or privately operated parking facility. A future off-street parking facility should be located within the walking distance (400m) of the centre of the South Pandosy Neighbourhood (approximately at Pandosy Street / Groves Avenue) to provide the same service to the users. Estimated costs for surface parking range from \$19,000 to \$20,000 per stall, while structured parkades range between \$37,000 and \$42,000 per stall.

4.2 Short-term Parking

Short-term parking is a critical issue in the South Pandosy Neighbourhood, high rates of occupancy and lower rates of turn-over have caused conflict between employees working the area and local businesses; which currently suffer from a lack of available parking. As shown by **Figure B1 (Appendix B)** the blocks between Richter Street and Pandosy Street from Raymer Avenue to KLO Road are the most problematic in terms of high occupancy rates. As shown by **Figure A4 (Appendix A)** this area suffers from a lack of parking restrictions, which has resulted in a lower turnover rate. This is largely the result of employees from local businesses using on-street parking spaces in the area as long-term parking lots. It is for these reasons that parking restrictions, including the use of pay parking, is recommended in these high demand areas.

It is recommended that high demand locations, such as, the core commercial and employment areas between Richter Street and Pandosy Street from Raymer Avenue to KLO Road, including West Avenue and Groves Avenue west of Pandosy Street be changed over to 2 hour pay parking from 9 am to 5pm Monday to Friday (see **Figure 4.2**). Additionally, it is also recommended that Lanfranco Road, between Lakeshore and Richter, also have 2 hour pay parking restrictions.

For the peripheral residential blocks surrounding the aforementioned core blocks it is recommended that these streets be converted into 2 hour parking only. Residential vehicle and visitor permits will be available to area residents with proof of vehicle ownership and residence. It is recommended that 2 hour free parking is vigilantly enforced on residential streets throughout the South Pandosy Neighbourhood Area to prevent area employees and visitors to the area from taking over residential streets in search of free parking.

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Recommended parking restrictions for the South Pandosy Neighbourhood Area can be seen in Figure 4.2 and for a complete breakdown of these recommended parking restrictions please see Appendix F.

These initial recommendations for short-term parking restrictions should be monitored and reviewed on an ongoing basis as to maximize efficiency and look for opportunities to improve parking service. An initial review should include an assessment of the effectiveness of parking time restrictions and rates. This could potentially involve increasing flexibility by locating spots for short-term 30 min parking and loading areas. Potential locations for Short-term 30 min spots or loading areas should consider:

- Parallel Mid-block spaces between West Ave. and Groves Ave on Pandosy St.
- Parallel spaces on the corner of Raymer Ave. and Pandosy St.
- Parallel spaces West Ave. between Pandosy St. and Tutt St.

It should also be noted that the section of Lakeshore Road between Watt Road and KLO Road or Cedar Avenue is currently being re-designed to include transit improvements and, if feasible, the possible re-introduction of some short-term on-street parking.

4.3 Transportation Demand Management

Importantly, the implementation of the recommended parking restrictions referred to in this Strategy should coincide with transportation demand management (TDM) initiatives, including increased investment in transit and active transportation infrastructure. By promoting alternative forms of transportation to employees in the area, as well as working with employers to reduce parking demands the City could effectively reduce overall single occupancy vehicle use and automobile dependency in this area. This is likely to have the most significant effect on reducing parking demands in the long-run. Ongoing TDM projects that support a reduction in parking demands include:

- Future transit stop upgrades along Pandosy and Lakeshore Road to accommodate new and restructured transit routes to the area including Route #8 (University), which has been re-structured to service KGH, and provide direct service to Rutland (see Figure 4.1);
- New transit service along Gordon (Route #5) with connections along corridor to routes 7, 10, 11, 97 (provides alternate travel option to/from OK College) (see Figure 4.1);
- The development of a transit exchange at Okanagan College;
- Sidewalk and bike lane improvements along Richter Street;
- Creating an active transportation route along Lanfranco Road; and,

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- The addition of increased bicycle parking, programs and facilities to improve access to alternative modes of transportation.

Overall, these changes will provide improved connections between the South Pandosy Neighbourhood area, Downtown Kelowna, Rutland, UBCO, and the Highway 97 Rapid Bus Route

4.4 Ongoing Parking Planning and Policy:

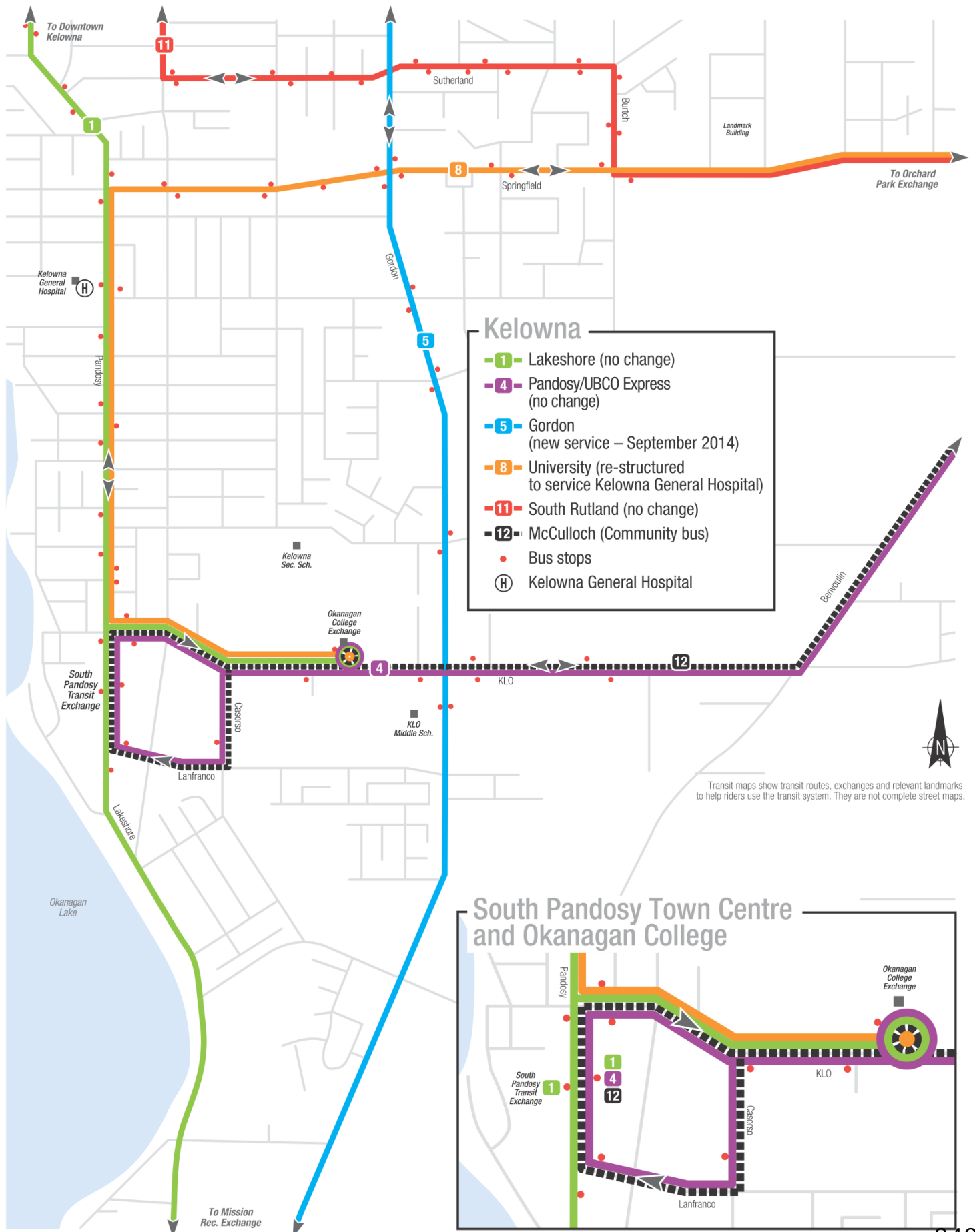
In order for this strategy to remain responsive and effective it needs to be treated as a living document. For this reason it is recommended that the City continue collecting information on turnover and occupancy in the area on an ongoing basis. This information should be used to adjust time, rates and parking restrictions in the area.

Parking rates should be adjusted on an ongoing basis as to ensure they remain competitive with market rates and cover the operations and maintenance costs of parking in the area.

The Cash in lieu rates set by the Payment in Lieu of Parking Bylaw No. 8125 should be reviewed, as to reflect current costs and support future parking infrastructure.

Furthermore, as mentioned in the long-term parking section (Section 4.1), the City should continue to look for opportunities to expand on publically and privately operated long-term parking solutions; including the expansion of existing public lots and re-purpose existing private lots to supplement demands for parking over the next 5 years and into the future.

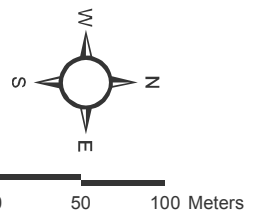
Figure 4.1 – Proposed Transit Changes



Proposed Parking Strategy

Legend

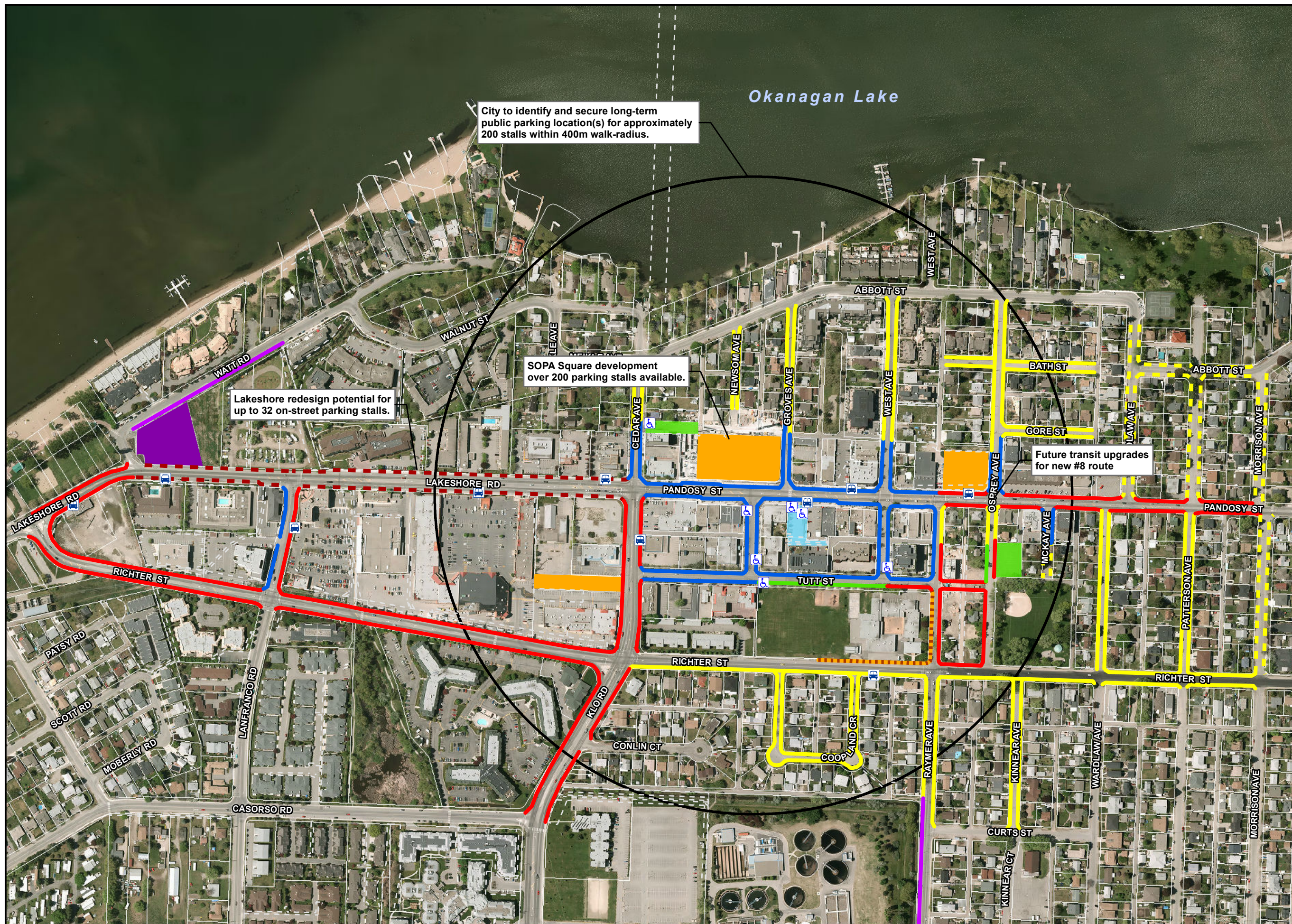
- No Parking Zone
- - - No Parking - Bike Lane
- School Loading Zone
(School days 8am-9am; 2pm-3pm)
Otherwise Unrestricted
- 2 Hour Parking Only
- - - Existing 8am - 8pm Daily
2 Hour Parking Restriction
- Pay Parking
(including 2 Hour Restriction:
Monday - Friday, 9am - 5pm)
- Pay Parking
(including 4 Hour Restriction:
Monday - Friday, 9am - 5pm)
- Pay Parking
(No time limit:
Monday - Friday, 9am - 5pm)
- - - Currently under re-design to
add on-street pay parking
- No Parking Restrictions
- Private Lot (With Public Access)
- Public Parking Lot (100 Stalls)
- ♿ Handicapped Spaces
- 🚌 Bus Stops



URBAN
systems

Map prepared by
Urban Systems Ltd on June-13-14
Map Projection: NAD 1983 UTM Zone 11N
Project # 0467.0424.03

Map Data:
City of Kelowna Open Source GIS Data
Urban Systems field work
Transit Stop data from Google Earth



REPORT

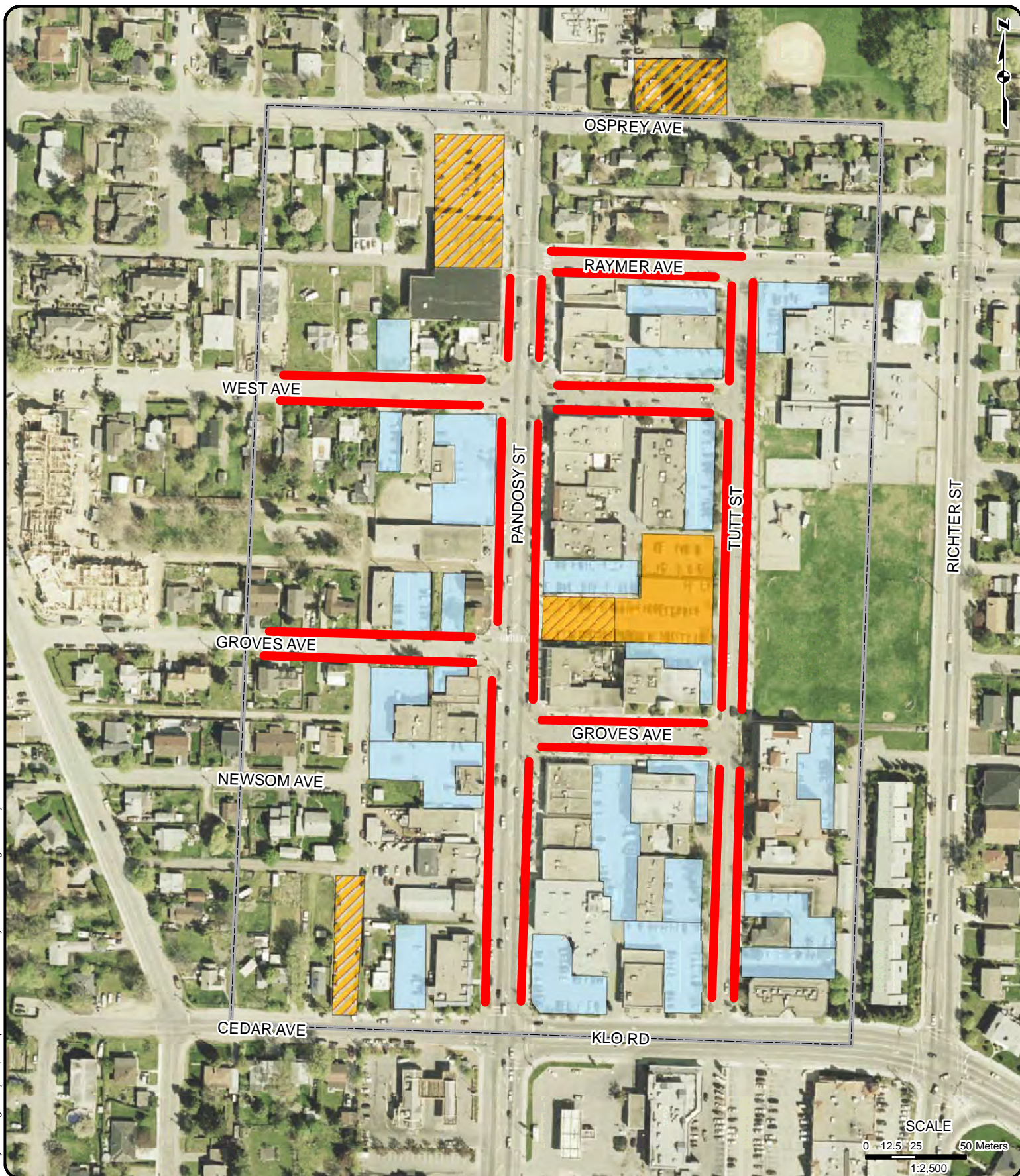
City of Kelowna –
South Pandosy
Neighbourhood
Parking Strategy

File 0467.0424.03

Appendix A

2009 South Pandosy Parking Study Summary





PREPARED BY

Boulevard
#201-791 Goldstream Ave
Victoria, BC Canada V9B 2X5
Tel.: 250 388 9877
Fax: 250 388 9879
www.blvdgroup.ca

LEGEND

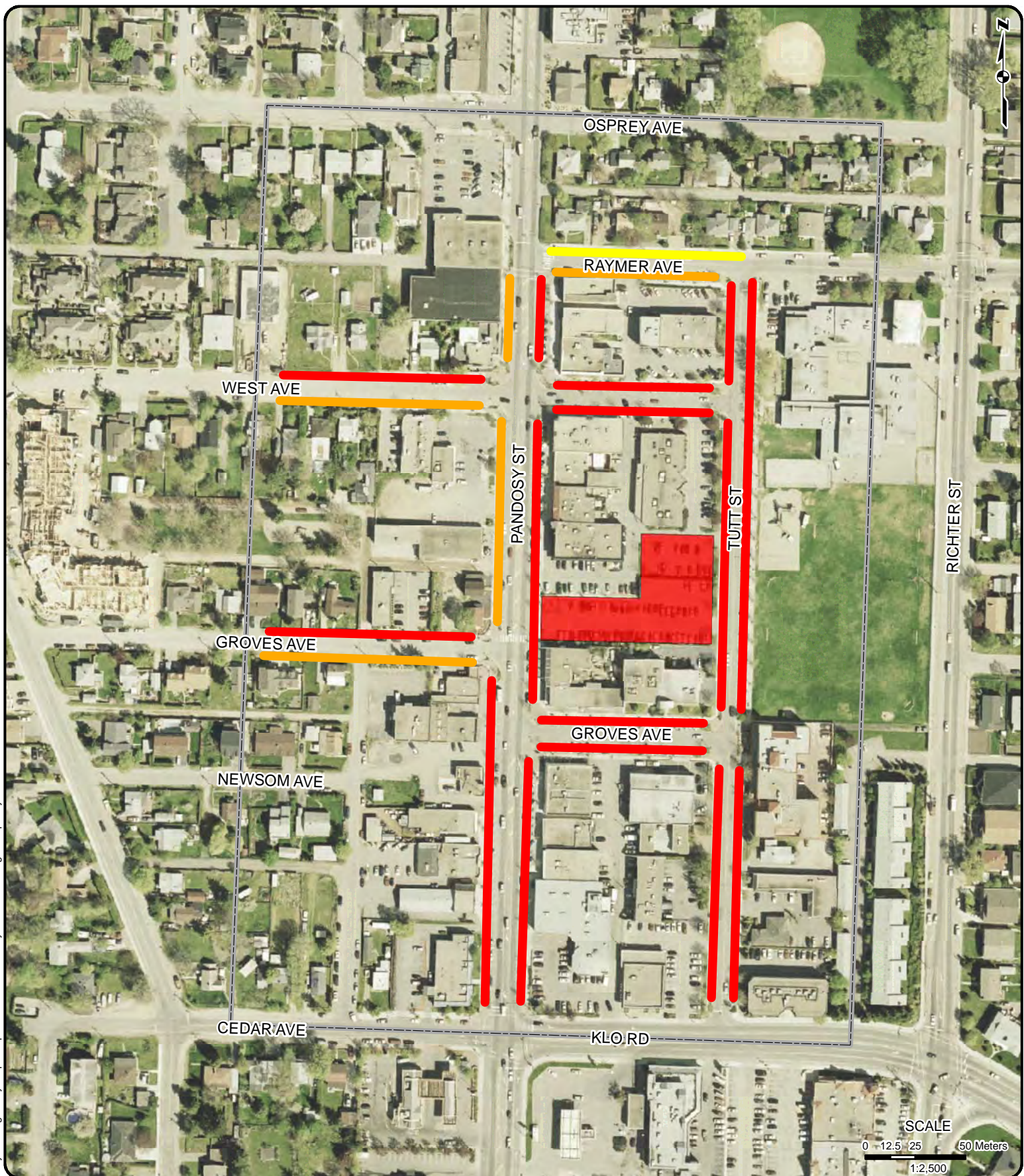
- On-Street Parking
- Existing Private Off-Street
- Existing Public Off-Street
- New/Future Public Off-Street
- Study Area

PARKING INVENTORY

SOUTH PANDOSY PARKING STUDY

346

FILE #	DATE	DRAWN
1028	OCT 6 2009	MP



PREPARED BY

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LEGEND

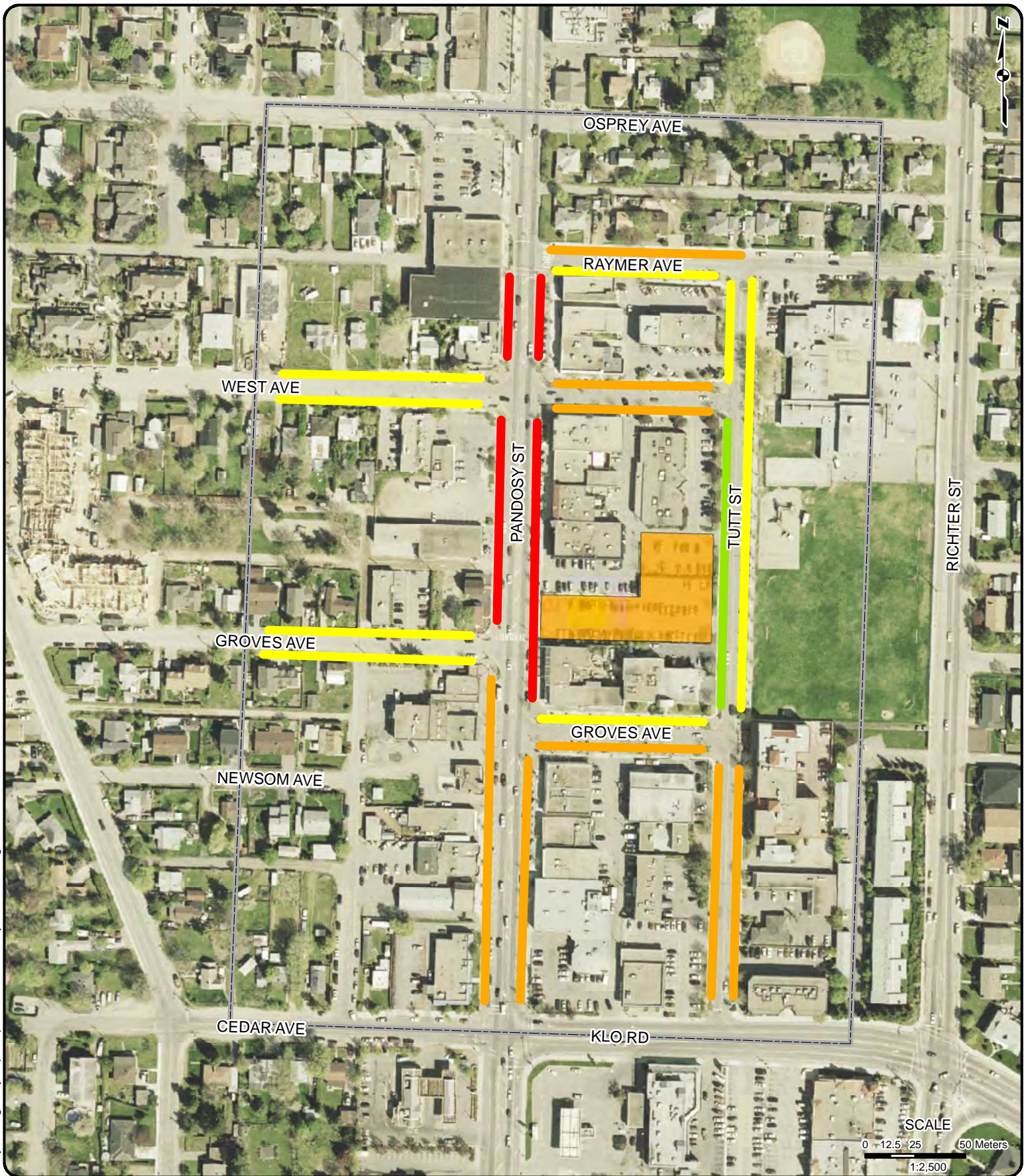
Peak Period Occupancy (1:00-2:00)

- Very High (85 - 100%)
- High (70 - 85%)
- Moderate (50 - 70%)
- Low (0 - 50%)

PEAK PERIOD OCCUPANCY

SOUTH PANDOSY PARKING STUDY

FILE #	DATE	DRAWN
1028	OCT 7 2009	MP



PREPARED BY

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LEGEND

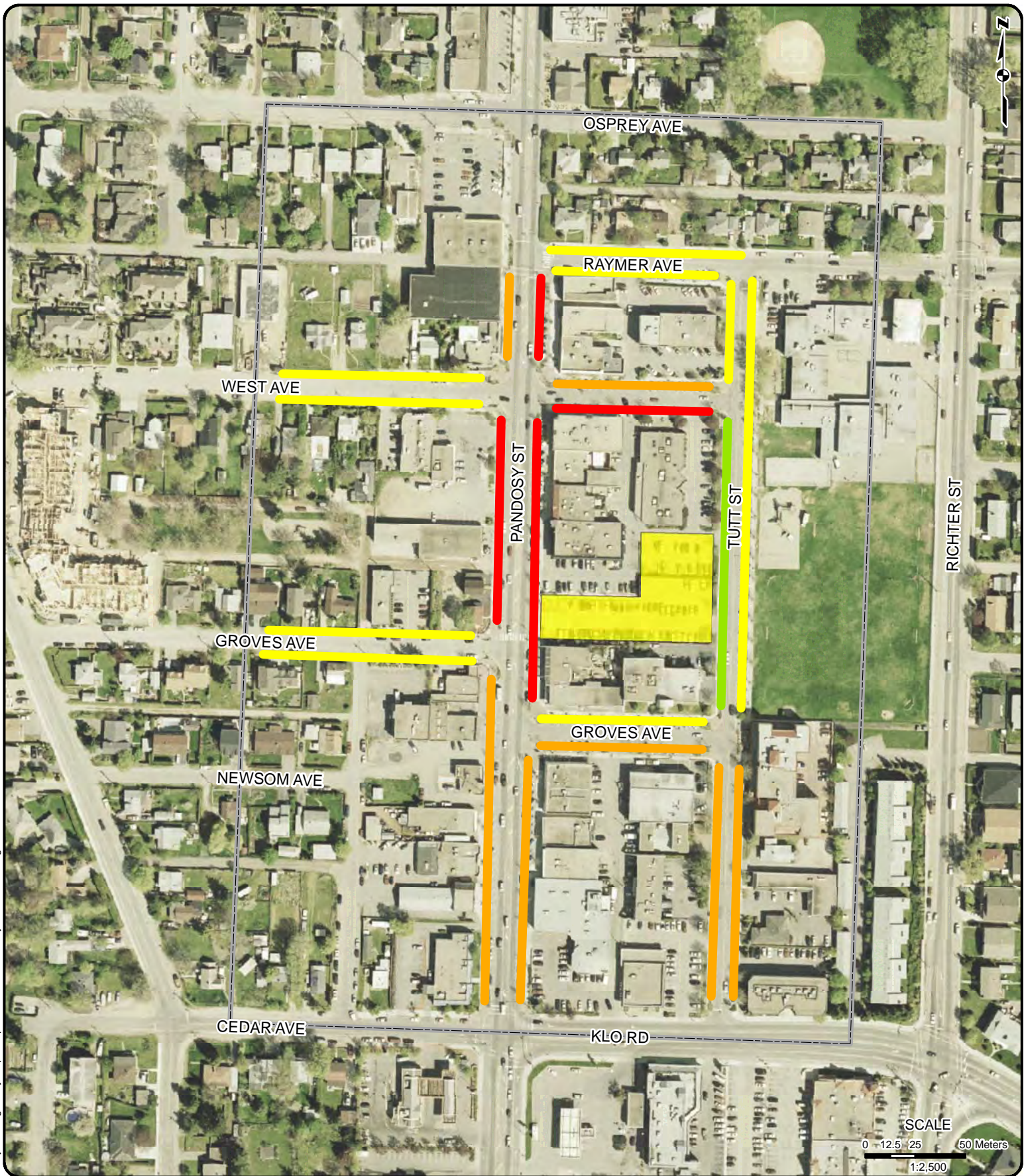
Average Duration (hrs)

- Very Short (0 - 1.5)
- Short (1.5 - 2.5)
- Medium (2.5 - 3.5)
- Long (3.5+)

AVERAGE DURATION

SOUTH PANDOSY PARKING STUDY

FILE #	DATE	DRAWN
1028	OCT 7 2009	MP



PREPARED BY

Boulevard
#201-791 Goldstream Ave
Victoria, BC Canada V9B 2X5
Tel.: 250 388 9877
Fax: 250 388 9879
www.blvdgroup.ca

LEGEND

Turnover Rate

- Very High (3.5+)
- High (2.5 - 3.5)
- Moderate (1.5 - 2.5)
- Low (0 - 1.5)

TURNOVER RATE

SOUTH PANDOSY PARKING STUDY

FILE #	DATE	DRAWN
1028	OCT 7 2009	MP

REPORT

City of Kelowna –
South Pandosy
Neighbourhood
Parking Strategy

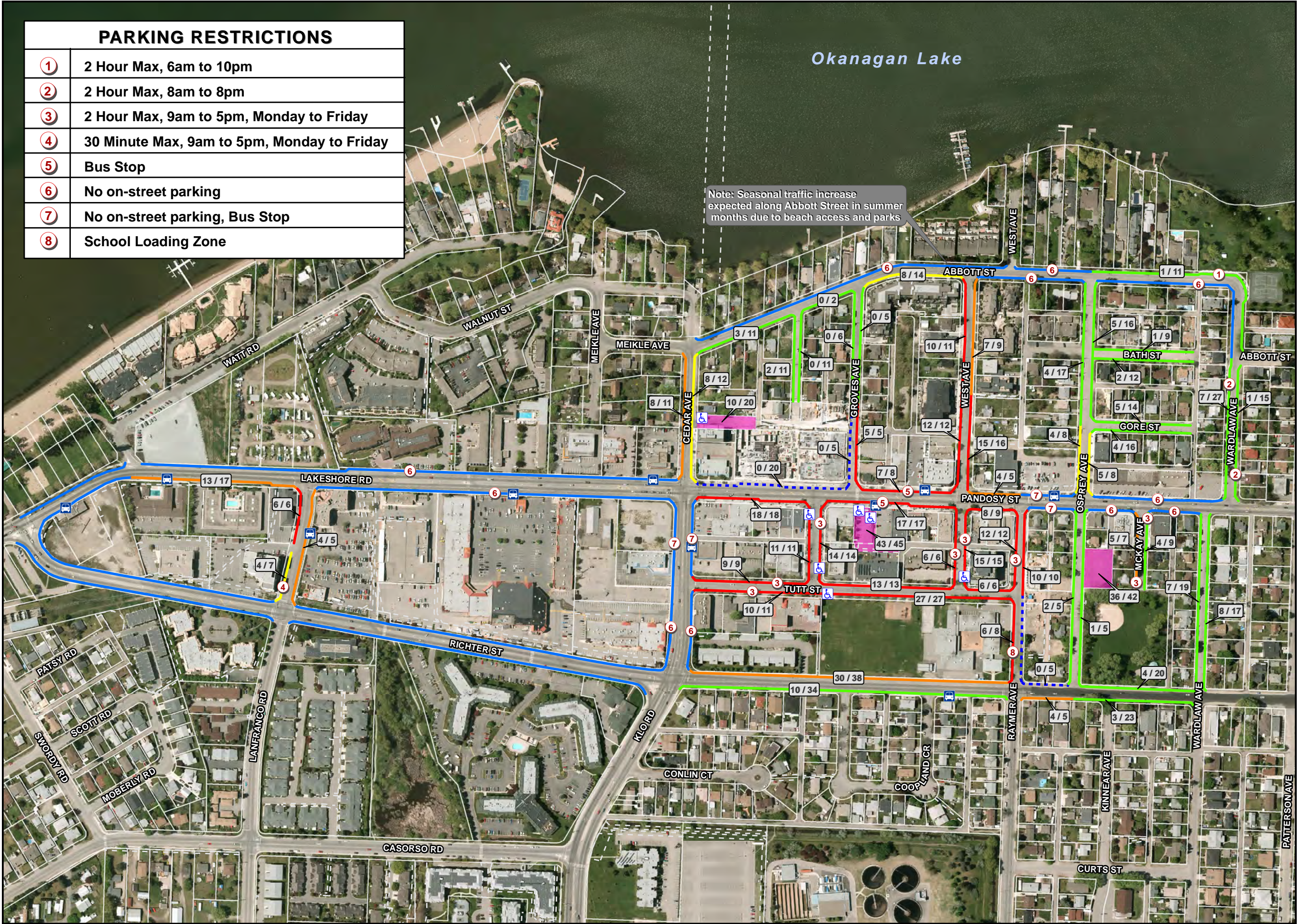
File 0467.0424.03

Appendix B

2014 South Pandosy Parking Study Summary



PARKING RESTRICTIONS	
①	2 Hour Max, 6am to 10pm
②	2 Hour Max, 8am to 8pm
③	2 Hour Max, 9am to 5pm, Monday to Friday
④	30 Minute Max, 9am to 5pm, Monday to Friday
⑤	Bus Stop
⑥	No on-street parking
⑦	No on-street parking, Bus Stop
⑧	School Loading Zone



Parking Inventory

Legend

Existing Occupancy

85 - 100%

70 - 85%

50 - 70%

< 50%

No Parking

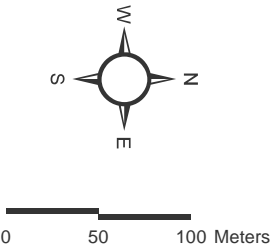
Under Construction

Handicapped Spaces

Bus Stops

Public Parking Lot

Spaces Occupied / Spaces Available



REPORT

City of Kelowna –
Parking Policy
Framework

File 0467.0424.01

Appendix C

Public Consultation Summary

Consultation Summary



South Pandosy Neighborhood Parking Strategy

Prepared for:
City of Kelowna

Submitted:
June 17, 2014

URBAN
systems

#304 - 1353 Ellis Street
Kelowna BC V1Y 1Z9

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1.0 INTRODUCTION

In the spring of 2014, residents of the City of Kelowna were invited to participate and provide feedback on a Parking Management Strategy for the South Pandosy Neighbourhood Area.

Overall, there were five primary themes that made up the majority of the public feedback collected through this process. The majority of the feedback was supportive and provided succinct ideas about how parking management in the area should proceed. The majority the feedback could be categorizes into the following thematic headers:

1. Parking restrictions in the South Pandosy area
2. Paid-parking or parking meters in the South Pandosy area
3. Parking issues in surrounding in residential areas
4. Solutions for long-term or employee parking
5. Improving transportation options and connectivity in the area

2.0 COMMUNITY ENGAGEMENT (FIRST ROUND) – ONLINE FORUM (MIND MIXER) AND COMMUNITY MEETING

For the First Round of consultation residents were given two options to provide feedback on this Strategy, including an online forum hosted on the City's website, and a community discussion at Blenz Coffee on March 5th. The online forum and community discussion at Blenz provided substantial feedback and ideas for creating a Parking Management Strategy for the South Pandosy Neighbourhood area. To determine the level of support for parking management in the area 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 Parking Management Strategy for the South Pandosy Neighbourhood Area. This provides an interpretation of the feedback given by the community and the level of support that existed for the proposed changes. This analysis involved looking specifically at the information collected from the online forum, and direct communications collected by the City during the community event at Blenz Coffee on March 5th, 2014.

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 24 unique ideas, sustaining 201 distinct interactions observed by almost 1200 people. 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.

Overall, the stakeholder feedback received by the City of Kelowna has helped to gauge the level of support for the proposed parking changes, including the opinions of Kelowna's business community, institutional leaders, and residents. The excerpts and comments from the community event at Blenz Coffee provide a context of the discussions that occurred, as well as a general understanding for the proposed changes in the Parking Management Strategy.

The follow report breaks down these comments and ideas into the five primary themes listed above. It should be noted that MindMixer allows participants to "like" or "star" comments that they support. This helps to establish a ranking system whereby the most popular ideas and comments have the most "likes" or "points" these rankings are noted for many of comments provided on the Mind Mixer website.

2.1 Theme #1: Parking Restrictions in the South Pandosy Area

2.1.1 Online Forum

Supportive of Parking Management:

- As the businesses grow (Sopa Square, etc.) the current (parking) problem will just get worse. We live on West Avenue between Pandosy and Abbott and we are already having problems with our visitors coming to the house and trying to find a parking spot. Please address this issue in your planning for this area.
- Meters or 2 hour restrictions for the parking bordering Raymer Elementary School- The approximately thirty parking spots bordering Raymer Elementary School are full from about 7:30 am to 4:45 pm from staff/workers in the surrounding area. This does not allow for patients or customers of the surrounding businesses to use any of these parking spots as they were originally intended to be used. - This comment received 6 points (“likes”).

Unsupportive of Parking Management:

- Charging for parking in a city that requires a vehicle to do even basic shopping by its very design and its lack of adequate public transportation is criminal extortion. Everyone should take a bus whenever possible, carpool, or use other transportation and make paid parking unprofitable plus make bus service better. Idealistic? But doable.
- Leave it Be – I Never have a problem finding parking, visit area often. Leave it well enough alone. This comment received 15 points (“likes”).

Other Comments:

- I'm a parent whose children go to Raymer School, the elementary school in South Pandosy. At the beginning and end of the school day, there is a crush of parents picking up and dropping off kids. We walk to school, but many parents use their cars. When discussing with the School District about redeveloping Raymer School (it's very old and due for an overhaul), the city should express its priority for a drop off and pick up circle. This doesn't mean adding parking to the site, but rather, having an off road area to pick up and drop off kids. For at least two hours a day, this would take a lot of pressure off the businesses and parking stalls. This comment received 14 points (“likes”).
- The Paddle Club with upwards of 300 members in a year or two where will they all park? A parking plan should be thought of before they are given final approval to move onto the new park.

2.1.2 Stakeholder Feedback- Community Meeting:

Supportive of Parking Management

- There should be monitoring of 2 hour restrictions in the area
- Employees parking in stalls all day- no turnover
- There needs to be more communication about where to park long-term
- There is a lot of grief between businesses and employees working in the area. My business needs better access to parking and there need to be some parking restrictions

- In downtown I always have to park a block from where I want to be. This has benefited small businesses on side streets. Maybe businesses on Pandosy could benefit from limited traffic and more people walking past their store.
- The area needs parking restrictions on Pandosy Avenue and more opportunities to bike and/or use transit.
- Business owners throughout the area tell employees to park on the street. There needs to be consideration/communication for how to change this.
- Customer stay 10 minutes to 2 hours (max). The Pandosy lot should be 2 hour max – not one hour and there should be no monthly lots.

Unsupportive of Parking Management:

- I don't want restrictions on both West & Pandosy, we need a long term solution
- High threshold for traffic study – developers should need to come up with plans

Other Comments:

- Mon-Fri 9-5 is biggest problem

2.2 Theme #2: Paid Parking and Parking Meters in the South Pandosy Area

2.2.1 Online Forum

Supportive of Parking Management:

- Add meters for Pandosy St during business hours. This comment received 24 points ("likes").
- I am in support of parking meters. However, it will be great if the merchant(s) can pay it for their customer(s). This comment received 18 points ("likes").

Unsupportive of Parking Management:

- I have recently moved to the mission area and have shopped in the South Pandosy Area and never had a problem finding parking within a few blocks of where I need to go. If there are parking meters and I have to worry about how long until the meter runs out I will look elsewhere in town to shop. I already avoid downtown for this reason. It is too stressful worrying about parking rather than just enjoying my shopping time. This comment received 17 points ("likes").
- What is the point of paid parking? It's not like maintenance is huge. How much is paid to employ commissionaires to ticket us? This city requires a vehicle by its very design so parking should be free or else large parkades. KGH should have an employee program to carpool or use alternate transportation. It's ridiculous that patients have to walk miles to treatment after paying extortion price parking fees while employees have private, accessible parking.
- This is simply another tax grab from a City that is notoriously unfriendly to tourism. It is a bad idea that will drive traffic away from the small retailers along the strip.

Other Comments:

- If pay parking is implemented, what about free parking for the first 15 minutes; this way folks picking up take-out at the many small restaurants in this area, for example, won't be required to "overpay" for 5 minutes of parking.

2.2.2 Stakeholder Feedback - Community Meeting:

Supportive of Parking Management:

- Meters should be implemented in the area
- The area busy during certain times of day 9-5 pm Monday-Friday, that when parking restriction be implemented.
- If paid parking is implemented on Pandosy there should be a few 30 min parking spots to encourage turn-over in front certain "high-turnover businesses."

Unsupportive of Parking Management:

- I am not inclined to pay for parking at places like Original Joe's because the lot is in bad condition and poorly maintained in the winter.
- I don't think employees should pay for parking on West Ave (Popes)

Other Comments: None

2.3 Theme #3: Parking in Residential Areas

2.3.1 Online Forum

Supportive of Parking Management:

- I live on Gore St and I am finding people parking on Gore and surrounding streets of the South Pandosy area for upwards of 10 hours at a time. This is not fair to local residents and there should be a 2 hour maximum parking time in effect like there is only a block away towards the hospital. Residents should be allowed 1 permit per house for 24 hour parking. This comment received 32 points ("likes").
- Concern is that pay parking on Pandosy will force parking demand into residential areas and related traffic onto side streets and Abbott St. Also, pay parking will force business's employees to park in residential areas. This comment received 19 points ("likes").

Unsupportive of Parking Management: None

Other Comments:

- Too many yoga-ites from Moksha yoga and other businesses take up space. Need defined posted space for residents please - This comment received 5 points ("likes").

2.3.2 Stakeholder Feedback - Community Meeting:

Supportive of Parking Management:

- It is impossible to park due to Moksha Yoga – hard to find parking on my own street. Should include time restrictions
- In the summer cannot even park for 15 mins on West Ave. More enforcement is required. People working in the hospital are being pushed into this area and it will get worse.

Unsupportive of Parking Management:

- Every time we do parking management we just shift the problem somewhere else. We need a parkade - buy some land so we can see this happening.

2.4 Theme #4: Solutions for Long-term/ Employee Parking

2.4.1 Online Forum

Supportive of Parking Management:

- Pandosy Street can't accommodate being a commuter route for much longer. If you wish to keep the "Pandosy quaint community by the lake" environment then you get the commuter traffic problem solved. Give them a parking lot with a commuter bus running between major drop off points (ex: KGH, Downtown, Westside, Orchard Park) every 20 min or so. People will use it if you make it accessible and usable. Richter Street is not an option, as it's a dead end at Raymer. - This comment received 24 points ("likes").
- A commuter parking lot could be serviced by Public Transit and also used by Event Promoters to transport their patrons to the downtown or other area events. Tour Bus Companies could also use this Parking Lot instead of parking downtown by the sails. - This comment received 20 points ("likes").
- Merchants have said it is employee parking that is causing the problem. This idea (strategy) would encourage merchants to have meters, offer a solution and encouragement for their customers, and encourage employees and employers together to find a solution to the parking problem.

Unsupportive of Parking Management: None

Other Comments:

- Let's add some parking that is close behind the new Sopa. No charge. So far not a problem.

2.4.2 Stakeholder Feedback - Community Meeting:

Supportive of Parking Management:

- Cannot lower parking requirements for developers and have cash-in-lieu options to meet these requirements.
- We need some long-term parking along Tutt St. and space for more off-street parking. Need to do a good look at where employees are mostly located and determine where they should park.

Unsupportive of Parking Management:

- People like to go shopping and then picking-up their kids at the same, which often results in tickets. If Tutt is to be metered parents will have to pay to pick-up their kids, maybe consider short-term spots 15-30mins on Tutt if metered.

Other Comments:

- There are a lot of temporary measures; we need a larger lot where people can park for free.
- MacDonald realty has parking for \$90 a month; people can park there... maybe an opportunity there for more long-term parking.

2.5 Theme #5: Better Transportation Options

2.5.1 Online Forum

Supportive of Parking Management:

- In the City's plans, Richter is supposed to be the transit corridor, and Pandosy is supposed to be quieter, for shopping. But this "major thoroughfare" remains unfinished. There are no sidewalks on one side of the street, there are gravel edges, and only informal parking spaces. Richter has the potential to be fully developed, to include safe sidewalks and bike paths, and excellent transit access on both sides of the road. These actions would take a lot of parking pressure off the roads in this area. - This comment received 18 points ("likes").
- Was there any discussion to consider how transit might factor into the design? If there was a way of routing a transit route into the area, more people might use transit versus bringing their cars to the waterfront which would reduce the demand on parking. This comment received 10 points ("likes").
- At the end of the day the outcome is a product of what you choose to invest in. There will never be enough parking in Kelowna so long as the car is king. Conversations need to shift from not enough parking or not enough lanes of road to how we can make other ways to get around easier. Can't afford to put reliable transit somewhere? Maybe we should rethink development so it meets a minimum standard so people have viable choices. Investing in parking and more capacity is a no win game. Maybe parking fees should be increased sufficiently to pay for better transit and cycling infrastructure.
- The parking problem is tied in part to the fact that the Pandosy corridor currently has a welfare

transit service in a transit oriented development. The headways between Okanagan College, Mission, and downtown along the Pandosy corridor are very poor. Such a major centres should be connected at frequencies that result in transit being a viable alternative, at least 15 minute frequencies. Actual service outside of peak times can exceed 45 minutes, many stops don't have schedules, there is no GPS tracking of buses, and there is little public education to encourage transit. It's clear what mode has the right of way. - This comment received 6 points (“likes”).

Unsupportive of Parking Management: None

Other Comments: None

2.5.2 Stakeholder Feedback - Community Meeting:

Supportive of Parking Management:

- If there is not going to be sufficient parking for parents to shop and pick-up their kids, there should be compensation in the form of safety improvements, as well as programs and infrastructure to support kids to walk/bike to school.
- Make Raymer a walking street and encourage more active transportation and safety for kids to walk to school. Currently, no sidewalk, which is dangerous for kids walking to school alone from nearby.
- We need a Tram that goes back and forth along Pandosy with a parking lot of either end or pedestrian space on the street.

Unsupportive of Parking Management: None

Other Comments: None

2.6 General Stakeholder Comments and Discussion

- Thank you for this meeting. I have owned the [REDACTED] for the past 23 years. In spite of many loyal customers, I have experienced a significant decline over the past few years of customers. Due to lack of parking.
- One solution in my opinion would simply be to consistently monitor the 2 hour limit. I have the same cars parked all day in front of my business. As a result I have had a 15% reduction in income over 3 years. Your consideration much appreciated.
- Where you park in this neighbourhood is a “dirty little secret,” I would not want people to know what car I drive.
- Parents are highly concern about the proposed left hand turn lane on Raymer, this should be moved to Osprey and traffic calming measures should be placed around the school.
- Pandosy + Groves no on-site parking – customers on second visit say they cancelled “last time”
- As a parent of children that go to Raymer School, I can't tell you how frightening it is, that Richter, a super busy road doesn't have sidewalks or safe passage across it, except at one intersection. Even there on Raymer, the school district owns the right of way, and the City and the School District can't figure it out to transfer title to develop sidewalks on Raymer. Basically, it's horribly unsafe, despite the best attempts by the principal and the parents advocating for change.

- I love the idea of making the Pandosy lakeshore a park. But I hate the idea of turning it into a big parking lot for the Paddle Club!
- As a resident of South Pandosy, it is frustrating to see hospital staff parking in the 2 hour street parking and a culture at the hospital that allows staff to leave work to move their cars every 2 hours. Many cities have implemented programs that reward staff for taking alternative transportation, and there are excellent opportunities to work with the City and Province on transit routes and cycling options. It seems to make sense to work on changing staff attitudes and behaviours before investing in costly parking lots that detract from the beauty of the neighbourhood.
- At some point during the construction of SOPA it was elected to paint lines to allow parking on both sides of the road. The road is not wide enough to support parking on both sides and traffic in both directions. It should be changed to either a one way street (towards the water) or restrict parking to one side of the road only

2.7 Overall Outcomes - Points for Comments in MindMixer:

As previously mentioned, one of the functions of MindMixer, is that it allows participants to give their approval to comments made by their peers, via a “star” or “like” function. MindMixer also allows people to make comments on another user’s previous suggestion. The following table demonstrates the number of positive “stars” or “likes” for comments made by participants:

Type of Comment	Number of “Points” or “Likes”
Supportive Comments	149
Unsupportive Comments	62
Other Comments and Ideas	92

Overall, it was shown that many people supported the comments made by participants in support of parking management in the South Pandosy Neighbourhood Area.

2.8 Consultation Summary Round One

Although there was some debate amongst community members as to what the best approach for parking management should be (e.g. short-term parking, parking rates, and the expansion of paid parking), the majority residents were generally receptive implementing changes to the parking structure in the South Pandosy Area; 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 on Pandosy, West, Groves and Tutt;
- 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 desire for better transit options for visitors between downtown and South Pandosy/Gyro Beach;
- A need for 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 and the community event were in support of implementing a Neighborhood Parking Strategy in the South Pandosy Area. Many residents expressed their gratitude to municipal staff, with community members several stating that they appreciated the opportunity to participate.

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

3.0 COMMUNITY ENGAGEMENT (SECOND ROUND) - OPEN HOUSE AND STAKEHOLDER ENGAGEMENT

In order to further gauge the opinions of residents, business owners and other stakeholders the City of Kelowna hosted a meeting with local stakeholders and business owners on April 25th, 2014, and held a public open house on May 7th, 2014. The open house and stakeholder engagement generated a constructive discussion around parking issues in the South Pandosy Neighbourhood area. In this discussion several issues were raised regarding proposed parking restrictions and parking management measures recommended in the Draft South Pandosy Neighbourhood Parking Strategy. A few local businesses also submitted completed feedback forms independent of the stakeholder and open house meetings. The feedback from the stakeholder meeting and open house are summarized below.

3.1 Feedback External Stakeholder Meeting (April 25th, 2014) (Main Discussion Points):

The meeting with External Stakeholders provided an opportunity for members of the business community, developers and institutional representatives to provide feedback and address any concerns about the proposed Draft South Pandosy Neighbourhood Parking Strategy. Overall, the stakeholders that participated in this meeting supported the proposed measures of the Draft South Pandosy Neighbourhood Parking Strategy. Main discussion points from this meeting are highlighted below:

- Concerns with Tutt Street parking being all day pay parking restriction
 - Noted that it was not fronting directly onto commercial or residential
 - Ideal for long term parking, such as appointments for nearby medical buildings
- Concerns with the parking options for visits longer than 2 Hours
 - Having 4 hours parking zones was recommended
 - Long term lots will likely fill up with employees limiting options for people wanting to park longer than 2 hours
- The possibility of having the Gyro beach lot formalised as a long term parking option year round
 - CoK brought up concerns that the lot was not in an ideal location to service the core South Pandosy area
 - Might become more viable as Lakeshore road is upgraded, and walking facilities are better
 - Smaller private lots may be able to help satisfy need but cannot be identified in the report
 - Considerable support for having this as an year-round off-street parking option
- College lot as possible location for parkade or seasonal parking (when college is out for the summer)
- Recommendation made to create nose-in pay parking on West Avenue on one side while maintaining resident parking on the other side.
 - Would need to be beneficial to provide these additional spots, and still provide adequate spots for residents
- There was a comment about providing parking on Richter Street
 - CoK has no parking on all future arterials

- Stakeholders addressed concerns that more long term future lot options should be presented and provide more parking for visits longer than 2 hours.

3.2 Feedback Public Open House Feedback Forums (May 7th, 2014) (Key Comments from the Public)

The open house on May 7th, 2014 was attended by various members of the public, including local residents, business owners and people working in the area. Seventeen participants completed Feedback Forums with questions regarding the Draft South Pandosy Neighbourhood Parking Strategy. Of the 17 forums returned, 11 supported the draft plan, 5 did not support it and 1 respondent was neutral. Comments from the Feedback Forums collected at the open house are highlighted below:

Supportive of Parking Management:

- Parking Meters are long overdue
- The area still needs a parkade and greater enforcement
- This is a good opportunity for the City to generate additional funds for the municipality. This is the progression to take as this area undergoes more development.
- It is about time parking meters were installed
- Love it! But needs more long-term parking solutions
- Acceptable – However, I would like residents to have the opportunity to have parking permits for use when needed (e.g. visitors from out of town)
- Finally, as long as the time limits are monitored, this is great!
- A long-term plan for the employees to park still needs to be found, but good start.
- Have better transit from free parking areas.

Unsupportive of Parking Management:

- Not enough disabled parking spots. Set aside disabled spots in the non-pay areas and residential side streets.
- I would prefer to see one side of Richter St. made available for parking, as well as the City purchasing land to build a parkade or other parking to accommodate the future development of the area. Most of the plan looks like it may work, with the noted comments above for Richter St.
- More employee/long-term parking at the North end of South Pandosy District (free).
- Additional no time limit parking would be nice.
- Paid parking for workers at the 2 hour time limit makes it difficult. It is already so tough to find parking even with a 2 hour limit.

3.3 Employee Feedback from Local Businesses

Several Feedback Forms were also received from employees of two professional offices operating in the South Pandosy Neighbourhood. The majority of these employees did not attend the open house or stakeholder meetings; however, they did provide feedback on the current parking situation in the area. In general, the feedback collected reiterated points made previously by some business owners and local workers who attended

the open house. This group, which again did not attend the open house, highlighted the need for greater long-term parking options for employees working the area. Suggestions included, the building of a parkade, creating more long-term off-street parking, improving transit and lowering parking costs.

3.4 Consultation Summary Round 2

The second round of community engagement highlighted the opinions of local business owners, developers and employees of local businesses. The comments of those who provided feedback and completed feedback forums are summarized under following themes below:

- There is a need for a permanent long-term parking solution, such as a parkade or city owned lot;
- There is a need for improved access for elderly residents and a need for more handicap spots;
- The imposition of pay parking in public lots located near the commercial core of the South Pandosy Neighbourhood - some business owners suggested that due to their investment in the revitalization of the South Pandosy corridor they are entitled to free parking for their customers; and,
- Employees in the area were concerned about the lack of free all day parking and having to pay for parking.

Aside from the concerns raised by some citizens and stakeholders, the majority of those who attended these events remained in support of the proposed parking measures and welcomed enhanced parking management for the area. Many business owners reiterated the need for increased short-term parking with higher levels of turnover, and many residents restated their desire for increase on-street regulation and enforcement. Other constructive suggestions and supportive comments addressed the need for greater transportation options (transit, bike lanes, car share etc.) and the possibility of providing on-street parking permits for residents.

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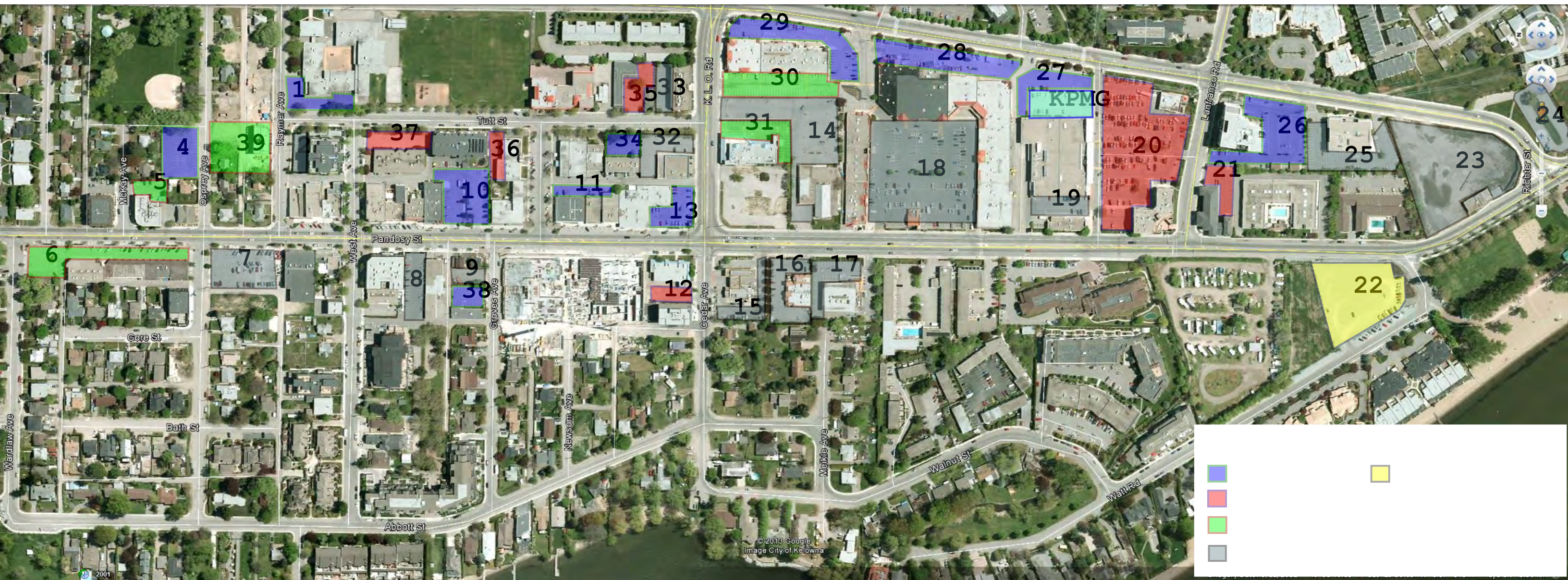
Appendix D

2014 Off-Street Lot Parking Study Summary

							Occupied Spaces		
Number	Address	Description	Restiction	Total Spaces	Handicap	Study 2009	Feb 6, 2014 11am-2pm	Percent Occupied	
Number	Address	Description	Restriction	Total Spaces	Handicap	Study 2009	Feb 6, 2014 1	Percent Occupie	
1	657 Raymer Ave	Raymer Elementary School	Staff Only Parking (Self Regulated)	26	2	15	25	96%	
2	540 – 560 Raymer Ave	Tutt/Raymer (SW Corner)	Customer Parking (Self Regulated)	42	2	11	20	48%	
3	2903 – 2925 Pandosy St	Back Alley	Staff Parking (Self Regulated)	5			3	60%	
4	~593 Ospret Avenue	Osprey Park Parking	Public Parking (Free)	41			38	93%	
5	2689 Pandosy St	Back Parking Lot	Customer Parking (AAcme Towing)	16	1		11	69%	
6	3684 Pandosy St	Southgate Center	Customer Parking (DPS, 1-2 Hour)	55	1		29	53%	
7	2728 Pandosy St	Original Joes Parking Lot	Public Pay Parking (DPS)	69	1		13	19%	
8	2914 Pandosy St	Ethan Allen	Customer Parking (DPS, 2 Hour)	44	1		20	45%	
9	2942 Pandosy St	Jigsaw Clothing	Dirt Lot (Unregulated)	13		6	5	38%	
10	2949 Pandosy St	Good Earth/Kelowna Cycle	Customer Parking (DPS, 1 Hour)	64	3		55	86%	
11	3001 – 3029 Pandosy St	Back Alley	Reserved Staff Parking	29		14	25	86%	
12	3032 Pandosy St	Royal Bank	Customer Parking	12		10	9	75%	
13	3033 – 3054 Pandosy St	Pandosy/KLO (NE Corner)	Customer Parking	33		26	29	88%	
14	3131 Lakeshore Rd	St. Paul United	Public Pay Parking (DPS)	110			32	29%	
15	3100 Lakeshore Rd	Shell/McDonalds	Customer Parking (Self Regulated)	11			5	45%	
16	3110 Lakeshore Rd	Mission Tap House	Customer Parking	36			17	47%	
17	3140 Lakeshore Rd	Mission Place (A&W)	Reserved/Customer Parking (2 Hour)	61			20	33%	
18	3155 Lakeshore Rd	Mission Park	Cutomer Parking (Impark, 2 Hour)	257			107	42%	
19	~3252 Lakeshore Road	Mission Liquor Store	Customer Parking (DPS, 2 Hour)	34			16	47%	
20	3175 Lakeshore Rd	Save-on Foods	Customer Parking (Impark, 2 Hour)	234			170	73%	
21	3293 Lakeshore Rd	Lakeshore Vein & Aesthetics Clinic Inc	Reserved Staff/Patient Parking (Self Regulated)	25			20	80%	
22	Corner Lakeshore Rd and Watt Rd	Public Gyro Beach Parking Lot	Free Public Parking (Seasonal)	92			Closed	N/A	
23	Lakeshore Rd and Richter Rd (North)	Empty lot (Caban)	Free Public Parking	N/A			18	N/A	
24	Lakeshore Rd and Richter Rd (South East)	Public Gyro Beach Parking Lot	Free Public Parking	26			6	23%	
25	3330 Richter St	South Richter Professional Center	Reserved Staff/Patient Parking (DPS,2 Hour)	100			46	46%	
26	3320 Richter St	Mission Medical Center	Reserved Staff Parking	100			90	90%	
27	~3252 Richter St	KPMG	Customer Parking (impark,2 Hour)	25			4	16%	
28	~3244 Richter St	Mission Park (Back side)	Customer Parking (impark, 2 Hour)	45			40	89%	
29	~3234 Richter St	Mission Park (North East)	Customer Parking (impark, 2 Hour)	80			75	94%	
30	~599 KLO Rd	Mission Park (North)	Customer Parking (impark, 2 Hour)	71			45	63%	
31	595 KLO Rd	Mission Square	Customer Parking	32			22	69%	
32	592 KLO Rd	MacDonald Realty	Reserved Staff/Customer Parking (DPS)	36		18	13	36%	
33	~3041 Tutt Rd	Mission View Medical	Reserved Staff/Customer Parking (DPS)	23	1	5	9	39%	
34	3040 Tutt St	Mission Medical Arts	Staff Parking (DPS, 2 Hour)	14		14	12	86%	
35	3045 Tutt St	Tutt Street Square	Customer Parking (2 Hour)	18		5	13	72%	
36	2970 Tutt St	now_canada'	Private Parking	11			8	73%	
37	2918 Tutt St	Kelowna Laser Vision	Reserved Staff/Patient Parking (Self Regulated)	18		14	15	83%	
38	470 Groves Ave	470 Groves Ave	Reserved Customer Parking (Self Regulated)	16		16	14	88%	
39	Raymer Ave and Tutt St (South West)		Customer Parking (Mario Towing)	41	2		28	68%	
				1965	14				







SOUTH PANDOSY NEIGHBOURHOOD - ESTIMATED PARKING DEFICIT BY LAND USE

Land Use	Gross Floor Area (est.) m ²	Required Parking	Existing Parking	Estimated Number of Employee	Deficit Parking Requirements (# of Spaces)	Deficit Employee Parking (# of Spaces)
Clinics or Medical Offices	10,440	203	175	286	-28	-86
Offices or Professional Services	10,605	190	227	449	37	-222
Retail and Grocery Stores	8,065	151	97	275	-54	-188
Multi-family Residential Buildings	3,000	53	31	0	-22	
Restaurants	3,850	75	71	146	-4	-80
Schools 15 (class rooms)	15 (class rooms)	30	26	25	-4	1
Warehouses and Large Retail Formats	2,000	47	44	44	-3	1
Public Parking Spaces (96 spaces)	-	-	96	-	96	96
Totals	37,960	749	767	1223	18	-477
Reductions						
Vacancy (est. 10%)				1101	140	-355
Transportation Mode Share (est. 20% non-drivers)				881	360	-135
			Estimated Parking Deficit (Number of Spaces)		360	-135

Employee to Floor Area Ratio Estimate (Area per FTE employee m²)*

- Office general = 15 m²
- Retail and food stores = 20m²
- Clinic/professional services = 36m²
- Restaurant= 18m²

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Appendix E

Summary of Recommended Parking Restrictions

South Pandosy Neighbourhood Parking Plan

Pandosy Street:

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops, etc.)	Recommended Actions
		Now	Now	Now			
Wardlaw to McKay Ave	W	none	none	none	No Parking Zone	No on-street parking	Opportunities to add on-street parking?
	E	none	none	none	No Parking Zone	No on-street parking	
McKay Ave. to Osprey Ave	W	none	none	none	No Parking Zone- if added pay parking 2 hour max	No on-street parking	Opportunities to add on-street parking?
	E	none	none	none	No Parking Zone- if added pay parking 2 hour max	No on-street parking	
Osprey Ave to Raymer Ave.	W	none	none	none	No Parking Zone- if added pay parking 2 hour max	No on-street parking Bus stop	Opportunities to add on-street parking?
	E	none	none	none	No Parking Zone- if added pay parking 2 hour max	No on-street parking Bus stop	
Raymer Ave to West Ave.	W	5	4/5 80%	none	Pay Parking (Including 2 Hour Restriction)	none	Anticipate the addition of increase transit and a new transit route (loss of on-street parking, increase transit) -consider addition of HC spot -consider 1-2 short-term parking spots 15- 30 mins
	E	9	8/9 89%	none	Pay Parking (Including 2 Hour Restriction)	none	
West Ave. to Groves Ave.	W	8	7/8 87.5%	none	Pay Parking (Including 2 Hour Restriction)	Bus stop	Anticipate the addition of increase transit and a new transit route (loss of on-street parking, increase transit) -consider addition of HC spot -consider 1-2 short-term parking spots 15- 30 mins -consider OGO Carshare spot
	E	18	17/18 100%	none	Pay Parking (Including 2 Hour Restriction)	Bus stop	
Groves Ave. to KLO Rd.	W	20	10/20	none	Pay Parking (Including 2 Hour Restriction)	None	Anticipate increase traffic and the addition of off-street parking associated with SOPA Square. -consider addition of HC spot -consider 1-2 short-term parking spots 15- 30 mins
	E	18	18/18 100%	none	Pay Parking (Including 2 Hour Restriction)	None	

South Pandosy Neighbourhood Parking Plan

Lakeshore Road:

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Cedar Ave to Lanfranco road	W	none	none	none	Re-design to add on-street parking	No on-street parking	Anticipate Lakeshore possible addition of 2 lanes of parking and bus stops- narrowing from 5 to 3 lanes Anticipate the addition of increase transit and a new transit route <ul style="list-style-type: none"> - Potential for temporary off-street parking on corner of Lakeshore and KLO. - Anticipate new condo development in this area
	E	none	none	none	Re-design to add on-street parking	No on-street parking	
Lanfranco Road to Richter Street	W	none	none	none	No Parking Zone, Re-design to add parking up to Watt Road	No on-street parking	-potential short-term parking solution across from Gyro beach.
	E	17	13 (77%)	none	No Parking Zone, Re-design to add parking up to Watt Road		

Lanfranco Road

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Lakeshore Road to Richter Street	N	5	4 (80%)	none	No Parking Zone (Transit Stop)	None	<ul style="list-style-type: none"> - Potential for pay parking - Anticipate loss of on-street parking (one side) City AT Project.
	S	7	4 (57%)	30mins 9-5 M-F	Pay Parking (Including 2 Hour Restriction)	none	
		6	6 (100%)	none	Pay Parking (Including 2 Hour Restriction)		

South Pandosy Neighbourhood Parking Plan

Richer Street

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Lakeshore Road to Lanfranco Road	W	none	none	none	No Parking Zone	none	
	E	none	none	none	No Parking Zone	None	
Lanfranco Road to KLO Road	W	none	none	none	No Parking Zone	None	
	E	none	none	none	No Parking Zone	None	
KLO Road to Raymer Ave.	W	38	30 (79%)	None	2 Hour Parking, School Frontage Loading Zone (School Days 8-9am, 2-3pm)	None	<ul style="list-style-type: none"> - Road upgrade to Richter St. anticipated - sidewalks, curbs, gutters, widening and loss of one lane of parking -Opportunity for additional parking area (consider appropriate restrictions).
	E	34	10 (<50%)	None	No Parking Zone (one half to be lost to upgrades)	None	
Raymer Ave. to Osprey Ave.	W	0	UC	None	2 Hour Parking Only	Under construction	<ul style="list-style-type: none"> - Road upgrade to Richter St. anticipated - sidewalks, curbs, gutters, widening and loss of one lane of parking. -Opportunity for additional parking area (consider appropriate restrictions)
	E	5	4 (80%)	None	No Parking Zone (one half to be lost to upgrades)	None	
Osprey Ave to Wardlaw Ave	W	20	4 (<50%)	None	2 Hour Parking Only	none	<ul style="list-style-type: none"> - Road upgrade to Richter St. anticipated - sidewalks, curbs, gutters, widening and loss of one lane of parking -increased pressure in neighbourhoods near the office buildings being developed.
	E	23	3 (<50%)	None	No Parking Zone (one half to be lost to upgrades)	none	

South Pandosy Neighbourhood Parking Plan

Wardlaw Ave.

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Richter Street to Pandosy St.	N	17	8 (<50%)	none	2 Hour Parking Only		-Currently limited demands though this is expected to increase – 2 hrs. restrictions recommended to stop spillover effect.
	S	19	7 (<50%)	None	2 Hour Parking Only		
Pandosy St. to Abbot St.	N	15	1 (<50%)	2 hour max 8am-8pm	2 Hour Parking Only		
	S	27	7 (<50%)	2 hour max 8am-8pm	2 Hour Parking Only		

Abbott St.

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Wardlaw Ave. to Osprey Ave.	W	11	1 (<50%)	2 hour parking 6 am – 10 pm	2 Hour Parking, No Parking – Bike Lanes		-seasonal parking demands very high in the summer low in the winter -recommended 2 hour parking to avoid spill over issues.
	E	none	None	None	No Parking Bike Lanes		
Osprey Ave. to West Ave.	W	none	None	None	2 Hour Parking Only		-seasonal parking demands very high in the summer low in the winter
	E	none	None	None	No Parking Bike Lanes		
West Ave. to Groves Ave.	W	none	None	None	No Parking Bike Lanes		-seasonal parking demands very high in the summer low in the winter
	E	14	8 (60%)	None	2 Hour Parking Only	none	
Groves Ave. to Newsom Ave.	W	none	None	None	No Parking Bike Lanes		-seasonal parking demands very high in the summer low in the winter
	E	2	0	None	2 Hour Parking Only		
Newsom Ave. to Cedar Ave.	W	none	None	None	No Parking Bike Lanes		- Pandosy Waterfront project potential future parking solutions/issues – anticipate for new development – recommended time restrictions
	E	11	3 (<50%)	None	2 Hour Parking Only	None	

South Pandosy Neighbourhood Parking Plan

Newsom Ave.

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Newsom Ave	N	11	0 (<50%)	None	2 Hour Parking Only	None	- Potential for more on-street parking and more formalized lot to support additional traffic around SOPA and year around traffic on Abbot (summer beach access- Pandosy waterfront = more traffic)
	S	11	2 (<50%)	None	2 Hour Parking Only	None	

Cedar Avenue

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Abbot St. to Pandosy St.	N	12	8 (67%)	None	2 Hour Parking fronting residential, Other Pay Parking (Including 2 Hour Restriction)	None	Pandosy Waterfront project potential future parking solutions/issues – anticipate for new development – recommended time restrictions
	S	11	8 (72%)	None	2 Hour Parking fronting residential, Other Pay Parking (Including 2 Hour Restriction)	None	

KLO Road

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Pandosy St. to Richter St.	N	none	None	None	No Parking Zone	Bus Stop	<ul style="list-style-type: none"> - Anticipate Transit Transfer station near OK Collage- increased transit - Opportunity for off-street parking (MacDonald Realty)
	S	none	None	None	No Parking Zone	Bus stop	

Tutt St.

South Pandosy Neighbourhood Parking Plan

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
		Now	Now	Now			
KLO Rd to Raymer Ave.	E	11	11/11 (100%)	2hr 9-5 M-F	Pay Parking (Including 2 Hour Restriction)		<ul style="list-style-type: none"> - Convert angle parking next to Raymer elementary school into long-term paid parking - Potentially realign stalls to increase efficiency. - -potential off-street parking surplus (MacDonald Realty)
	E	27	27/27 (100%)	none	Pay Parking (No time limit / Off-Street Lot)	1 HC	
KLO Rd. to Groves Ave.	W	11	10/11 (91%)	2hr 9-5 M-F	Pay Parking (Including 2 Hour Restriction)	None	<ul style="list-style-type: none"> - Implement short-term Pay Parking (Including 2 Hour Restriction)
Groves to West Ave.	W	13	13/13 (100%)	none	Pay Parking (Including 2 Hour Restriction)	None	
West Ave. to Raymer Ave.	W	6	6/6 (100%)	none	Pay Parking (Including 2 Hour Restriction)	None	<ul style="list-style-type: none"> - Implement short-term Pay Parking (Including 2 Hour Restriction)
Raymer Ave. to Osprey Ave.	E	4	4/4 (100%)	none	No Parking Zone	none	
	W	5	1/5 (20%)	none	No Parking Zone	None	<ul style="list-style-type: none"> - Evaluate the possibility that additional of on-street parking spaces may come online once the Worman Development is complete.

*This is definitely a place where it is much busier during the day but very quiet after 4pm even though these shops remain open.

South Pandosy Neighbourhood Parking Plan

Groves Ave.

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
		Now	Now	now			
Tutt St. to Pandosy St.	N	14 + 1 HC	15/15 (100%)	2hr 9-5 M-F	Pay Parking (Including 2 Hour Restriction)	H/C (1)	- Implement Pay Parking (Including 2 Hour Restriction)
	S	11 + 1 HC	11/12 (100%)	2hr 9-5 M-F	Pay Parking (Including 2 Hour Restriction)	H/C (1)	
Pandosy St. to Abbot St.	N	5	5/5 (100%)	none	Pay Parking first 50 m (Including 2 Hour Restriction) – rest of block 2 Hour restriction only	Rest of the block >50%	<ul style="list-style-type: none"> - Implement Pay Parking (Including 2 Hour Restriction) - Consider extending paid parking towards abbot (at least half way) - Consider residential parking needs (i.e. demands for restrictions vs. residential visitors)
	S	6	5/6 (83%)	none	Pay Parking first 50 m (Including 2 Hour Restriction) – rest of block 2 Hour restriction only	Rest of the block >50%	

*This is definitely a place where it is much busier during the day but very quiet after 4pm even though these shops remain open.

West Ave.

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
		Now	Now	now			
Tutt St. to Pandosy St.	N	15 + 1HC	16/16 (100%)	2 hours 9-5 M-F	Pay Parking (Including 2 Hour Restriction)	H/C (1)	- Implement Pay Parking (Including 2 Hour Restriction)
	S	6	6/6 (100%)	2 hours 9-5 M-F	Pay Parking (Including 2 Hour Restriction)		
Pandosy St. to Abbot St.	N	16	15/16 (94%)	None	Pay Parking first 50 m (Including 2 Hour Restriction) – rest of block 2 Hour restriction only	None Rest of block <75% occupancy	<ul style="list-style-type: none"> - Implement Pay Parking (Including 2 Hour Restriction) - Consider extending paid parking towards abbot (at least half way) - Consider residential parking needs (i.e. demands for restrictions vs. residential visitors)
	S	12	12/12 (100%)	None	Pay Parking first 50 m (Including 2 Hour Restriction) – rest of block 2 Hour restriction only	None Rest of block 85-100%	

*This is definitely a place where it is much busier during the day but very quiet after 4pm even though these shops remain open.

South Pandosy Neighbourhood Parking Plan

Raymer Avenue

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
		Now	Now	Now			
Richter St. to Tutt St.	S			none	Loading Zone (School Days 8-9am, 2-3pm) Otherwise 2 Hour Parking	School loading zone	Need to redevelop loading zone
	N			2 hours 9-5 M-F	No Parking Zone	none	Opportunity for additional parking area depending on finished development (consider appropriate restrictions).
Tutt St. to Pandosy	N	3	3/3 (100%)		Pay Parking (Including 2 Hour Restriction), 2 Hour fronting residential		Opportunity for additional on-street parking area (consider formalization (curb, sidewalk, painted lines) and increasing efficiency (angle parking)).
	S	12	12/12 (100%)		Pay Parking (Including 2 Hour Restriction)		

*This is definitely a place where it is much busier during the day but very quiet after 4pm even though these shops remain open.

Osprey Avenue

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Richter St. to Pandosy St.	N	5	1 (<50%)	None	2 Hour Parking fronting residential, Pay Parking (No Time Restriction) fronting park	None	Opportunity for additional on-street parking area (consider formalization (curb, sidewalk, painted lines) and increasing efficiency (angle parking)).
	S	5	2 (<50%)	None	Pay Parking (2 Hour Restriction) and No Parking Zone b/t Tutt and Richter	None	
Pandosy to Gore	N	8	5 (63%)	None	2 Hour Parking Only	None	Residential parking only?
	S	8	4 (50%)	None	2 Hour Parking Only	None	Residential parking only?

South Pandosy Neighbourhood Parking Plan

Osprey Avenue

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Pandosy St. to Abbot St.	N	16	5 (<50%)	None	Pay Parking (Including 2 Hour Restriction), 2 Hour fronting residential	None	Residential parking only?
	S	17	4 (<50%)	None	Pay Parking (Including 2 Hour Restriction), 2 Hour fronting residential	None	Residential parking only? Busy summer

Gore Street

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Gore Street	W	14	5 (<50%)	None	2 Hour Parking Only	None	Residential parking only?
	E	16	4 (<50%)	None	2 Hour Parking Only	None	Residential parking only?

Bath Street

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Bath Street	W	9	1 (<50%)	None	2 Hour Parking Only	None	Residential parking only?
	E	12	2 (<50%)	None	2 Hour Parking Only	None	Residential parking only?

South Pandosy Neighbourhood Parking Plan

McKay Avenue

Street Segment	Side	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
McKay Avenue	N	9	4 (<50%)	2 hours 9-5 M-F	Pay Parking (Including 2 Hour Restriction), 2 Hour fronting residential	None	<ul style="list-style-type: none"> - Potential to increase on-street parking space by creating formalized spaces. - 2 Hour Parking Only
	S	7	5 (71%)	2 hours 9-5 M-F	Pay Parking (Including 2 Hour Restriction), 2 Hour fronting residential	None	<ul style="list-style-type: none"> - Potential to increase on-street parking space by creating formalized spaces. - 2 Hour Parking Only - Opportunity to expand Osprey Lot

Off-Street Public Lots:

Street Segment	Rates	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
582 Osprey Avenue	free	42	36 (86%)	Mon-Sun 24 Hours	Pay Parking (No time limit / Off-Street Lot)	1 OGO car spot	<ul style="list-style-type: none"> - Potential to expand lot into neighboring properties (if acquired) increased off-street parking

Street Segment	Rates	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
2955 Pandosy Street	free	27	26 and the HC spot was occupied (95%)	Mon-Fri 6 am-6 pm	Pay Parking (Including 4 Hour Restriction / Off-Street Lot)	2 HC spots	

South Pandosy Neighbourhood Parking Plan

Street Segment	Rates	Number of Spaces	Number of spaces Occupied	Time Restrictions	Recommended Parking Restrictions	Special Considerations (Handicap Parking, Bus Stops)	Recommended Actions
Lane West of Pandosy Street, access via Cedar Avenue	free	26 +1 HC	10 (50%)	Mon-Sun 24 Hours	Pay Parking (No time limit / Off-Street Lot)	1 HC spot	



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

May 30, 2014

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

Dear Dave,

Our letter today is intended to provide feedback on the Pandosa Village parking strategy. We would like to thank and acknowledge the amount of work that you and your team have put in over the last few months on this plan. It has been our pleasure to work with your team who have been open and receptive to feedback from our association and the community members at large. The extra effort to hold 2 open houses also does not go unnoticed and it shows a great deal of respect for the community.

In our initial correspondence to the City over the parking strategy in this area we had some specific areas of concern. First was 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. In the latest draft of the plan we see that there have been 2 hour parking meters proposed for all of the high traffic/storefront locations. Although our preference would have been tighter controls on 2 hour parking without meters, we have come to understand the rationale and need to install meters. In some of the initial plans we noticed there was a lack of mid to longer term parking for people who wanted to come to the area for longer than 2 hours. We are pleased to see the inclusion of 4 hour and no time restrictions areas within the plan.

Our second area of concern is the longer term parking which would be utilized mainly by the employees and business owners. In the study of this area, completed by the City's consultant, there was found to be a real lack of long term parking in the area. The only real long term solution to this is long term parking facilities in the form of designated lots or parkades to accommodate these users. Although there is a desire by the City that this be dealt with privately we feel that, as per the recently adopted parking guiding principle number 1, the City must maintain a governing role in long-term parking solutions. What this means for our area is that the City must first identify, then put in place plans to provide the land base for these long term lots, and protect these lots long term through covenants or zoning tools that make it very clear to future staff and councils the intended use of these areas.

Through this process the lot at the corner of Lakeshore and Watt (across from Gyro) has been identified as a location for this long term use. We are pleased that the City already has an asset which it already owns and can control long term. However for this to be a valid solution there are a few things that would need to happen. First, the lot would need to be available all year long. Currently this lot is closed all winter and only opened during the summer. Second is that access to this lot would need to be improved. As it is, if you are approaching from the south there is no access to Watt Road so it means to get to this lot you must go all the way to KLO and then circle all the way back down Cedar, Walnut, and Watt. Obviously this will add more traffic to a quiet residential neighbourhood. Therefore our feeling is that there be an additional access off Lakeshore, perhaps at the north of it near the campground access. Finally, and most importantly, the City place a covenant, or some other form of protection, which will communicate to future staff and council the protection of this lot long term for parking for this area.

The Gyro lot will provide an excellent solution to the southern section of our area however the northern section of our area (north of KLO) is still very much in need of a long term solution. This area already has much more density and in order for it to reach its full potential density as envisioned in our OCP there must be a community facility for parking. There are currently a few smaller lots being used for parking purposes however none are large enough to provide an area for a parking facility to be built. We understand that this is a more difficult area since the City does not currently own or control a large enough parcel to provide this long term solution. Therefore it is our request that within the plan and report there be a very clear directive from council to staff for the acquisition of a site. This site must be centrally located and provide an area large enough for a future facility to be built. As with the Gyro lot above, this future lot needs to be protected properly for future use. It is imperative that a site be acquired as soon as possible.

With metering being proposed, feedback from our businesses showed a desire for the selection of technology to allow businesses to “refund” clients for some or all of their parking costs.

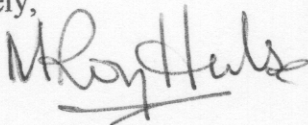
We encourage the philosophy and promotion of alternate means of transportation as well. We hope that within the parking report there is also some recommendations to include more bicycle racks and to improve the transit to and from our area. One idea that was found to have a lot of support with our membership was the implementation of a small transit bus that could loop our neighbourhood and tie into the local beaches and the hospital area. This loop would go as far south as the Eldorado and as far north as the hospital allowing folks an opportunity to shift between these areas without their vehicles. It could also open up the Eldorado boat launch parking area to park and rides for the 10 months that lot is empty.

From a new development viewpoint there was great discussion and consensus that within our town center there should be a zoning bylaw change made to increase the number of parking stalls allowed for new development. Currently the maximum parking under the bylaws does not even meet the basic needs of the new space created so each time something new is built there is even more stress put on the existing lack of infrastructure.

Finally our hope is that the City will continue to consult with us and the area once the plan has been implemented to ensure smooth and proper transition and to be flexible in the case of unintended consequences.

Thank you again for the opportunity to provide our input in this parking management plan and we look forward to its implementation.

Sincerely,

A handwritten signature in dark ink, appearing to read "M. Longfellow", written over a horizontal line.

Pandosy Village Business Association

From: [Richard Borroughs](#)
To: [Dave Duncan](#)
Cc: [Derek Edstrom](#); [City Manager](#)
Subject: Pandosy Parking Strategy
Date: June-17-14 2:39:52 PM

Hello Dave,

I am writing this letter as a private citizen. I am no longer a member of the KLO Central Neighbourhood Association executive as of the annual general meeting June 4.

As president, prior to the AGM, I had numerous opportunities to discuss and provide input to the parking strategy design process which also included opportunity for public engagement. I appreciate the opportunity to collaborate with you and Derek, along with the Pandosy Village Business Association.

Key issues:

1. Supply - in excess of 100 spaces shortage without consideration of the summer tourist crush. Consideration needs to be given to long term supply strategies in Pandosy in conjunction with the OCP 2030 densification targets. Development of Gyro Beach parking lot will help.
2. Turnover- this issue, along with employee parking, is of concern to the merchants. Metering and restrictions will help. This will need to be monitored. It will impact the residents and finding the right balance is key.
3. Pandosy Parking Policy-I suggest a review of "parking-in-lieu" and car to floor area ratios and establish Pandosy specific guidelines to alleviate further problems.

I appreciate your efforts to tackle this issue and develop a plan. I have not read the report, however, I offer my overall support.

Regards,

Richard Borroughs

PARKING MANAGEMENT

City-wide Strategy - Phase 3 - South Pandosy Area Plan



AGENDA

- ▶ Background
- ▶ Guiding Principles
- ▶ Public Consultation
- ▶ Proposed Area Plan
- ▶ Financial
- ▶ Next Steps - Implementation

PARKING MANAGEMENT STRATEGY

Previous Work

Parking Policy Framework (Phase 1)

- Spring 2013

Community Engagement (Phase 2)

- Fall 2013

Adoption of Guiding Principles (Phase 2)

- January 2014

Area Planning & Implementation (Phase 3)

- 2014 and beyond

SOUTH PANDOSY AREA PLAN BOUNDARY





FOCUS ON EXCELLENT SHORT-TERM PARKING

Pandosy Area Strategy Implementation:

- *Implement pay parking in high demand areas*
- *2-hour pay parking restrictions in core areas*
- *Identify opportunities for long term parking needs*



SELF-FUNDED PARKING SYSTEM

Pandosy Area Strategy Implementation:

- *Establish pay parking*
- *Set rates for on-street and public off-street lots (to support the costs of operations and maintenance)*
- *Rates to be reviewed ongoing to remain competitive and encourage private investment*
- *Generate funds to support long-term parking solutions*



CUSTOMER SERVICE AND FAIRNESS

Pandosy Area Strategy Implementation:

- *Enhanced wayfinding and signage*
- *Modern pay stations and pay by phone technology*
- *Improved enforcement*
- *Options to validate parking for customers*
- *Expanded 2-hour parking restrictions in residential areas*



WORK WITH INSTITUTIONS, BUSINESSES AND DEVELOPERS

Pandosy Area Strategy Implementation:

- *Use input from local business owners, institutions and developers*
- *Facilitate opportunities to use available private parking inventory*
- *Support private off-street parking development*



SUPPORT A MORE BALANCED TRANSPORTATION SYSTEM

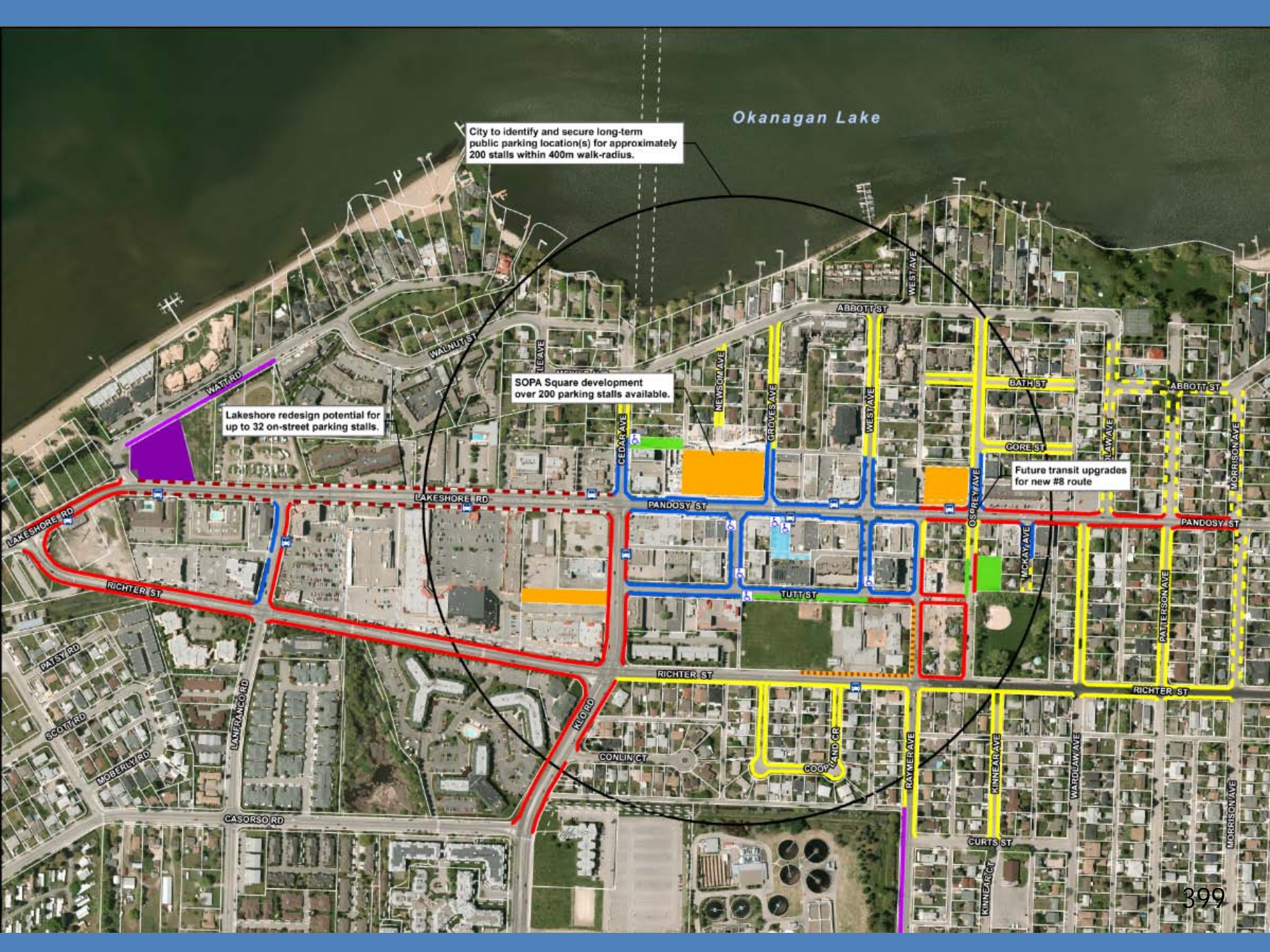
Pandosy Area Strategy Implementation:

- *Pay parking will encourage use of transit, walking and cycling*
- *Implementation in conjunction with improvements to transit*

PUBLIC CONSULTATION



Initiative	Objective	Level of Engagement
Online Mapping (GetInvolved.kelowna.ca engagement tool)	Pick a point on the map and identify parking-related challenges and opportunities	1579 Views 201 Interactions 24 Ideas
Coffee and Conversation public meeting	Identify parking-related challenges and opportunities	48 Attendees
Stakeholder meeting	Review draft plan & refine proposed changes	15 Attendees from *various business and resident groups and organizations
Final Public Meeting	Review draft plan & refine proposed changes	42 Attendees
Correspondence Review	Identify issues, refine proposed changes	9 letters and emails received



Okanagan Lake

City to identify and secure long-term public parking location(s) for approximately 200 stalls within 400m walk-radius.

SOPA Square development over 200 parking stalls available.

Lakeshore redesign potential for up to 32 on-street parking stalls.

Future transit upgrades for new #8 route

EQUIPMENT

- ▶ Pay Stations operating in “Pay by License Plate” format
 - ▶ Time savings - no return to car required
 - ▶ Receipt can be used for validation
 - ▶ Efficient compliance monitoring
- ▶ Extend by phone
 - ▶ Text message reminders
- ▶ PayByPhone service
 - ▶ Offers additional merchant validation option
- ▶ AutoVu technology



FINANCIAL - EXPENDITURES

2014 Pay & Time Restricted Parking Implementation

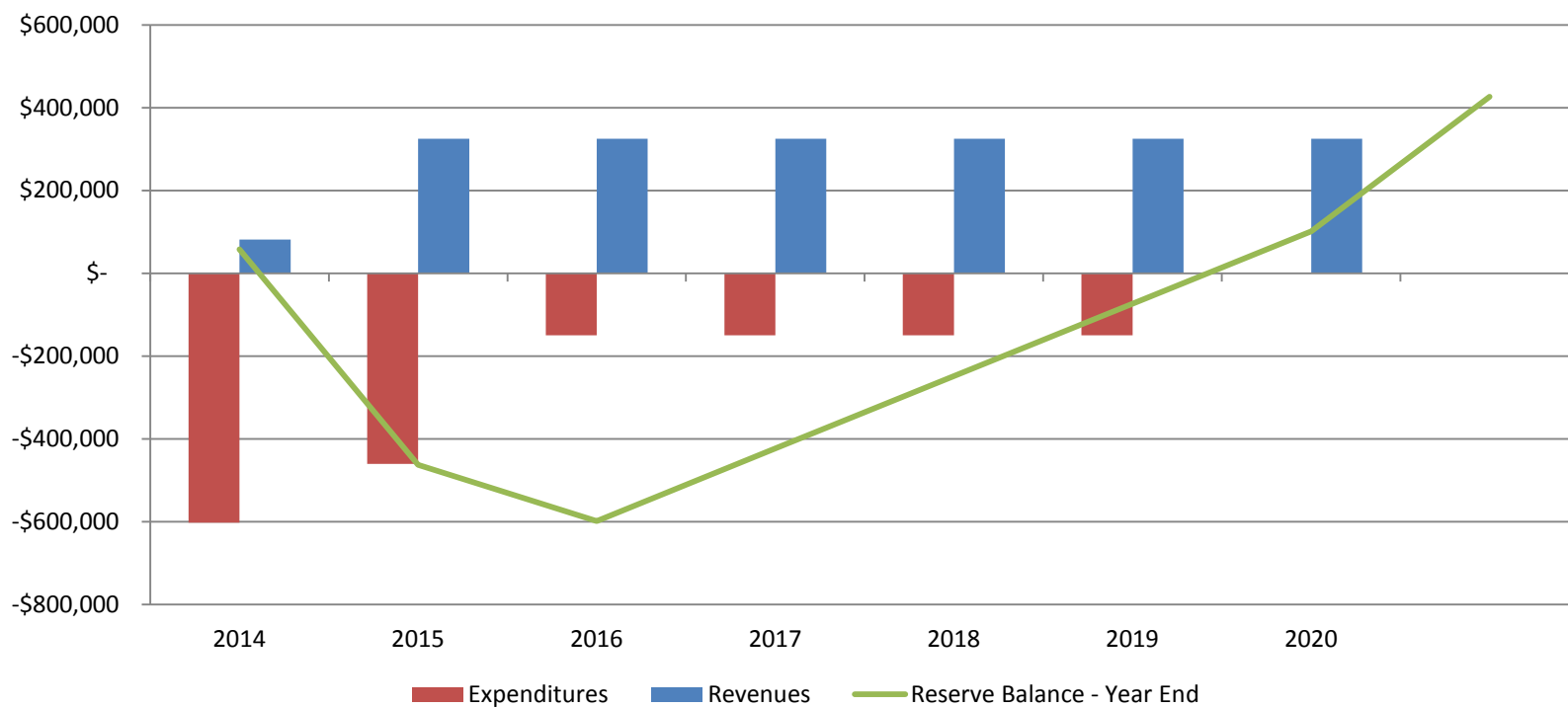
Purchase and Installation of Pay Stations	\$ 532,400
Purchase and Installation of Signage	\$ 25,000
Project Management - Traffic Technician & Communications Staff	\$ 44,600
2014 Capital Expenditure in South Pandosy Area	\$ 602,000

*Future Parking Infrastructure Expenditures (*Estimated)*

Building Demolition/Paving of Temporary North Lot & Gyro Lot Crush	EST *\$ 310,000
Purchase of property for off-street parking use (future parkade site)	EST *\$ 750,000
Total Capital Investment for Implementation of Area Parking Plan	\$ 1,662,000

FINANCIAL

SOUTH PANDOSY PARKING RESERVE



* Property purchase from land sales reserve. Repaid by 5 annual payments of 150K from revenues

NEXT STEPS - SOUTH PANDOSY

July - September

Expand Time Restrictions / Signage

September - October

Installation of Pay Stations

November

Project Completion

Ongoing

Review - Evaluation - Communications

STAY INFORMED

- ▶ Visit kelowna.ca/parking and sign up for e-Subscribe to stay informed and receive updates.

QUESTIONS?

Report to Council



Date: 06/18/2014
Rim No. 0920-20-001
To: City Manager
From: G. Hood, Manager, Strategic Land Development
Subject: Pandosy Waterfront Update

Recommendation:

THAT Council receives, the Report from the Manager, Strategic Land Development dated June 18, 2014 with respect to the redevelopment of City-owned property in the Pandosy Waterfront area;

AND THAT Council direct staff to bring forward Official Community Plan amendment and rezoning applications of twelve City-owned lakefront properties;

AND THAT Council direct staff to bring forward a Road Closure Bylaw, Official Community Plan amendment and rezoning application for the Meikle Avenue road end.

AND THAT Council direct staff to proceed with the disposition of 3076 Meikle Avenue and Walnut Street right of way as outlined in the Report from the Manager, Strategic Land Development dated June 18, 2014;

AND FURTHER THAT Council direct staff to draft recommendations for the short and long term incorporation of a paddling center as outlined in the Report from the Manager, Strategic Land Development dated June 18, 2014;

Purpose:

To provide Council with an update on the design, financial implications and timing considerations of Refined Option 1, as generated by the Pandosy Waterfront charrette.

Background:

City Council endorsed a public engagement process at their January 20, 2014, meeting, encouraging the community to work together to craft a new plan for Pandosy Waterfront.

The public engagement process sought public input including feedback through a design charrette to develop options for the future development of Pandosy Waterfront. A set of future design guidelines for the neighborhood and two site designs referred to as Refined Option 1 and Refined Option 4 were generated by charrette participants for the 12 city-owned lakefront properties and the Meikle Avenue road end in the South Pandosy Neighbourhood. See Schedule A for a site map and B for the design options.

On May 5, 2014 Council directed staff to report back with further analysis of Refined Option 1. Council further directed staff to eliminate the consideration of the sale of two lots on Abbott Street as contemplated in Refined Option 1.

Site Redevelopment Parameters

The following list outlines the Council approved site development parameters provided to charrette participants and to consider as part of their design task.

Paddle Centre

Accommodate the Kelowna Paddle Centre within redevelopment scenarios, including up to 5000 square feet space.

Financial Viability

Complete the development with no additional tax impact and consider development options which result in a financial return to the City for further reinvestment options.

Park

Incorporate a park and waterfront walkway as an integral part of the site.

Pedestrian and Park Connections

Incorporate park and pedestrian connections to current and anticipated developments.

Parking

Design site and buildings to meet bylaw requirements for future zoning.

Riparian Setbacks

Respect the required riparian setbacks.

Council Policy 76

Adhere to or make recommendations for amendment to Council Policy 76.

Timing

Complete public engagement and any required rezoning by the fall of 2014.

Refined Option 1 Analysis

Planning

Refined Option 1 presents an opportunity to meet the parameters as endorsed by Council with the exception of a significant funding gap. The design includes a Paddle Centre, significant community park space, the continuation of the Abbott Street multi-use corridor and protects a large breadth of waterfront for public enjoyment.

Refined Option 1 as created by charrette participants and refined by the charrette facilitators has been further analyzed by staff to determine consistency with the City's policy and planning objectives. The design created respects the long term goals of providing vibrant urban spaces and active parks for community benefit, particularly because it includes an anchor development adjacent to the park which will help animate the area.

As was identified in the report from the facilitator, both options presented provide important urban design elements which would contribute positively to the future development of the Pandosy waterfront area. While staff were in agreement with the contention of the facilitator that the objective and subjective outcomes delivered by Refined Option 4 outweighed those provided by Refined Option 1, there are community benefits associated with the creation of Refined Option 1. Notably, the size of the park proposed in this scenario exceeds those proposed in the current Official Community Plan (OCP).

It should be noted that the Refined Option 1 results in a park space which generates important considerations for integrating a remnant development parcel, which would be created to the east of Abbott Street adjacent to the park. The design shows a landmark hotel on the development parcel, creating a public and private interface area. The development parcel includes five properties including four privately owned and one owned by the City of Kelowna. See Schedule A for a site overview.

Meiklejohn Architects has examined this site (see attached Schedule C) for future development potential. The feedback provided indicates that hotel development at this location is not feasible in the C9 (tourist commercial) zone due to the required setbacks on the property. Meiklejohn Architects has further indicated that the Walnut Street right away must be consolidated with the development parcel in order for future hotel or mixed use development to prove feasible on the site.

In order to accommodate a mixed use development, staff believe the most appropriate zoning for these properties would be C4 (urban center commercial) with the provision that the utilities in Walnut Street be relocated and the road allowance be sold for consolidation with the development parcel. This is consistent with the Official Community Plan future land use for these lands. See the True Consulting report attached as Schedule E for additional cost detail regarding the relocation of utilities.

The City owned lakefront property should be rezoned to P3 to incorporate the proposed park development.

Cost of Refined Option 1

Refined Option 1 has been further examined by staff and consultants to determine feasibility, cost, revenue generation and phasing opportunities for the publically owned land. The engineering cost estimates (attached as schedule E) provided by True Consulting are class D (high level) estimates and include contingencies, engineering and administration.

The initial cost estimate performed by staff and consultants and presented to Council has been further developed to incorporate the direction from Council to retain the two northernmost city owned properties on Abbott Street as park. Staff has also sought to reduce the ultimate and immediate taxation impacts of this option by presenting Council with a modified version of the plan and exploring phasing opportunities for the development.

The modified version of the plan proposes the sale of 3076 Meikle Street and Walnut Road to be consolidated with the five adjacent properties to the west of Meikle Street. The sale of this road reduces park construction costs and improves the development potential of a consolidated block of land. True Consulting has estimated the cost to relocate the utilities in this road to be approximately \$600,000. This relocation is required in order to achieve a development on the consolidated site wherein a building fronts the future park. After utility relocation, it is estimated the sale of this road could offset the cost of park construction by approximately \$800,000. The modified plan also proposes to leave the remaining road network in its current alignment. This reduces the funding requirement by an estimated \$185,000 and improves the development potential of the properties to the west of Meikle Avenue adjacent to the proposed park as examined by Meiklejohn Architecture. It should be acknowledged that this road network would not meet City collector road standards and would be considered a sub standard road design. Staff would seek opportunities to smooth the road alignment during future development.

Staff met with the adjacent property owners of the development block west of Meikle Avenue to examine the opportunity to move forward with the disposition and development of a consolidated parcel. The property owners are not willing to commit a method, timeline or proposed price for the disposal of their property. While future opportunities to move forward with the development of the consolidated parcel may exist, staff are not optimistic about the prospects of achieving a mixed use development on the site in the short term.

The revenue generated from the sale of Walnut Street and 3076 Meikle Avenue (city owned properties) is highly dependent on any future land use restrictions being placed on their sale. As identified by independent appraisal (attached Schedule C) the estimated value of the City owned land is a combined \$2.1 (less approximately \$600,000 to relocate utilities). A covenant could be placed on city owned land for specific use as a hotel, but should a restriction be placed via covenant on their sale, their estimated value is diminished to \$1.15 million (less approximately \$600,000 to relocate utilities). Such a covenant would further limit the likelihood of achieving disposition or development over the short term as other landowners would be less likely to dispose of their property.

The table following outlines the estimated costs, land sales and funding requirements of Refined Option 1 as created by participants of the charrette and a modified version as presented by staff in an effort to reduce costs and improve the development potential of adjacent properties. Estimated costs and revenues are also outlined for a scenario wherein the lands would be covenanted for development of a hotel.

Estimate: Cost & Revenue

	Refined Option 1	Modified Refined Option 1	Modified Refined Option 1 with Hotel covenant
<u>Capital Cost</u>			
Item			
Park Construction			
Phase 1	\$ 1,318,302	\$ 1,318,302	\$ 1,318,302
Phase 2	\$ 1,825,438	\$ 1,649,801	\$ 1,649,801
Total Park Construction	\$ 3,143,740	\$ 2,968,103	\$ 2,968,103
Future Requirements			
Utility Relocation/Road & Abbott Upgrade	\$ 2,675,400	\$ 2,599,345	\$ 2,599,345
Additional Land requirements	\$ 110,000	\$ -	\$ -
Total Capital Expense	\$ 5,929,140	\$ 5,567,448	\$ 5,567,448
<u>Land Sale Revenue</u>			
Walnut Street*	\$ -	\$ 805,420	\$ 175,420
3076 Meikle	\$ 675,000	\$ 675,000	\$ 370,000
Total Land Sale Revenue	\$ 675,000	\$ 1,540,000	\$ 545,420
Total Funding Requirement	\$ 5,254,140	\$ 4,027,448	\$ 5,022,028
*Walnut Street Revenue net after \$599,580 to relocate utilities			

For detailed park costs, land recapture values and engineering estimates see attached Schedules D, E & F.

The costs associated with the options as outlined above are comparable to other City developed park amenities (see also Schedule D). They do not include all elements of the charrette developed plans.

The Paddle Centre construction is not included and discussed in the next section of this report.

The charrette generated park design suggests the inclusion of a public pier which has been estimated by staff to cost \$150,000. This amenity is not deemed by staff to be critical to the immediate enjoyment of the park space but has been included in the phase 2 development costs. The construction of a public washroom in the park has been identified in the phase 2 development costs for inclusion in the paddling center.

A lift station currently exists at the base of Cedar Avenue. The cost to enclose this lift station and provide appropriate odor control is not included in the above cost. This amenity could be funded at a later date.

Infrastructure planning staff has confirmed that the parking requirements of the park and future paddling center can be accommodated within the Cedar avenue road end and along the Abbott street corridor. Additional parking may be a consideration of any future park design.

Phasing

The total capital funding requirement of the full development for 'Refined Option 1' is estimated at \$5.25 million including upgrading the Abbott Street corridor.

A park could be constructed in advance of the road and multi modal corridor upgrades. The park construction costs (attached as Schedule D), which could commence as a first stage of development, could be offset by land disposition proceeds. As noted, the ability to offset these costs is highly dependent on the ability to reach agreement with adjacent property owners for disposition.

The immediate funding requirement for first phase of development of the park is estimated at \$1.32 million; this would result in the park identified as Phase 1 of the attached Schedule D. The modified version of the plan incorporating the sale of Walnut Avenue and leaving the road alignment in its current configuration reduces the total park funding requirement to \$2.97 million and the total capital funding requirement for the project to \$4.0 million.

Further phasing opportunities have been identified by the infrastructure planning department for park amenities.

Funding

Construction of this park and the future Abbott Street corridor are not identified priorities in the current capital plan. No funding mechanism for the phased or full construction of the amenities has been identified in either the short or long term, with the exception of the sale of 3076 Meikle Avenue and Walnut Street. Multiple community and neighborhood parks are identified for future development in the current capital plan. In order to prioritize the development of this park in the capital plan other community projects must be removed.

Timing

Barring the displacement of other parks priorities in the 2020 Capital Plan, no estimate of a construction timeline can be given. Staff do not recommend the prioritization of this park development in the short term as other City wide parks projects identified in the capital plan are proposed for neighborhoods lacking sufficient park infrastructure. Consideration may be given to constructing the first phase of park development should sufficient funds be generated through the sale of City owned properties.

Council Policy 76

Staff feel that Council Policy 76 should be rescinded upon the rezoning of the properties and will bring forward the appropriate policy amendment at that time.

Paddle Center

The recommendation to accommodate a Paddle Center remains consistent with the parameter endorsed by Council. Due to the anticipated cost associated with this building and because the club is at the early stages of developing, staff are not recommending a solution which pays for the construction of the facility at this time. The Kelowna Outrigger Canoe Club has provided staff with a projected five year business plan that illustrates current operations and future growth potential. While the plan is a developmental document, the assumptions and growth projections made within the plan appear reasonable and realistic. The financial model is built on diversified revenue streams such as membership, boat storage, rentals and programming while expenses include; program development, equipment purchases and maintenance, a staffing model that's supports membership and program growth, site maintenance and development costs, administration and operation costs, facility rent, etc. The plan also incorporates the creation of both an equipment replacement/acquisition reserve and a building reserve from 2014 onward.

The club identifies requirements and a plan to grow to a membership and financial model which would support clubhouse development.

The City supports the incorporation of a future Paddle Center at Pandosy Waterfront as did the majority of charrette participants. Infrastructure Planning has confirmed that the parking bylaw requirements of both the interim solution and the construction of a Paddle Center can be accommodated through the provision of on-street parking and the future use of the closed portion of Cedar Avenue. Staff have also identified that multiple locations within the park are viable, however the preferred location is that proposed in Refined Option 1 at the foot of Cedar Avenue.

Staff recommends ongoing support of the Kelowna Outrigger Canoe Club through the continued provision of a temporary use permit and protection of a permanent location within the site. Staff will continue to work with the club to find the appropriate alternative means to fund the development of a facility to house club operations that remains consistent with the P3 zone. Staff will bring forward an appropriate mechanism that will acknowledge and protect for the continued incorporation of the Paddle Centre at this location.

Staff has also identified the opportunity to expand the Paddle Centre as an interim measure to include the northernmost single family home (3050 Abbott Street) in the Pandosy waterfront site while the club continues to grow. This low cost option will afford the club the opportunity to establish their operation and programming and build a strong membership base prior to embarking on the development of a new facility. With Council support a new temporary use permit would be required and would come forward to Council as part of the usual public process for temporary use permits.

Recommendations:

Staff has sought to make recommendations that meet Council direction and will result in the future improvement of the Pandosy Waterfront and South Pandosy neighborhood. Staff recommends proceeding with the OCP amendments and rezoning applications required to change the future land use designation for twelve City owned properties to P3. Staff further recommends proceeding with the disposition of City owned properties including 3076 Meikle

and the Walnut Street right of way. Finally, Staff recommends that Council provide staff direction to report back with the appropriate mechanism to protect for the long term inclusion of the Kelowna Outrigger Canoe Club on these lands.

Next Steps:

Should Council support the recommendations of this report, staff will:

1. bring forward the appropriate OCP amendment and rezoning applications for Council consideration.
2. bring forward a policy recommendation for the long term incorporation of a paddle center at this location.
3. continue to work with adjacent property owners to explore opportunities to dispose of properties for expedient development in a manner consistent with the direction provided by Council.

Financial/Budgetary Considerations:

Please see financially-related comments in the Background section of this report.

Internal Circulation:

Divisional Director, Community Planning & Real Estate
Divisional Director, Communications & Information Services
Divisional Director, Infrastructure
Divisional Director, Active Living & Culture
Director, Subdivision, Agriculture & Environment
Manager, Policy & Planning
Manager, Urban Planning
Manager, Parks & Public Spaces
Manager, Transportation & Mobility
Manager, Utility Planning
Supervisor, Communications

Considerations not applicable to this report:

External Agency/Public Comments:
Alternate Recommendation
Legal/Statutory Authority
Legal/Statutory Procedural Requirements
Personnel Implications:

Submitted by: G. Hood, Manager, Strategic Land Development

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

Attachments:

1. Schedule A - Site Map
2. Schedule B - Refined Options 1 & 4
3. Schedule C - Meiklejohn Architecture Letter
4. Schedule D - Park Cost Summaries
5. Schedule E - True Consulting; Road, Utility & Abbott Corridor Summaries
6. Schedule F - Kent Macpherson; Opinion of Value of Remnant Properties

- 7. Schedule G - Council Policy 76
- 8. Schedule H - Staff PowerPoint Presentation

cc: D. Gilchrist, Divisional Director, Community Planning & Real Estate
D. Edstrom, Director, Real Estate
D. Noble, Manager, Policy & Planning
R. Smith, Manager, Urban Land Use
C. Weaden, Divisional Director, Communications & Information Services
T. Barton, Manager, Parks & Public Spaces
J. Vos, Divisional Director, Infrastructure
M. Hasan, Manager, Transportation & Mobility
J. Gabriel, Divisional Director, Active Living & Culture
D. Backmeyer, Manager, Sport and Event Development
A. Reeder, Manager, Utility Planning
S. Gambacort, Director, Subdivision, Agriculture & Environment
K. Grayston, Director, Financial Services
J. Foster Sexsmith, Communications Supervisor

Schedule 'A' Site Plan



PROPOSED PANDOSY WF PARK

POTENTIAL DEVELOPMENT SITE



CITY OWNED LOT B PLAN 39755 &
HYPOTHETICAL WALNUT STREET CLOSURE



Schedule 'B': Refined Option 1 & Refined Option 4

REFINED OPTION 1



REFINED OPTION 4



Schedule C



Graham Hood, Strategic Land Development Manager
City of Kelowna
1435 Water Street,
Kelowna, BC
V1Y 1J4

Re: CEDAR AVENUE PROPERTY DEVELOPEMENT POTENTIAL

Meiklejohn Architects was engaged to comment on the potential development of the 5 properties; 3068 Meikle Ave, 3076 Meikle Ave, 3082 Meikle Ave, 370 Meikle Ave, 3091 Walnut St, and the portion of Walnut St directly West of these properties.

We were engaged to analyze the site for the development potential as a mixed use hotel and retail development under the various appropriate classes of zoning to determine the most efficient and viable option. We were asked to review and analyze which zone would provide the development the most appropriate for the size and location of the site and what other requirements would need to be fulfilled in order for the properties to be combined and developed to be the most attractive for a potential developer. The zoning requirements including required setbacks, site coverage ratio, development requirements, parking requirements, etc. were evaluated and it was determined that the C-4 commercial zoning designation would provide the most desirable conditions for this type of development. Parking was a large driver in determining the potential developable program as a hotel requires a high floor area to parking stall ratio.

C-9 Zoning:

The C-9 zone was deemed inappropriate due to the large setback requirements which would leave only a small piece of land to develop. The C-9 zone is clearly more suited for larger properties

C-4 Zoning:

We have development 3 different layouts under the C-4 bylaw, A1-A3, which are attached. The use of Walnut St is needed to make all 3 options realistically viable to create the overall site area to develop a project of this nature and fulfill the parking requirements.

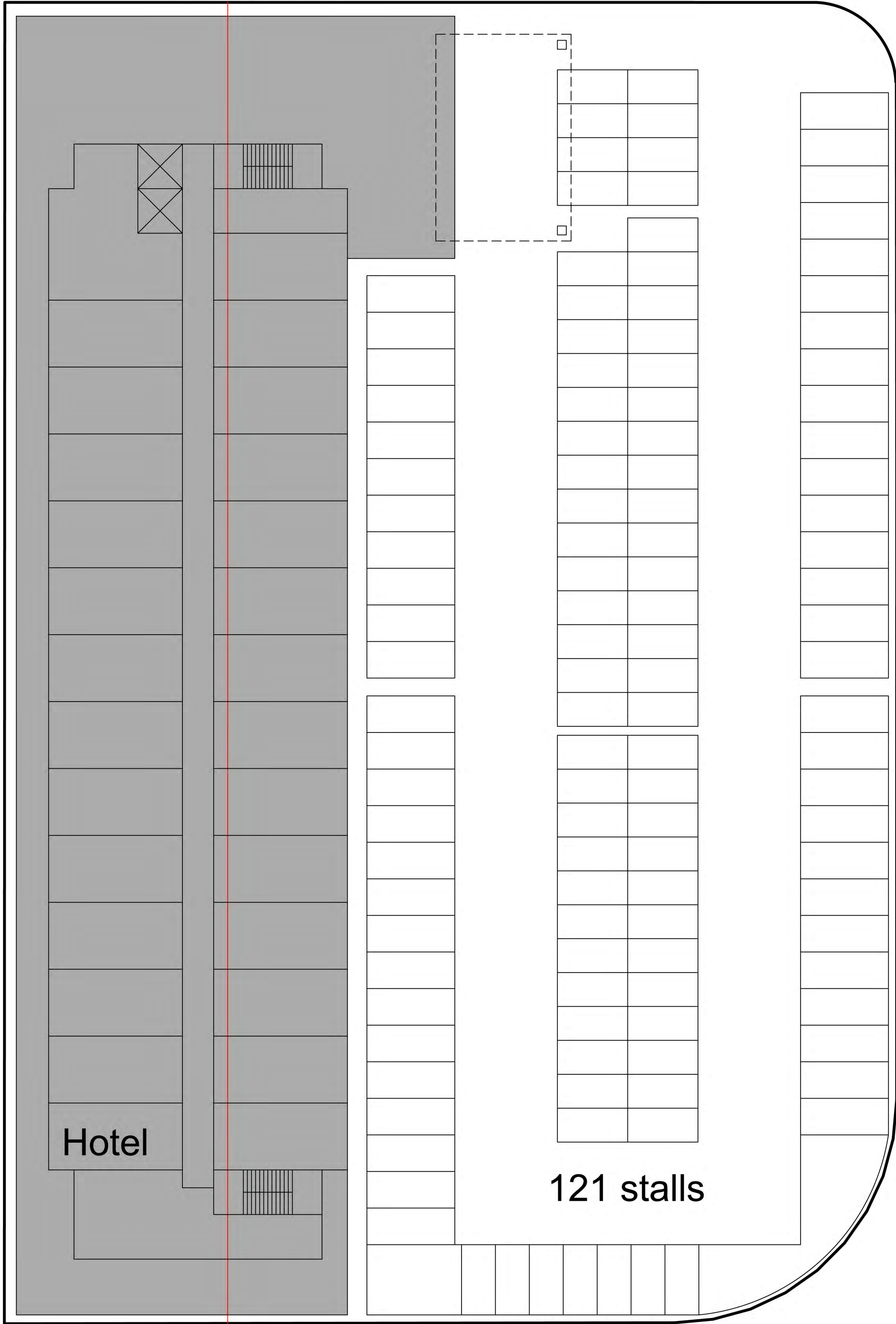
Options 1, 2, and 3 do not require any variances and have 3 different parking , building location and building size options. Options 1 and 3 would require a portion of the building to be built on the current portion of Walnut St west of Meikle Ave.

The OCP points to C-4 and C-9 as possible likely zones for the site. There is no support in the OCP to consider a C-7 (urban Centre) zoning. There are also some judgements to be made in this evaluation process that are 'qualitative as well as quantitative (for instance, "which side of the site is best location for parking or retail frontage").

Yours Truly,

Jim Meiklejohn, Architect AIBC, LEED AP

Property Line



Hotel

121 stalls

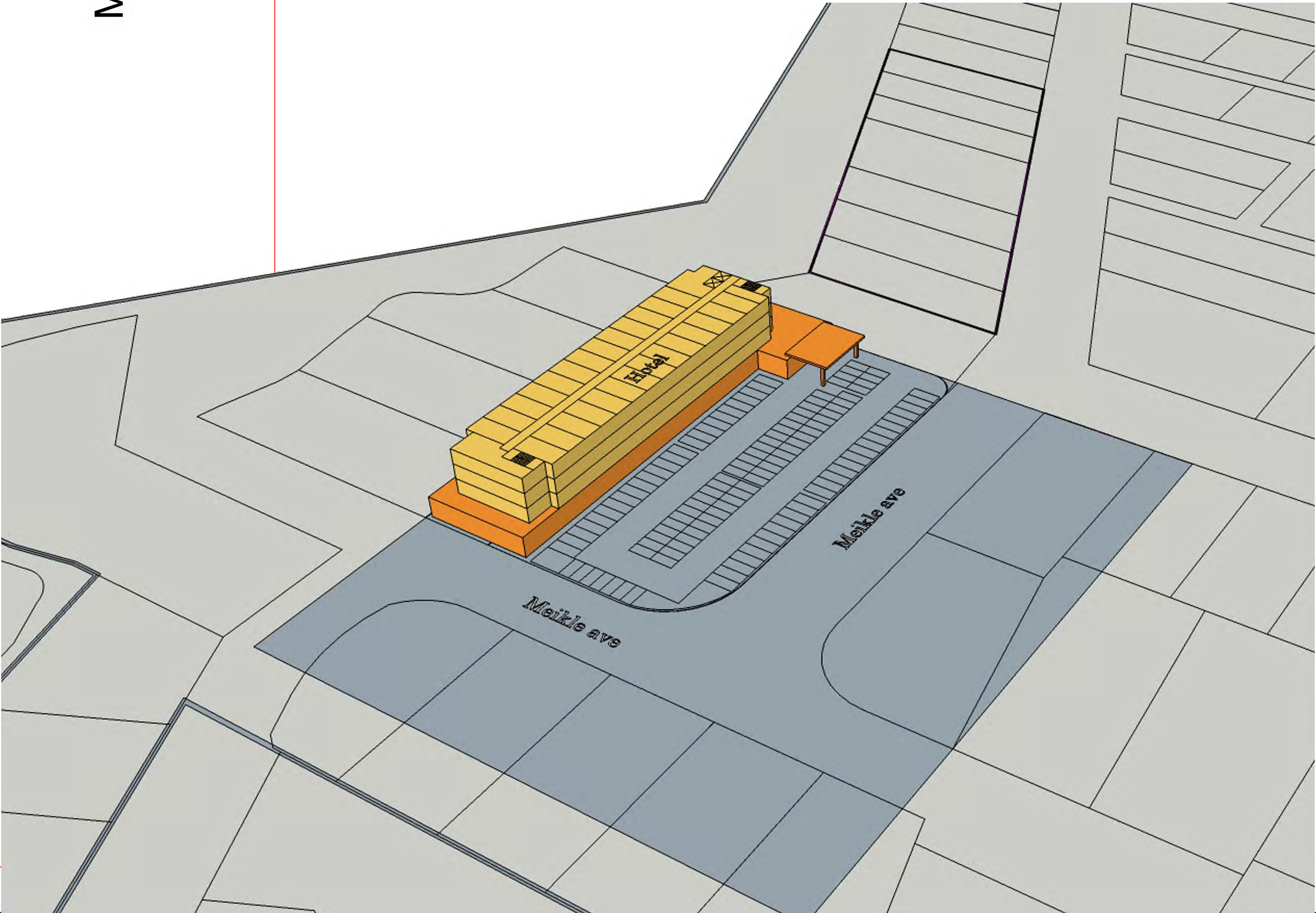
Walnut St.

Meikle Ave

OPTION 1b

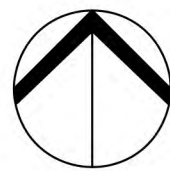
Commercial
Ground Floor = 23,000sqft
Hotel Floor = 16,400sqft x3 = 49,200sqft
Hotel = 87 rooms
total = 72,200sqft in C4 = 118 stalls
Site Coverage = 39%
Includes Building on Walnut st.
Surface parking
FAR = 1.23

Meikle Ave.



262 MAIN STREET
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No.	Date	Revision
..

Project Title
CEDAR AVE

Drawing Number

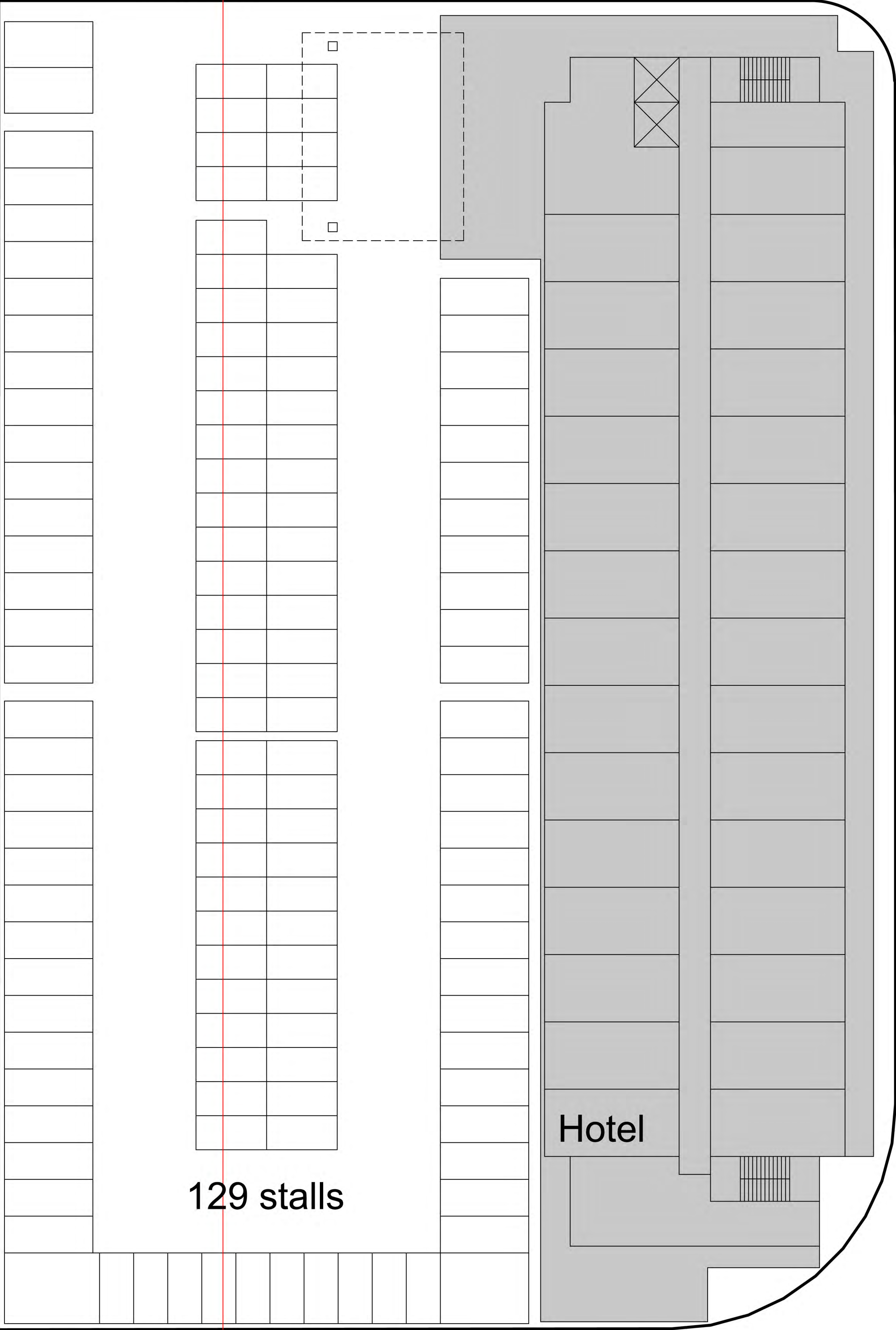
A1b

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
Proposed Option 1

Date	2013-10-02
Job No.	m+m 13-1413
Scale	AS SHOWN
Drawn	X.X.X.
Checked

Property Line



129 stalls

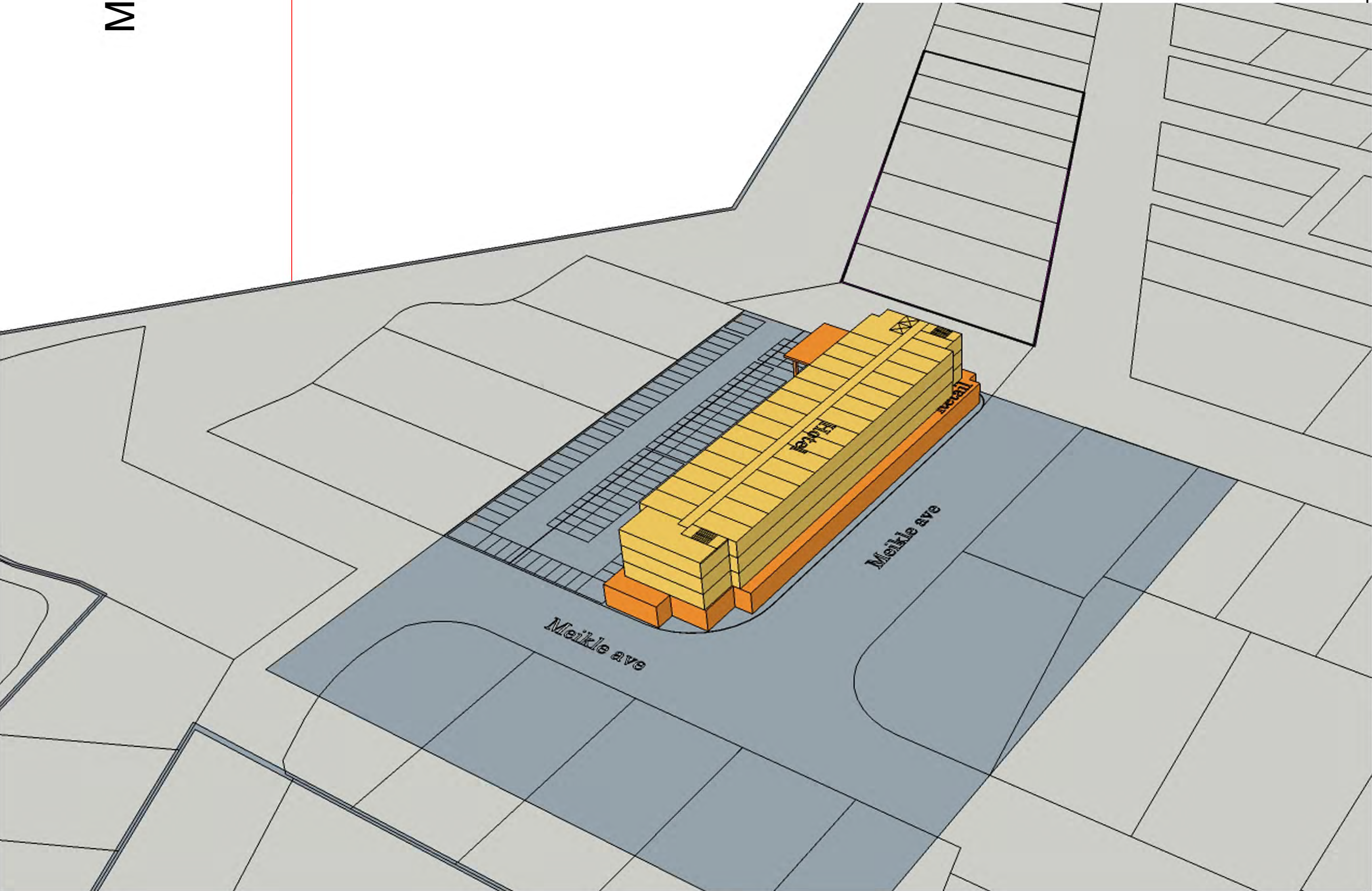
Hotel

Meikle Ave

OPTION 2b

Commercial
Ground Floor = 22,000sqft
Hotel Floor = 17,500sqft x3 = 52,500sqft
Hotel = 93 rooms
total = 74,500sqft in C4 = 122 stalls
Site Coverage = 38%
Includes Building on Walnut st.
Surface parking
FAR = 1.27

Meikle Ave.



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No.	Date	Revision
..

Project Title
CEDAR AVE

Drawing Number

A2b

DRAWINGS ARE NOT TO BE SCALED.
ALL DIMENSIONS SHALL BE VERIFIED ON JOB

Drawing Title
Proposed Option 2

Date	2013-10-02
Job No.	m+m 13-1413
Scale	AS SHOWN
Drawn	X.X.X.
Checked

Property Line

Ramp Down 3'
Ramp Up 6'

Retail

Hotel

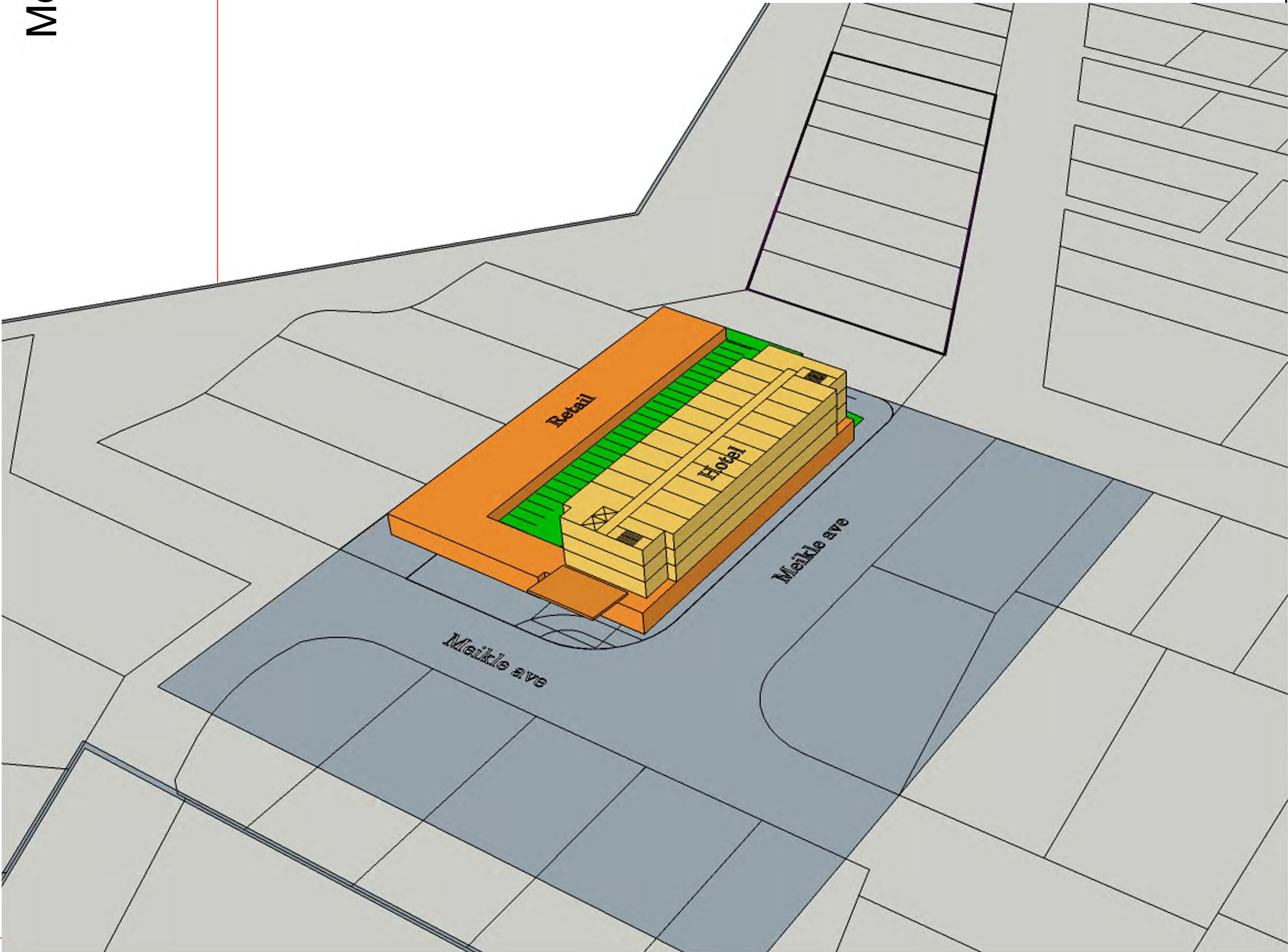
50'-0"

Meikle Ave

OPTION 2b

Commercial
Ground Floor = 29,600sqft
Hotel Floor = 13,400sqft x3 = 40,200sqft
Hotel = 69 rooms
total = 69,800sqft in C4 = 114 stalls
Site Coverage = 75%
Includes Building on Walnut st.
Surface parking
FAR = 1.19

Meikle Ave.



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No.	Date	Revision
..

Project Title
CEDAR AVE

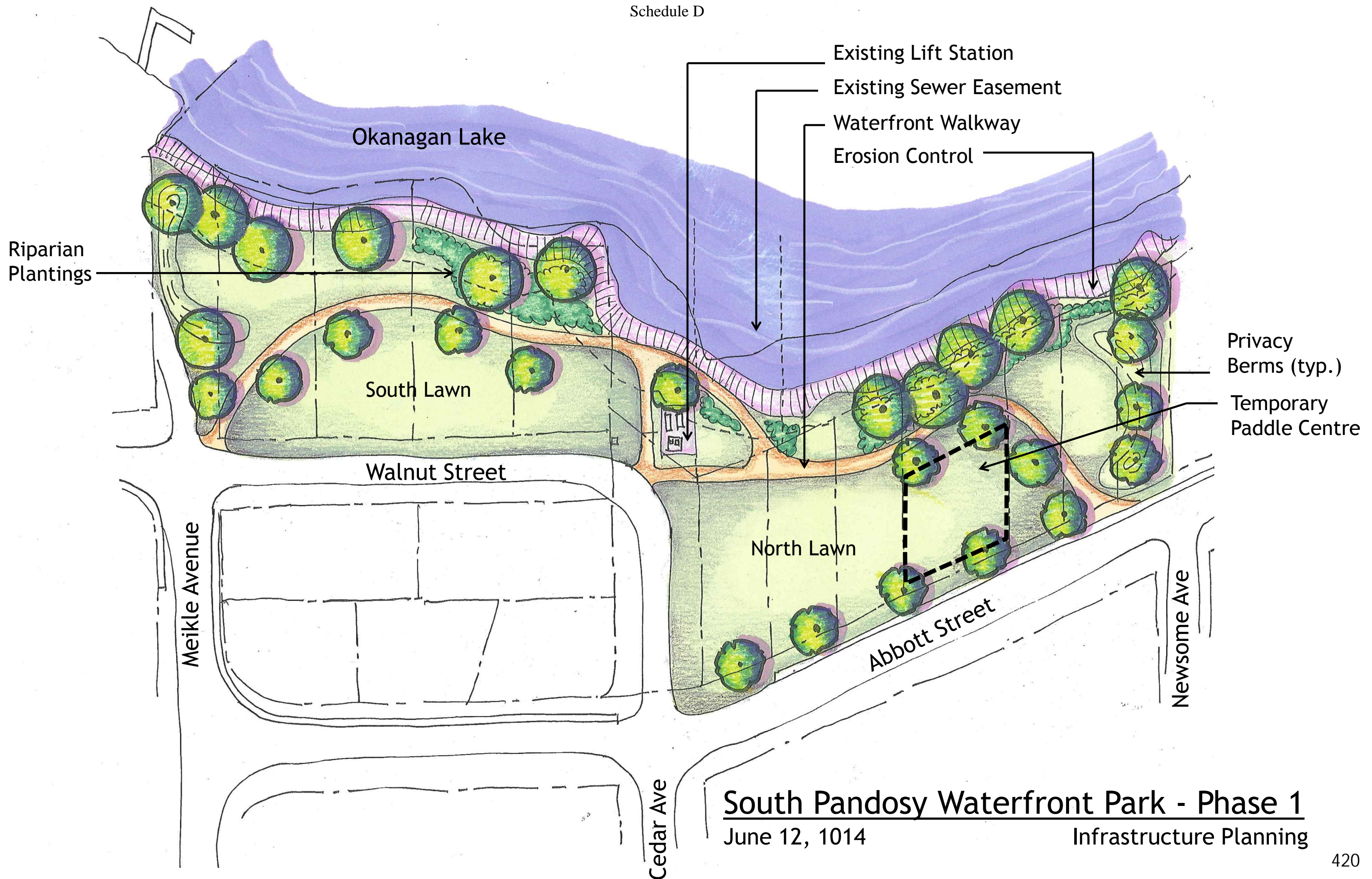
Drawing Number

A3b

DRAWINGS ARE NOT TO BE SCALED.
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Drawing Title
Proposed Option 3

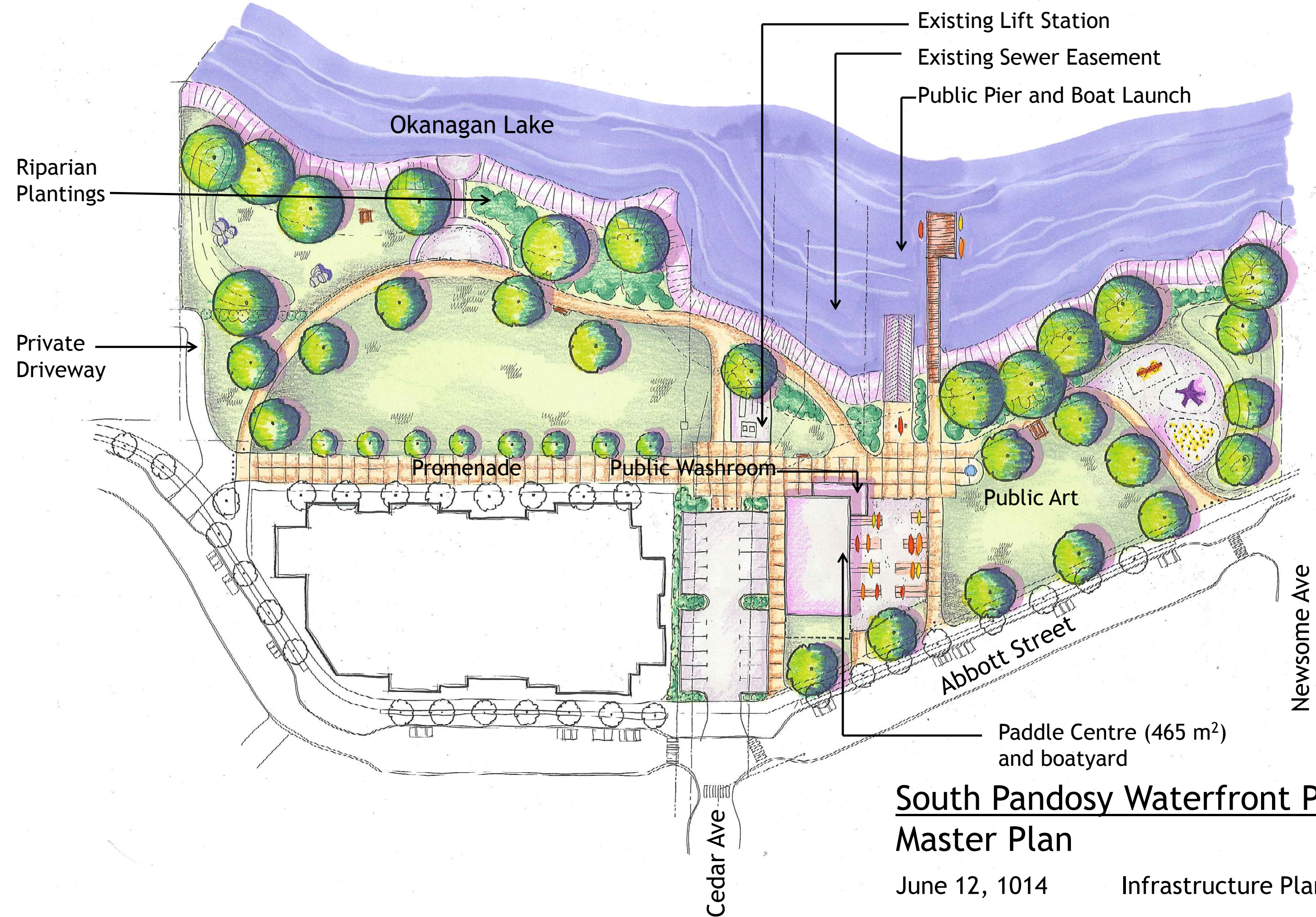
Date	2013-10-02
Job No.	m+m 13-1413
Scale	AS SHOWN
Drawn	X.X.X.
Checked



South Pandosy Waterfront Park - Phase 1

June 12, 1014

Infrastructure Planning



South Pandosy Waterfront Park Master Plan

June 12, 1014

Infrastructure Planning

Preliminary Opinion of Cost

PARK : **South Pandosy Waterfront Park - Iplan Concept**

DATE : 11-Jun-14

PREPARED BY : B. D.

No.	DESCRIPTION OF WORK	UNITS	ESTIMATED QUANTITY	ESTIMATED UNIT COST	EXTENDED AMOUNT	notes
PHASE 1 - Foreshore Protection, Waterfront Walk, Lawn						
Legal						
	rezoning, registration of easements, lot consolidation, survey	LS	1	\$30,000	\$30,000	
Demolition and Clearing						
	demolition of 4 houses, hard surface removals (asphalt/gravel) and removal of hazards below high water mark (re-bar, pipes etc.)	LS	1	\$180,000	\$180,000	252 Meikle, 3098, 3096, and 3090 Abbott
	retaining wall removal within foreshore	lot	4	\$4,000	\$16,000	3020,3030,3040 & 3060
	dock removal	lot	1	\$2,000	\$2,000	3090 Abbott
	removal of sanitary and water service connections to mains	lot	10	\$8,000	\$80,000	
Erosion Control and Foreshore Restoration						
	Environmental Protection (silt curtain)	l.m.	275	\$75	\$20,625	
	Tree and shrub preservation	LS	1	\$5,000	\$5,000	
	Riparian Plantings	m ²	1615	\$25	\$40,375	
	rip rap erosion control	l.m.	70	\$2,300	\$161,000	3020,3030,3040 & 3050
General Requirements						
	Project Identification	LS	1	\$2,000	\$2,000	
Excavation and Grading						
	topsoil and finish grading lawn areas 150mm	m ²	7690	\$11	\$84,590	
	topsoil and finish grading riparian area 150mm	m ²	4125	\$11	\$45,375	
	berms					
Servicing and Utilities						
	temporary irrigation for riparian area	m ²	1615	\$5	\$8,075	
	water service hookup					6" water line existing
	irrigation controller, vaults, backflow preventer, electrical hookup,	LS	1	\$30,000	\$30,000	
	irrigation valves, lines and heads = ~(\$6 x 7690 sq. m turf + \$230 x 20/ tree)	LS	1	\$50,750	\$50,750	
Hardscape						
	asphalt paving - pathways 50mm (2.4 m wide X 285 l.m.)	m ²	684	\$45	\$30,780	
Landscape Improvements						
	shade trees 6cm caliper	each	20	\$500	\$10,000	
	growing medium for shade trees (20 m ³ / tree)	m ³	400	\$105	\$42,000	
	sod - north lawn (future playground)	m ²	1160	\$10	\$11,600	
	sod - central lawn	m ²	1470	\$10	\$14,700	
	sod - south lawn	m ²	5060	\$10	\$50,600	
	growing medium for sod (100 mm deep)	m ³	100	\$105	\$10,500	
Site Furnishings						
	Park entry signage (medium horizontal)	each	2	\$3,000	\$6,000	
	regulatory signage	each	3	\$200	\$600	
	interpretive signage	each	3	\$1,500	\$4,500	
	bollard and chain fencing along Abbott Street	l.m.	100	\$135	\$13,500	
	removeable bollards	each	2	\$1,000	\$2,000	
	permanent bollards (2m o.c.)	each	5	\$1,030	\$5,150	
	benches	each	2	\$2,500	\$5,000	
	trash cans	each	3	\$2,100	\$6,300	
	1.2.m high chain link fencing (north property line)	l.m.	125	\$60	\$7,500	
Subtotal					\$976,520	
	Contingency	%		20% total costs	\$195,304	
	Estimated Consultant Costs	%		10% total costs	\$97,652	
	Estimated Staff time	%	1	5% total costs	\$48,826	
Phase 1 Total					\$1,318,302	

No.	DESCRIPTION OF WORK	UNITS	ESTIMATED QUANTITY	ESTIMATED UNIT COST	EXTENDED AMOUNT	notes
PHASE 2 - Future Park Amenities						
Amenities						
	as per typical COK guidelines	each	1	\$268,000	\$268,000	
	Subtotal				\$268,000	
	Contingency	%		20% total costs	\$53,600	
	Estimated Consultant Costs	%		10% total costs	\$26,800	
	Estimated Staff time	%	1	5% total costs	\$13,400	
	Phase 2 Total				\$361,800	\$1,680,102
PHASE 3 - Promenade and Parking lot						
Walnut Street Promenade						
	concrete promenade sandblast finish	m ²	570	\$126	\$71,820	
	permanent bollards (2m o.c.)	each	2	\$1,030	\$2,060	
	removeable bollards	each	1	\$1,000	\$1,000	
	trenching and conduit for lighting	l.m.	160	\$51	\$8,160	
	lighting bases, poles and fixtures (@ 30m o.c.)	each	4	\$9,370	\$37,480	
	asphalt paving - driveway 100 mm including preparation and base aggregates (4m wide X 45m long)	m ²	180	\$45	\$8,100	
	Walnut Street Promenade Subtotal				\$128,620	
	Contingency	%		20% total costs	\$25,724	
	Estimated Consultant Costs	%		10% total costs	\$12,862	
	Estimated Staff time	%		5% total costs	\$6,431	
	Total Walnut Street Promenade				\$175,637	
Park Promenade and Parking Lot						
Hardscape						
	concrete promenade sandblast finish	m ²	690	\$126	\$86,940	
	asphalt paving - parking lot 100 mm including preparation and base aggregates (24 stalls)	m ²	875	\$45	\$39,375	
	barrier concrete curb around parking lot - including preparation and base aggregates	l.m.	122	\$115	\$14,030	
Servicing and Utilites						
	electical connection, transformer and hookup	LS	1	\$25,000	\$25,000	
	trenching and conduit for lighting	l.m.	160	\$51	\$8,160	
	lighting bases, poles and fixtures (@ 30m o.c.)	each	4	\$9,370	\$37,480	
Landscape Improvements						
	shade trees 6cm caliper	each	9	\$500	\$4,500	
	growing medium for shade trees (20 m ³ / tree)	m ³	180	\$105	\$18,900	
	growing medium for shrub beds (45 cm deep)	m ³	50	\$105	\$5,250	
	shrubs	each	50	\$35	\$1,750	no trees in parking lot islands due to presence of several U/G utilites
	irrigation valves, lines and heads = ~(\$6 x 300 sq. m turf + \$230 x9/ tree + shrub beds)	LS	1	\$10,000	\$10,000	
Site Furnishings						
	public art	LS	1	\$150,000	\$150,000	
	permanent bollards (2m o.c.)	each	2	\$1,030	\$2,060	
	removeable bollards	each	1	\$1,000	\$1,000	
	bike racks	each	2	\$1,000	\$2,000	
	trash cans	each	4	\$2,100	\$8,400	
	Park Promenade and Parking Lot Subtotal				\$414,845	
	Contingency	%		20% total costs	\$82,969	
	Estimated Consultant Costs	%		10% total costs	\$41,485	
	Estimated Staff time	%		5% total costs	\$20,742	
	Park Promenade and Parking Lot Total				\$560,041	
	Total Phase 3				\$735,678	\$2,415,780

No.	DESCRIPTION OF WORK	UNITS	ESTIMATED QUANTITY	ESTIMATED UNIT COST	EXTENDED AMOUNT	notes
PHASE 4 - Paddle Centre, Washroom, Pier, Boat Launch						
Paddle Centre						
	concrete surround for paddle centre 3m X 88m	m ²	264			supplied by others
	Paddle Centre Building (6m tall) 5,000 sq. ft. (465 m2) with office space (shared footprint with public washroom)	LS	1			supplied by others
	gravel surfaced boat storage yard (200mm deep)	m ²	415			supplied by others
	1.8m high chain link fencing around boatyard	l.m.	60			supplied by others
	gates to boat yard	each	3			supplied by others
	sodding of temporary paddle centre location	m ²	1630	\$10	\$16,300	
	irrigation for sod i.e., irrigation valves, lines and heads = ~(\$6 x 1630 sq. m turf)	LS	1	\$10,000	\$10,000	
	topsoil and finish grading lawn areas 150mm	m ²	1630	\$11	\$17,930	
Public Washroom within Paddle Centre						
	public washroom / mechanical room (1,000 sq. ft.)	LS	1	\$325,000	\$325,000	
Public Pier						
	public pier with composite through-flow decking	LS	1	\$100,000	\$100,000	
	universally accessible "Easy Launch" dock	LS	1	\$50,000	\$50,000	
Boat Launch for Paddle Boats						
	concrete launch 6m wide x 20 m long	LS	1	\$20,000	\$20,000	(no vehicle access)
	Subtotal Phase 4				\$539,230	
	Contingency	%		20% total costs	\$107,846	
	Estimated Consultant Costs	%		10% total costs	\$53,923	
	Estimated Staff time	%		5% total costs	\$26,962	
	Total Phase 4				\$727,961	\$3,143,740
TOTAL ALL PHASES						
						\$3,143,740

	Refined Option 1	Modified Refined Option 1	Modified Refined Option 1 with Hotel covenant
Capital Cost			
Item			
Park Construction			
Phase 1	\$ 1,318,302	\$ 1,318,302	\$ 1,318,302
Phase 2	\$ 1,825,438	\$ 1,649,801	\$ 1,649,801
Total Park Construction	\$ 3,143,740	\$ 2,968,103	\$ 2,968,103
Future Requirements			
Utility Relocation/Road & Abbott Upgrade	\$ 2,675,400	\$ 2,599,345	\$ 2,599,345
Additional Land requirements	\$ 110,000	\$ -	\$ -
Total Capital Expense	\$ 5,929,140	\$ 5,567,448	\$ 5,567,448
Land Sale Revenue			
Walnut Street*	\$ -	\$ 750,420	\$ 525,294
3076 Meikle	\$ 641,313	\$ 641,313	\$ 448,919
Total Land Sale Revenue	\$ 641,313	\$ 1,540,000	\$ 974,213
Total Funding Requirement	\$ 5,287,827	\$ 4,027,448	\$ 4,593,235

*Walnut Street Revenue net after \$599,580 to relocate utilities

C4
95
No build walnut street goes to zero
Hotel covenant
45 percent
range of 10 percent to 80 percent
Revenue 50% better for average kelowna hotel = 40%
Revenue 70% better average revenue = 10%
El dorado & Manteo Top equivalent or better
Westcorp \$200



May 28, 2014

Our File: 498-401

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

**Attention: Mr. Andrew Reeder, P.Eng.
Manager, Utilities Planning**

Dear Sir :

**Reference: Pandosy Waterfront Conceptual Design
Revised Option D for Walnut Street Road Closure**

Further to our letter, road layout option plans and cost estimates submitted April 29, 2014, we provide the following supplemental information for the potential scenario where the portion of Walnut Street road right-of-way between Cedar and Meikle might be closed and sold for development.

If this portion of Walnut Street was to be closed and became part of a building envelope, the City utilities and private utilities within the right-of-way would need to be relocated. Utilities within the right-way include City sanitary sewer, watermain, minor storm drainage, FortisBC gas and above ground FortisBC Electrical, Telus and Shaw Cable. The pole line and majority of overhead lines appear to belong to Telus.



The timing and final cost for relocation of the utilities would depend of course on the development schedule of the waterfront park, private developments and road corridor improvements. The cost estimates included herein reflect a more "worst case" scenario where the park is being developed and the adjacent development is moving forward but the road corridor improvements will follow at a later date.

To: Mr. Andrew Reeder
Date: May 28, 2014

File No: 498-401

The sanitary sewer running north to the lift station at Cedar is at minimum grade, so relocation needs to be as close the existing alignment as possible to minimize additional length and flatter grades. It would need to be relocated into the adjacent park near the property line.

The gas line services the existing homes and provides service to the back-up generator at the lift station. It could be relocated within the park parallel to the sanitary sewer or installed along Cedar Avenue from the Abbott Street intersection. The latter route is shorter but the Cedar corridor is congested with utilities, so it may be more cost effective to install the new line within the park.



Potential Sanitary Sewer and Gas Realignment

The watermain on Walnut Street is not needed for the ultimate water servicing plan and can be abandoned in place, as long as the existing main on Meikle Avenue is replaced and upgraded to 250mm diameter. The lift station has a water service for wash down which can remain being fed from the main on Cedar Avenue. This service and dead end main on Cedar would be upgraded with road access improvements in this area.

There is some minor storm drainage works near the north end of Walnut Street that also collects runoff from Cedar Avenue. These drainage facilities would need to be replaced for Walnut to be closed and developed.

It appears that Telus has a major overhead line on Walnut that will need to be relocated to Meikle Avenue. Depending on the timing of the development work, these lines may need to be temporarily relocate above ground to Meikle Avenue and then permanently relocated below ground by the adjacent developments with the road improvements. The FortisBC Electrical and Shaw Cable lines appear to be limited to residential services which would be removed with the homes.

The cost estimate below is considered to be "Class C", which are prepared with limited site information and are based on probable conditions affecting the project. It represents the summation of all identifiable project component costs and can be used for program planning, establishing a more specific definition of client needs, and to obtain approval in principle.

To: Mr. Andrew Reeder

File No: 498-401

Date: May 28, 2014

Item	Item Description	Unit	Quantity	Unit Price	Amount
	Walnut Street Road Closure Utility Relocations				
1	Sanitary Sewer, 200mm dia. PVC DR35	lm	130	300.00	39,000.00
2	Sanitary Sewer Dewatering	lm	130	400.00	52,000.00
3	Connection to Existing Sanitary Mains	ea	2	1,500.00	3,000.00
4	Sanitary Manholes, complete	ea	3	4,000.00	12,000.00
5	Relocate Storm Sewer CB & Drywell	LS	1	10,000.00	10,000.00
6	Watermain, 250mm dia. including restoration	lm	220	320.00	70,400.00
7	Watermain Tees, 250mm dia.	ea	2	1,000.00	2,000.00
8	Watermain Valves, 200-250mm dia.	ea	7	1,800.00	12,600.00
9	Watermain Bends, 200-250mm dia.	ea	9	800.00	7,200.00
10	Hydrant Assembly (c/w tee, valve, lead)	ea	2	5,000.00	10,000.00
11	Connection to Existing Watermains	ea	4	1,500.00	6,000.00
12	Protection of Existing Telus Fibreoptics	LS	1	4,000.00	4,000.00
13	Relocation of Telus/Shaw Above Ground lines	LS	1	150,000.00	150,000.00
14	Relocation of U/G Fortis Gas to Lift Station	LS	1	50,000.00	50,000.00
	Sub-Total Construction				428,200.00
	Engineering and Contingency 40%				171,280.00
	Total Estimate (not inc. GST)				599,480.00

If you require any further information regarding the plans or cost estimate please do not hesitate to contact us.

Sincerely,
TRUE Consulting



Brian Beach, P.Eng., Project Manager



April 29, 2014

Our File: 498-401

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

**Attention: Mr. Andrew Reeder, P.Eng.
Manager, Utilities Planning**

**Mr. Moudud Hasan, P.Eng.
Manager, Transportation and Mobility**

Dear Sirs :

**Reference: Pandosy Waterfront Conceptual Design
Road & Utility Layouts and Cost Estimates**

We are pleased to provide the attached conceptual design drawings and cost estimates for the Pandosy Waterfront Project. We realize the importance of this project to both the Pandosy neighbourhood and the City as whole, and appreciate the opportunity to assist with the development plans.

We understand that plans for redevelopment of the Pandosy Village waterfront area has involved extensive public consultations and stakeholder input. The conceptual plans prepared are based on two of the design charrette redevelopment options. The two options have a number of different benefits with respect to traffic, development and park appeal. The objective of this engineering assignment was to better quantify the road and utility improvement investments required to facilitate these option plans.



To: Mr. Andrew Reeder, Mr. Moudud Hasan
Date: April 29, 2014

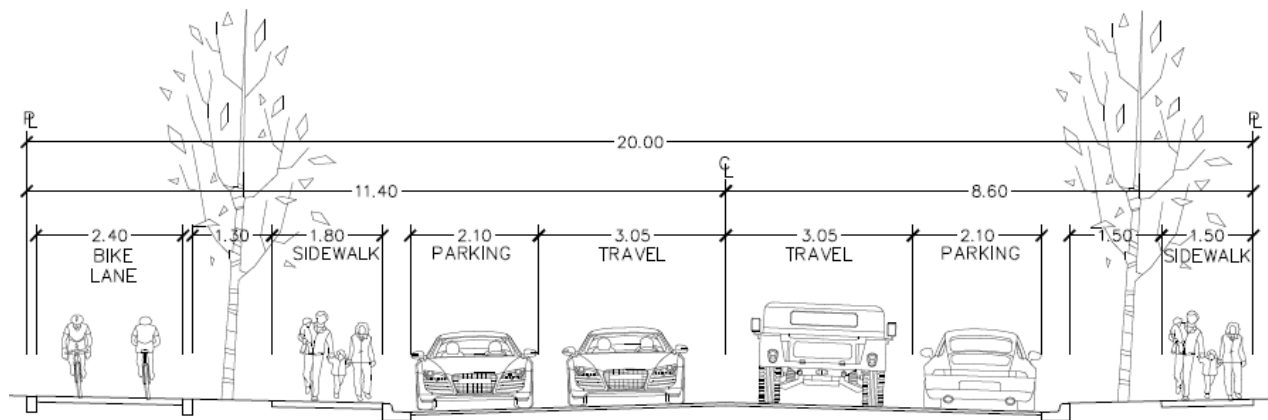
File No: 498-401

Conceptual Road Design

The first task was to develop design typical cross section that meets the general intent of the charrette options while maintaining design elements consistent with City standards, the Abbott Street corridor and the Pandosy neighbourhood. Since the road needs to function both as access to the park area as well as a thru street, it was decided that 90 degree parking was not desirable from a traffic and safety perspective. Additional parallel parking has been added where possible to balance the loss of 90 degree stalls.

The design typical cross section is shown below. It includes a separate two way bike path on the lake/park side, which will eventually connect to the similar pathways on Abbott Street and Lakeshore Road. A boulevard strip has been shown between the bike path and sidewalk for safety separation. Unlike the Abbott Street corridor, the sidewalk is shown closer to the road to accommodate loading and unloading from the parallel parking stalls.

On the commercial side of the street a 3m wide decorative boulevard and sidewalk allowance has been provided. This could be widened for street cafes or other amenities by the development as warranted.



Conceptual Utility Design

There are two significant capital cost issues with respect to utility upgrading requirements. The first is the presence of the existing sanitary sewer lift station at the west end of Cedar Avenue. In consultation with City staff, it is expected that relocation of this facility would be very difficult and expensive. Therefore we have made provision in the cost estimates for upgrading of odour control equipment and construction of a building over the main components.

The proposed lift station building affects the road alignment for Layout Options A and B (Team #4) and will affect streetscape and park development plans for the Team #1 concept (Options C and D). For Options A and B, a skew is necessary at the Cedar Avenue intersection to avoid property acquisition on the east side of Walnut Street while avoiding the lift station building.

To: Mr. Andrew Reeder, Mr. Moudud Hasan
Date: April 29, 2014

File No: 498-401

The second major utility issue is the cost of relocating existing electrical utilities underground (Fortis power, Telus, Shaw). It is difficult at this stage to estimate costs without extensive consultations and preliminary designs being prepared by the utility companies.

The remainder of utility upgrading plans relatively straight forward. We have assumed upgrading and replacement of all asbestos cement (AC) water mains to current City standards, including new hydrants. The new storm drainage system assumes that subsurface disposal will be feasible through drywells and perforated pipe connections. Relocation and upgrading of sanitary sewer mains is limited to one block in Option A.

Cost Estimate Summary

The cost estimates are considered to be "Class C", which are prepared with limited site information and are based on probable conditions affecting the project. They represent the summation of all identifiable project component costs and can be used for program planning, establishing a more specific definition of client needs, and to obtain approval in principle.

Estimated construction costs of civil infrastructure for the various options are not significantly different from each other; less than 8% between the most expensive and least expensive options. Given the conceptual nature of the designs and the potential contingency cost implications of items such as the lift station building, electrical utilities, geotechnical conditions, surface treatments, landscape plans and other amenities, it is reasonable to say that the options are of relatively equal cost at this stage.

We expect that the more significant variable with respect to project cost of the various options will be the impact on available development parcels, relative property values and acquisition costs where required.

If you require any further information regarding the plans or cost estimate please do not hesitate to contact us.

Sincerely,
TRUE Consulting



Brian Beach, P.Eng., Project Manager

Enclosures: Option Drawings A,B,C,D
Cost Estimates

Division	Title	Amount
01	General Requirements	54,500.00
03	Concrete	355,000.00
26	Electrical	98,000.00
31	Earthworks	95,700.00
32	Roads and Site Improvements	242,700.00
33	Utilities	298,500.00
Sub-Total Civil Construction		1,144,400.00
Sanitary Lift Station Building Allowance		525,000.00
Private Utility Relocation Allowance		900,000.00
Sub-Total Project		2,569,400.00
Contingency Allowance 25%		642,350.00
Construction Cost Estimate		3,211,750.00
Engineering 8%		256,940.00
Contract Administration 4%		128,470.00
Construction Cost Estimate (not including GST)		3,597,160.00

Sub-Total for Percentage Quantities

1,089,900.00

Notes:

- 1 House demolition and removal not included. Park Development not included.
- 2 Cedar Ave. and Meikle Ave. improvements not included past intersections.
- 3 Paddle Centre parking area and building not included.
- 4 Abbott Street removals between Newsom and Cedar not included.

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
Division 01 - General Requirements				Sub-Total Division 01		54,500.00
01.1	01 53 01	Mobilization / De-Mobilization	%	1	1.0%	10,900.00
01.2	01 33 01	Survey Layout and Project Record Documents	%	1	1.0%	10,900.00
01.3	01 52 01	Temporary Structures - Site Trailer	%	1	1.0%	10,900.00
01.4	01 55 00	Traffic Control, Vehicle Access and Parking	%	1	1.0%	10,900.00
01.5	01 57 01	Environmental Protection	%	1	1.0%	10,900.00
Division 03 - Concrete & Misc. Details				Sub-Total Division 03		355,000.00
03.1	03 30 20	Concrete Barrier Curb & Gutter	lm	700	70.00	49,000.00
03.2	03 30 20	Concrete Sidewalk, 100mm thick c/w base	m ²	1,300	70.00	91,000.00
03.3	03 30 20	Sidewalk Driveway, 200mm thick c/w base	m ²	100	120.00	12,000.00
03.4	03 30 20	Concrete Path Curb, 150mm wide x 200mm	lm	400	70.00	28,000.00
03.5	03 30 20	Decorative Infill Areas, c/w base	m ²	500	130.00	65,000.00
03.6	03 30 20	Decorative Road Treatment (Cedar & Circles)	m ²	500	180.00	90,000.00
03.7	03 30 20	Bollard, Benches, Garbage Receptacles	LS	1	20,000.00	20,000.00
Division 26 - Electrical				Sub-Total Division 26		98,000.00
26.1	26 56 01	Trenching and Conduits for Street Lights	lm	400	30.00	12,000.00
26.2	26 56 01	Precast Concrete Street Light Bases	ea	18	1,000.00	18,000.00
26.3	26 56 01	Street Light Poles, Davits and Luminaires	ea	18	3,000.00	54,000.00
26.4	26 56 01	Street Light Wiring	lm	400	10.00	4,000.00
26.5	26 56 01	Power Supply Connection(s)	LS	1	10,000.00	10,000.00
Division 31 - Earthworks				Sub-Total Division 31		95,700.00
31.1	31 11 01	Clearing & Grubbing	ha	0.2	10,000.00	2,000.00
31.2	31 11 01	Miscellaneous Removals	LS	1	20,000.00	20,000.00
31.3	31 22 01	Organic Stripping, shrub removal off-site	ha	0.2	10,000.00	2,000.00
31.4	31 24 13	Common Excavation, asphalt removal	m ²	200	6.50	1,300.00
31.5	31 24 13	Common Excavation, concrete removal	m ²	100	6.50	650.00
31.6	31 24 13	Common Excavation, on-site reuse	m ³	300	15.00	4,500.00
31.7	31 24 13	Common Excavation, off-site disposal	m ³	1,500	15.00	22,500.00
31.8	31 24 13	Imported Granular Fill, 75mm minus pitrun	m ³	1,500	25.00	37,500.00
31.9	31 24 13	Subgrade Preparation - Road & Path	m ²	4,200	1.25	5,250.00

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 32 - Roads and Site Improvements			Sub-Total Division 32		242,700.00
32.1	32 01 16.7	Cold Milling, Stockpile at City Yard	m ²	1,800	3.50	6,300.00
32.2	32 11 16.1	Granular Sub-Base - Road, 300mm thickness	m ²	3,500	12.00	42,000.00
32.3	32 11 23	Granular Base - Road, 150mm thickness	m ²	3,500	7.00	24,500.00
32.4	32 11 16.1	Granular Sub-Base - Path, 200mm thickness	m ²	700	7.00	4,900.00
32.5	32 11 23	Granular Base - Path, 150mm thickness	m ²	500	9.00	4,500.00
32.6	32 12 16	Asphalt Paving, Bottom Lift, 60 mm thickness	m ²	2,500	16.00	40,000.00
32.7	32 12 16	Asphalt Paving, Top Lift, 50 mm thickness	m ²	2,500	13.00	32,500.00
32.8	32 12 16	Asphalt Paving, Side Streets, 50 mm thickness	m ²	500	30.00	15,000.00
32.9	32 12 16	Asphalt Paving, Path, 50 mm thickness	m ²	500	15.00	7,500.00
32.10	32 17 23	Painted Pavement Markings	LS	1	500.00	500.00
32.11	32 17 23	Thermoplastic Markings	LS	1	10,000.00	10,000.00
32.12	32 31 13	Traffic Signs	ea	20	250.00	5,000.00
32.13	32 93 01	Boulevard Trees c/w frame, grate, topsoil	ea	30	1,000.00	30,000.00
32.14	32 94 01S	Irrigation System	LS	1	20,000.00	20,000.00
	Division 33 - Utilities			Sub-Total Division 33		298,500.00
33.1	33 11 01	Watermain, 200mm dia. PVC DR18	lm	350	150.00	52,500.00
33.2	33 11 01	Watermain Tees, 200mm dia.	ea	3	600.00	1,800.00
33.3	33 11 01	Watermain Valves, 200mm dia.	ea	9	1,400.00	12,600.00
33.4	33 11 01	Watermain Bends, 200mm dia.	ea	14	500.00	7,000.00
33.5	33 11 01	Hydrant Assembly (c/w tee, valve, lead)	ea	3	5,000.00	15,000.00
33.6	33 11 01	Connection to Existing Watermains	ea	5	1,500.00	7,500.00
33.7	33 11 01	Water/Sanitary Sewer Servicing Allowance	LS	1	15,000.00	15,000.00
33.8	33 30 01	Sanitary Sewer, 250mm dia. PVC DR35	lm	120	170.00	20,400.00
33.9	33 30 01	Connection to Existing Sanitary Mains	ea	2	1,000.00	2,000.00
33.10	33 40 01	Storm Sewer, 375mm dia. Perf PVC	lm	260	300.00	78,000.00
33.11	33 40 01	Storm Sewer, 200mm dia. CB Leads	lm	130	150.00	19,500.00
33.12	33 44 01	Sanitary Manholes, complete	ea	3	3,000.00	9,000.00
33.13	33 44 01	Drainage Drywells	ea	7	4,000.00	28,000.00
33.14	33 44 01	Catchbasins, Side Inlet	ea	14	1,800.00	25,200.00
33.15	33 44 01	Adjust Existing Manholes	ea	5	1,000.00	5,000.00

Division	Title	Amount
01	General Requirements	55,500.00
03	Concrete	356,000.00
26	Electrical	98,000.00
31	Earthworks	108,325.00
32	Roads and Site Improvements	272,450.00
33	Utilities	274,550.00
Sub-Total Civil Construction		1,164,825.00
Sanitary Lift Station Building Allowance		525,000.00
Private Utility Relocation Allowance		900,000.00
Sub-Total Project		2,589,825.00
Contingency Allowance 25%		647,456.25
Construction Cost Estimate		3,237,281.25
Engineering 8%		258,982.50
Contract Administration 4%		129,491.25
Construction Cost Estimate (not including GST)		3,625,755.00

Sub-Total for Percentage Quantities

1,109,325.00

Notes:

- 1 House demolition and removal not included. Park Development not included.
- 2 Cedar Ave. and Meikle Ave. improvements not included past intersections.
- 3 Paddle Centre parking area and building not included.
- 4 Abbott Street between Newsom and Cedar included as 7m wide lane with inverted crown.

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
Division 01 - General Requirements				Sub-Total Division 01		55,500.00
01.1	01 53 01	Mobilization / De-Mobilization	%	1	1.0%	11,100.00
01.2	01 33 01	Survey Layout and Project Record Documents	%	1	1.0%	11,100.00
01.3	01 52 01	Temporary Structures - Site Trailer	%	1	1.0%	11,100.00
01.4	01 55 00	Traffic Control, Vehicle Access and Parking	%	1	1.0%	11,100.00
01.5	01 57 01	Environmental Protection	%	1	1.0%	11,100.00
Division 03 - Concrete & Misc. Details				Sub-Total Division 03		356,000.00
03.1	03 30 20	Concrete Barrier Curb & Gutter	lm	700	70.00	49,000.00
03.2	03 30 20	Concrete Sidewalk, 100mm thick c/w base	m ²	1,280	70.00	89,600.00
03.3	03 30 20	Sidewalk Driveway, 200mm thick c/w base	m ²	120	120.00	14,400.00
03.4	03 30 20	Concrete Path Curb, 150mm wide x 200mm	lm	400	70.00	28,000.00
03.5	03 30 20	Decorative Infill Areas, c/w base	m ²	500	130.00	65,000.00
03.6	03 30 20	Decorative Road Treatment (Cedar & Circles)	m ²	500	180.00	90,000.00
03.7	03 30 20	Bollard, Benches, Garbage Receptacles	LS	1	20,000.00	20,000.00
Division 26 - Electrical				Sub-Total Division 26		98,000.00
26.1	26 56 01	Trenching and Conduits for Street Lights	lm	400	30.00	12,000.00
26.2	26 56 01	Precast Concrete Street Light Bases	ea	18	1,000.00	18,000.00
26.3	26 56 01	Street Light Poles, Davits and Luminaires	ea	18	3,000.00	54,000.00
26.4	26 56 01	Street Light Wiring	lm	400	10.00	4,000.00
26.5	26 56 01	Power Supply Connection(s)	LS	1	10,000.00	10,000.00
Division 31 - Earthworks				Sub-Total Division 31		108,325.00
31.1	31 11 01	Clearing & Grubbing	ha	0.2	10,000.00	2,000.00
31.2	31 11 01	Miscellaneous Removals	LS	1	30,000.00	30,000.00
31.3	31 22 01	Organic Stripping, shrub removal off-site	ha	0.2	10,000.00	2,000.00
31.4	31 24 13	Common Excavation, asphalt removal	m ²	300	6.50	1,950.00
31.5	31 24 13	Common Excavation, concrete removal	m ²	250	6.50	1,625.00
31.6	31 24 13	Common Excavation, on-site reuse	m ³	300	15.00	4,500.00
31.7	31 24 13	Common Excavation, off-site disposal	m ³	1,500	15.00	22,500.00
31.8	31 24 13	Imported Granular Fill, 75mm minus pitrun	m ³	1,500	25.00	37,500.00
31.9	31 24 13	Subgrade Preparation - Road & Path	m ²	5,000	1.25	6,250.00

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 32 - Roads and Site Improvements			Sub-Total Division 32		272,450.00
32.1	32 01 16.7	Cold Milling, Stockpile at City Yard	m ²	2,700	3.50	9,450.00
32.2	32 11 16.1	Granular Sub-Base - Road, 300mm thickness	m ²	3,500	12.00	42,000.00
32.3	32 11 23	Granular Base - Road, 150mm thickness	m ²	4,300	7.00	30,100.00
32.4	32 11 16.1	Granular Sub-Base - Path, 200mm thickness	m ²	700	7.00	4,900.00
32.5	32 11 23	Granular Base - Path, 150mm thickness	m ²	500	9.00	4,500.00
32.6	32 12 16	Asphalt Paving, Bottom Lift, 60 mm thickness	m ²	2,500	16.00	40,000.00
32.7	32 12 16	Asphalt Paving, Top Lift, 50 mm thickness	m ²	2,500	13.00	32,500.00
32.8	32 12 16	Asphalt Paving, Side Streets, 50 mm thickness	m ²	1,200	30.00	36,000.00
32.9	32 12 16	Asphalt Paving, Path, 50 mm thickness	m ²	500	15.00	7,500.00
32.10	32 17 23	Painted Pavement Markings	LS	1	500.00	500.00
32.11	32 17 23	Thermoplastic Markings	LS	1	10,000.00	10,000.00
32.12	32 31 13	Traffic Signs	ea	20	250.00	5,000.00
32.13	32 93 01	Boulevard Trees c/w frame, grate, topsoil	ea	30	1,000.00	30,000.00
32.14	32 94 01S	Irrigation System	LS	1	20,000.00	20,000.00
	Division 33 - Utilities			Sub-Total Division 33		274,550.00
33.1	33 11 01	Watermain, 200mm dia. PVC DR18	lm	365	150.00	54,750.00
33.2	33 11 01	Watermain Tees, 200mm dia.	ea	3	600.00	1,800.00
33.3	33 11 01	Watermain Valves, 200mm dia.	ea	10	1,400.00	14,000.00
33.4	33 11 01	Watermain Bends, 200mm dia.	ea	12	500.00	6,000.00
33.5	33 11 01	Hydrant Assembly (c/w tee, valve, lead)	ea	3	5,000.00	15,000.00
33.6	33 11 01	Connection to Existing Watermains	ea	5	1,500.00	7,500.00
33.7	33 11 01	Water/Sanitary Sewer Servicing Allowance	LS	1	15,000.00	15,000.00
33.8	33 30 01	Sanitary Sewer, 250mm dia. PVC DR35	lm	0	170.00	-
33.9	33 30 01	Connection to Existing Sanitary Mains	ea	0	1,000.00	-
33.10	33 40 01	Storm Sewer, 375mm dia. Perf PVC	lm	260	300.00	78,000.00
33.11	33 40 01	Storm Sewer, 200mm dia. CB Leads	lm	150	150.00	22,500.00
33.12	33 44 01	Sanitary Manholes, complete	ea	0	3,000.00	-
33.13	33 44 01	Drainage Drywells	ea	7	4,000.00	28,000.00
33.14	33 44 01	Catchbasins, Side Inlet (one top inlet in lane)	ea	15	1,800.00	27,000.00
33.15	33 44 01	Adjust Existing Manholes	ea	5	1,000.00	5,000.00

Division	Title	Amount
01	General Requirements	53,000.00
03	Concrete	330,600.00
26	Electrical	116,000.00
31	Earthworks	68,000.00
32	Roads and Site Improvements	290,600.00
33	Utilities	254,300.00
Sub-Total Civil Construction		1,112,500.00
Sanitary Lift Station Building Allowance		525,000.00
Private Utility Relocation Allowance		800,000.00
Sub-Total Project		2,437,500.00
Contingency Allowance 25%		609,375.00
Construction Cost Estimate		3,046,875.00
Engineering 8%		243,750.00
Contract Administration 4%		121,875.00
Construction Cost Estimate (not including GST)		3,412,500.00

Sub-Total for Percentage Quantities

1,059,500.00

Notes:

- 1 House demolition and removal not included. Park Development not included.
- 2 Cedar Ave. and Meikle Ave. improvements not included past intersections.
- 3 Paddle Centre parking area and building not included.
- 4 Abbott Street between Newsom and Cedar included as 7m wide lane with inverted crown.

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
Division 01 - General Requirements				Sub-Total Division 01		53,000.00
01.1	01 53 01	Mobilization / De-Mobilization	%	1	1.0%	10,600.00
01.2	01 33 01	Survey Layout and Project Record Documents	%	1	1.0%	10,600.00
01.3	01 52 01	Temporary Structures - Site Trailer	%	1	1.0%	10,600.00
01.4	01 55 00	Traffic Control, Vehicle Access and Parking	%	1	1.0%	10,600.00
01.5	01 57 01	Environmental Protection	%	1	1.0%	10,600.00
Division 03 - Concrete & Misc. Details				Sub-Total Division 03		330,600.00
03.1	03 30 20	Concrete Barrier Curb & Gutter	lm	700	70.00	49,000.00
03.2	03 30 20	Concrete Sidewalk, 100mm thick c/w base	m ²	1,200	70.00	84,000.00
03.3	03 30 20	Sidewalk Driveway, 200mm thick c/w base	m ²	120	120.00	14,400.00
03.4	03 30 20	Concrete Path Curb, 150mm wide x 200mm	lm	660	70.00	46,200.00
03.5	03 30 20	Decorative Infill Areas, c/w base	m ²	900	130.00	117,000.00
03.6	03 30 20	Decorative Road Treatment (Cedar & Circles)	m ²	0	180.00	-
03.7	03 30 20	Bollard, Benches, Garbage Receptacles	LS	1	20,000.00	20,000.00
Division 26 - Electrical				Sub-Total Division 26		116,000.00
26.1	26 56 01	Trenching and Conduits for Street Lights	lm	450	30.00	13,500.00
26.2	26 56 01	Precast Concrete Street Light Bases	ea	22	1,000.00	22,000.00
26.3	26 56 01	Street Light Poles, Davits and Luminaires	ea	22	3,000.00	66,000.00
26.4	26 56 01	Street Light Wiring	lm	450	10.00	4,500.00
26.5	26 56 01	Power Supply Connection(s)	LS	1	10,000.00	10,000.00
Division 31 - Earthworks				Sub-Total Division 31		68,000.00
31.1	31 11 01	Clearing & Grubbing	ha	0.2	10,000.00	2,000.00
31.2	31 11 01	Miscellaneous Removals	LS	1	15,000.00	15,000.00
31.3	31 22 01	Organic Stripping, shrub removal off-site	ha	0.2	10,000.00	2,000.00
31.4	31 24 13	Common Excavation, asphalt removal	m ²	400	6.50	2,600.00
31.5	31 24 13	Common Excavation, concrete removal	m ²	600	6.50	3,900.00
31.6	31 24 13	Common Excavation, on-site reuse	m ³	600	15.00	9,000.00
31.7	31 24 13	Common Excavation, off-site disposal	m ³	1,000	15.00	15,000.00
31.8	31 24 13	Imported Granular Fill, 75mm minus pitrun	m ³	500	25.00	12,500.00
31.9	31 24 13	Subgrade Preparation - Road & Path	m ²	4,800	1.25	6,000.00

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 32 - Roads and Site Improvements			Sub-Total Division 32		290,600.00
32.1	32 01 16.7	Cold Milling, Stockpile at City Yard	m ²	4,000	3.50	14,000.00
32.2	32 11 16.1	Granular Sub-Base - Road, 300mm thickness	m ²	3,700	12.00	44,400.00
32.3	32 11 23	Granular Base - Road, 150mm thickness	m ²	3,700	7.00	25,900.00
32.4	32 11 16.1	Granular Sub-Base - Path, 200mm thickness	m ²	1,100	7.00	7,700.00
32.5	32 11 23	Granular Base - Path, 150mm thickness	m ²	800	9.00	7,200.00
32.6	32 12 16	Asphalt Paving, Bottom Lift, 60 mm thickness	m ²	3,100	16.00	49,600.00
32.7	32 12 16	Asphalt Paving, Top Lift, 50 mm thickness	m ²	3,100	13.00	40,300.00
32.8	32 12 16	Asphalt Paving, Side Streets, 50 mm thickness	m ²	300	30.00	9,000.00
32.9	32 12 16	Asphalt Paving, Path, 50 mm thickness	m ²	800	15.00	12,000.00
32.10	32 17 23	Painted Pavement Markings	LS	1	500.00	500.00
32.11	32 17 23	Thermoplastic Markings	LS	1	10,000.00	10,000.00
32.12	32 31 13	Traffic Signs	ea	20	250.00	5,000.00
32.13	32 93 01	Boulevard Trees c/w frame, grate, topsoil	ea	40	1,000.00	40,000.00
32.14	32 94 01S	Irrigation System	LS	1	25,000.00	25,000.00
	Division 33 - Utilities			Sub-Total Division 33		254,300.00
33.1	33 11 01	Watermain, 200mm dia. PVC DR18	lm	440	150.00	66,000.00
33.2	33 11 01	Watermain Tees, 200mm dia.	ea	3	600.00	1,800.00
33.3	33 11 01	Watermain Valves, 200mm dia.	ea	10	1,400.00	14,000.00
33.4	33 11 01	Watermain Bends, 200mm dia.	ea	12	500.00	6,000.00
33.5	33 11 01	Hydrant Assembly (c/w tee, valve, lead)	ea	4	5,000.00	20,000.00
33.6	33 11 01	Connection to Existing Watermains	ea	5	1,500.00	7,500.00
33.7	33 11 01	Water/Sanitary Sewer Servicing Allowance	LS	1	15,000.00	15,000.00
33.8	33 30 01	Sanitary Sewer, 250mm dia. PVC DR35	lm	0	170.00	-
33.9	33 30 01	Connection to Existing Sanitary Mains	ea	0	1,000.00	-
33.10	33 40 01	Storm Sewer, 375mm dia. Perf PVC	lm	220	300.00	66,000.00
33.11	33 40 01	Storm Sewer, 200mm dia. CB Leads	lm	60	150.00	9,000.00
33.12	33 44 01	Sanitary Manholes, complete	ea	0	3,000.00	-
33.13	33 44 01	Drainage Drywells	ea	6	4,000.00	24,000.00
33.14	33 44 01	Catchbasins, Side Inlet (one top inlet in lane)	ea	10	1,800.00	18,000.00
33.15	33 44 01	Adjust Existing Manholes	ea	7	1,000.00	7,000.00

Division	Title	Amount
01	General Requirements	50,500.00
03	Concrete	317,600.00
26	Electrical	116,000.00
31	Earthworks	44,775.00
32	Roads and Site Improvements	281,000.00
33	Utilities	248,300.00
Sub-Total Civil Construction		1,058,175.00
Sanitary Lift Station Building Allowance		525,000.00
Private Utility Relocation Allowance		800,000.00
Sub-Total Project		2,383,175.00
Contingency Allowance 25%		595,793.75
Construction Cost Estimate		2,978,968.75
Engineering 8%		238,317.50
Contract Administration 4%		119,158.75
Construction Cost Estimate (not including GST)		3,336,445.00

Sub-Total for Percentage Quantities

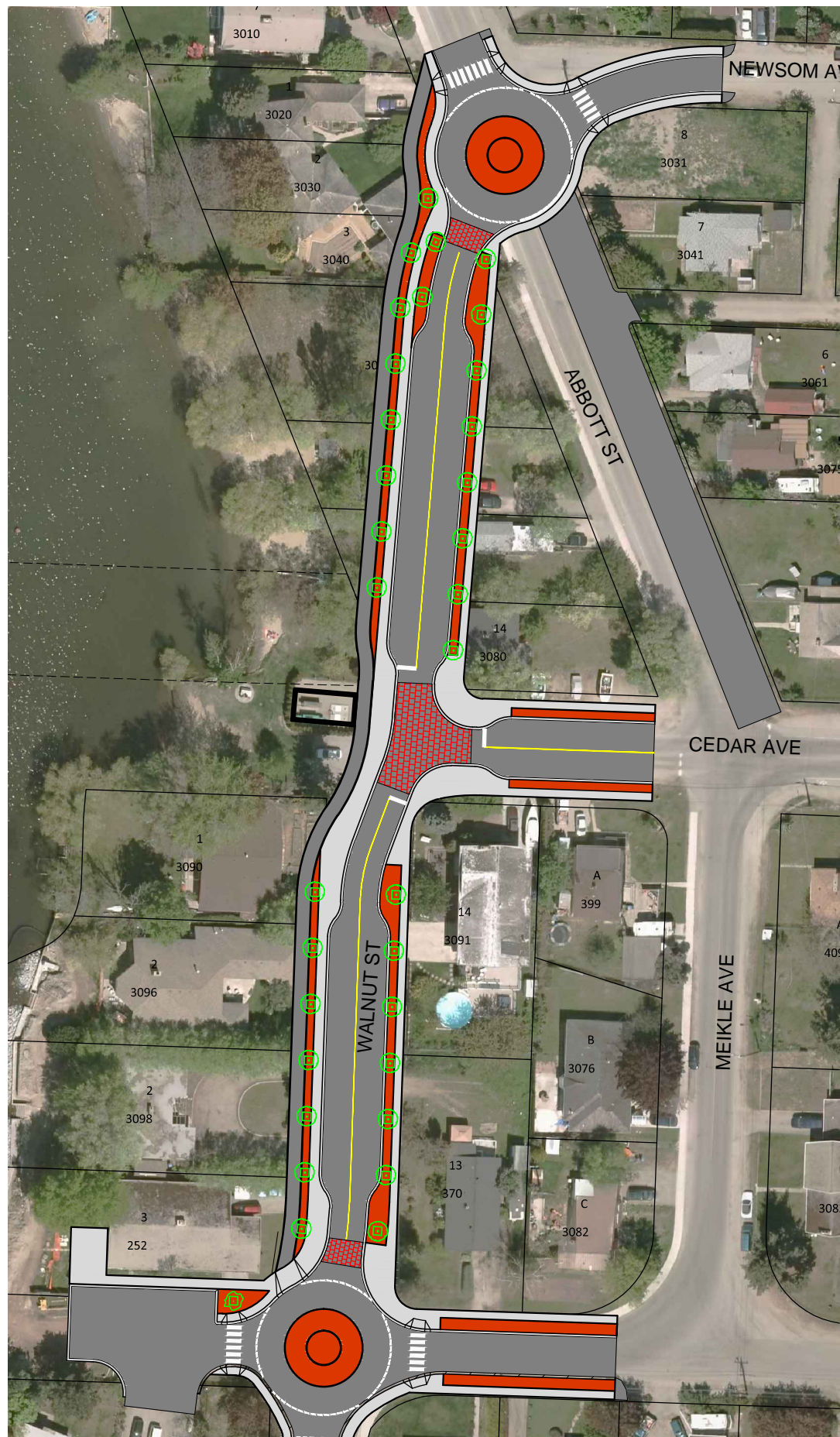
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Notes:

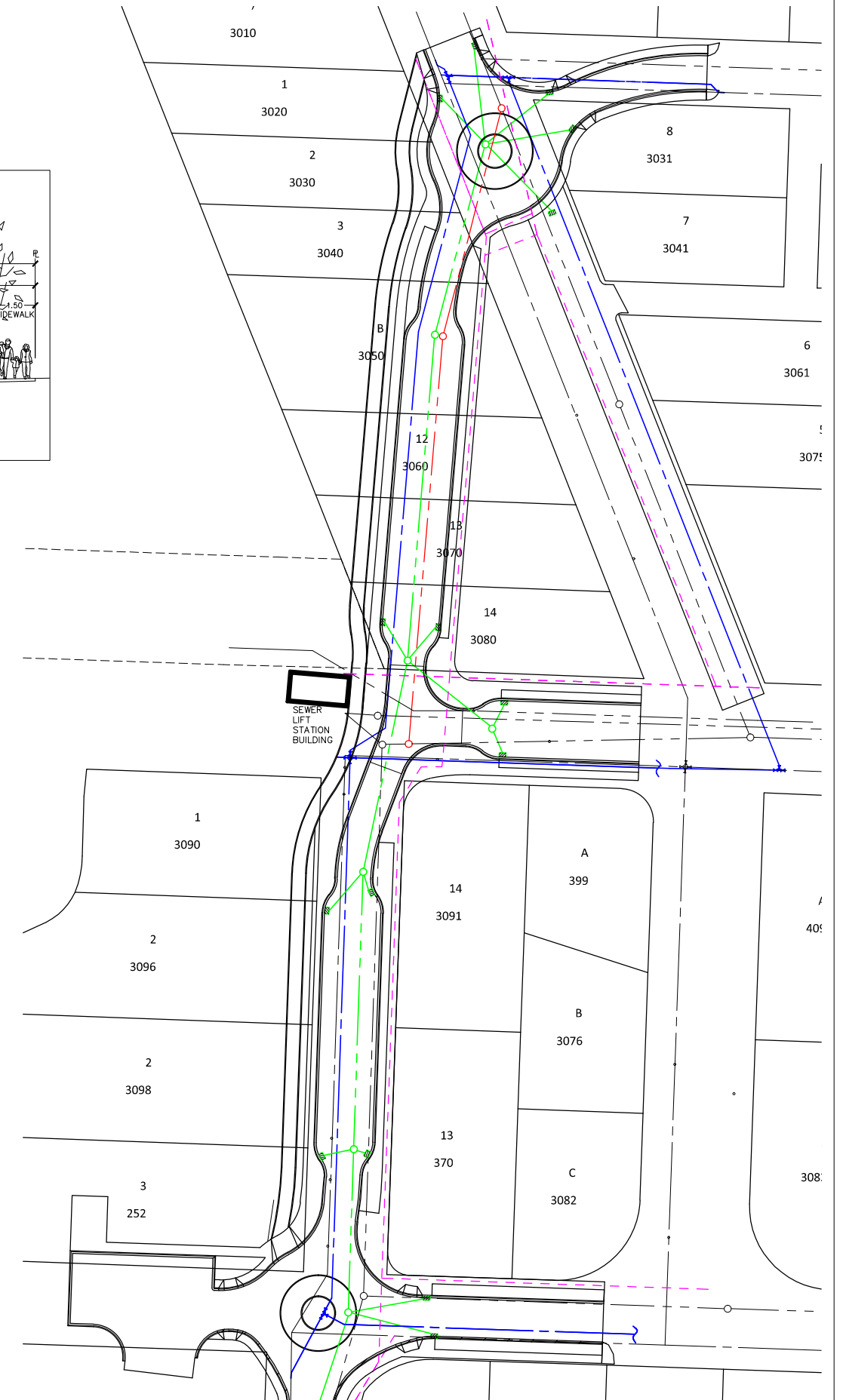
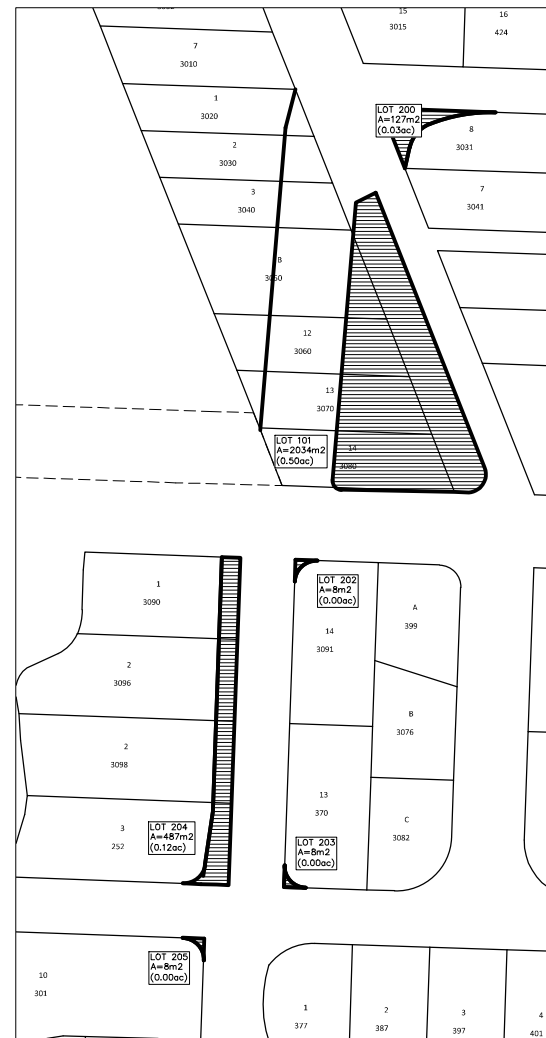
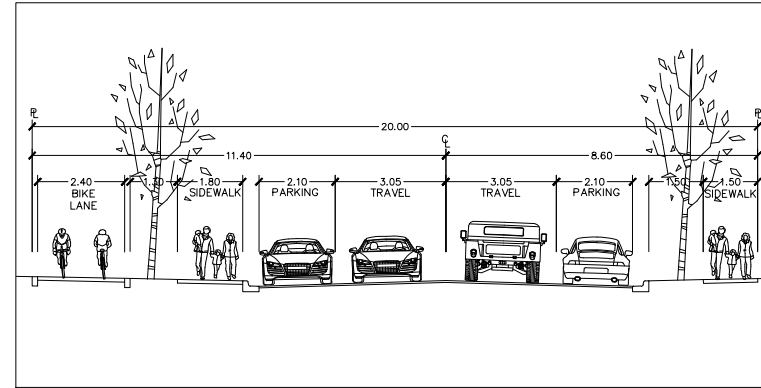
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- 3 Paddle Centre parking area and building not included.
- 4 Abbott Street between Newsom and Cedar included as 7m wide lane with inverted crown.

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
Division 01 - General Requirements				Sub-Total Division 01		50,500.00
01.1	01 53 01	Mobilization / De-Mobilization	%	1	1.0%	10,100.00
01.2	01 33 01	Survey Layout and Project Record Documents	%	1	1.0%	10,100.00
01.3	01 52 01	Temporary Structures - Site Trailer	%	1	1.0%	10,100.00
01.4	01 55 00	Traffic Control, Vehicle Access and Parking	%	1	1.0%	10,100.00
01.5	01 57 01	Environmental Protection	%	1	1.0%	10,100.00
Division 03 - Concrete & Misc. Details				Sub-Total Division 03		317,600.00
03.1	03 30 20	Concrete Barrier Curb & Gutter	lm	700	70.00	49,000.00
03.2	03 30 20	Concrete Sidewalk, 100mm thick c/w base	m ²	1,200	70.00	84,000.00
03.3	03 30 20	Sidewalk Driveway, 200mm thick c/w base	m ²	120	120.00	14,400.00
03.4	03 30 20	Concrete Path Curb, 150mm wide x 200mm	lm	660	70.00	46,200.00
03.5	03 30 20	Decorative Infill Areas, c/w base	m ²	800	130.00	104,000.00
03.6	03 30 20	Decorative Road Treatment (Cedar & Circles)	m ²	0	180.00	-
03.7	03 30 20	Bollard, Benches, Garbage Receptacles	LS	1	20,000.00	20,000.00
Division 26 - Electrical				Sub-Total Division 26		116,000.00
26.1	26 56 01	Trenching and Conduits for Street Lights	lm	450	30.00	13,500.00
26.2	26 56 01	Precast Concrete Street Light Bases	ea	22	1,000.00	22,000.00
26.3	26 56 01	Street Light Poles, Davits and Luminaires	ea	22	3,000.00	66,000.00
26.4	26 56 01	Street Light Wiring	lm	450	10.00	4,500.00
26.5	26 56 01	Power Supply Connection(s)	LS	1	10,000.00	10,000.00
Division 31 - Earthworks				Sub-Total Division 31		44,775.00
31.1	31 11 01	Clearing & Grubbing	ha	0.1	10,000.00	1,000.00
31.2	31 11 01	Miscellaneous Removals	LS	1	15,000.00	15,000.00
31.3	31 22 01	Organic Stripping, shrub removal off-site	ha	0.1	10,000.00	1,000.00
31.4	31 24 13	Common Excavation, asphalt removal	m ²	400	6.50	2,600.00
31.5	31 24 13	Common Excavation, concrete removal	m ²	450	6.50	2,925.00
31.6	31 24 13	Common Excavation, on-site reuse	m ³	600	15.00	9,000.00
31.7	31 24 13	Common Excavation, off-site disposal	m ³	500	15.00	7,500.00
31.8	31 24 13	Imported Granular Fill, 75mm minus pitrun	m ³	0	25.00	-
31.9	31 24 13	Subgrade Preparation - Road & Path	m ²	4,600	1.25	5,750.00

Item	Section	Item Description	Unit	Quantity	Unit Price	Amount
	Division 32 - Roads and Site Improvements			Sub-Total Division 32		281,000.00
32.1	32 01 16.7	Cold Milling, Stockpile at City Yard	m ²	4,000	3.50	14,000.00
32.2	32 11 16.1	Granular Sub-Base - Road, 300mm thickness	m ²	3,500	12.00	42,000.00
32.3	32 11 23	Granular Base - Road, 150mm thickness	m ²	3,500	7.00	24,500.00
32.4	32 11 16.1	Granular Sub-Base - Path, 200mm thickness	m ²	1,100	7.00	7,700.00
32.5	32 11 23	Granular Base - Path, 150mm thickness	m ²	800	9.00	7,200.00
32.6	32 12 16	Asphalt Paving, Bottom Lift, 60 mm thickness	m ²	2,900	16.00	46,400.00
32.7	32 12 16	Asphalt Paving, Top Lift, 50 mm thickness	m ²	2,900	13.00	37,700.00
32.8	32 12 16	Asphalt Paving, Side Streets, 50 mm thickness	m ²	300	30.00	9,000.00
32.9	32 12 16	Asphalt Paving, Path, 50 mm thickness	m ²	800	15.00	12,000.00
32.10	32 17 23	Painted Pavement Markings	LS	1	500.00	500.00
32.11	32 17 23	Thermoplastic Markings	LS	1	10,000.00	10,000.00
32.12	32 31 13	Traffic Signs	ea	20	250.00	5,000.00
32.13	32 93 01	Boulevard Trees c/w frame, grate, topsoil	ea	40	1,000.00	40,000.00
32.14	32 94 01S	Irrigation System	LS	1	25,000.00	25,000.00
	Division 33 - Utilities			Sub-Total Division 33		248,300.00
33.1	33 11 01	Watermain, 200mm dia. PVC DR18	lm	400	150.00	60,000.00
33.2	33 11 01	Watermain Tees, 200mm dia.	ea	3	600.00	1,800.00
33.3	33 11 01	Watermain Valves, 200mm dia.	ea	10	1,400.00	14,000.00
33.4	33 11 01	Watermain Bends, 200mm dia.	ea	12	500.00	6,000.00
33.5	33 11 01	Hydrant Assembly (c/w tee, valve, lead)	ea	4	5,000.00	20,000.00
33.6	33 11 01	Connection to Existing Watermains	ea	5	1,500.00	7,500.00
33.7	33 11 01	Water/Sanitary Sewer Servicing Allowance	LS	1	15,000.00	15,000.00
33.8	33 30 01	Sanitary Sewer, 250mm dia. PVC DR35	lm	0	170.00	-
33.9	33 30 01	Connection to Existing Sanitary Mains	ea	0	1,000.00	-
33.10	33 40 01	Storm Sewer, 375mm dia. Perf PVC	lm	220	300.00	66,000.00
33.11	33 40 01	Storm Sewer, 200mm dia. CB Leads	lm	60	150.00	9,000.00
33.12	33 44 01	Sanitary Manholes, complete	ea	0	3,000.00	-
33.13	33 44 01	Drainage Drywells	ea	6	4,000.00	24,000.00
33.14	33 44 01	Catchbasins, Side Inlet (one top inlet in lane)	ea	10	1,800.00	18,000.00
33.15	33 44 01	Adjust Existing Manholes	ea	7	1,000.00	7,000.00



Option B



LEGEND

WATER _____
SAN. SEWER _____
STORM SEWER _____
GAS _____
U/G TELEPHONE _____
U/G ELECTRICAL _____

MANHOLE
UTILITY POLE
POWER POLE
LAMP STANDARD
CATCH BASIN
HYDRANT
TREES
SURVEY MONUMENT

○ M
● U
● P
□ L
▨ C
⊕ H
⊙ T
⊙ T

NAD 83

INSERTION BASE POINT= 300,000 , 5,500,000

Locations and offsets of existing utilities shown on this plan are not guaranteed to be accurate and must be verified in the field PRIOR TO CONSTRUCTION. The City of Kelowna does not guarantee their accuracy. Concerned persons should not rely on these documents and should verify all information shown by way of site survey and other appropriate methods. The City of Kelowna accepts no liability for use of these files or information.

NO.	YY/MM/DD	BY	REVISION		CH'K'

BASE	DGN	DESIGN	MK
APPROVED	BDB		
DATE	APRIL 30 2014		
SCALE	1:500		

THE CITY OF KELOWNA
DESIGN AND CONSTRUCTION

PANDOSY ST WATERFRONT
CONCEPTUAL DESIGN
OPTION B - WITH ABBOTT LANE

DIVISION		
IPLAN		
DRAWING NO.	REV NO.	
C-02		

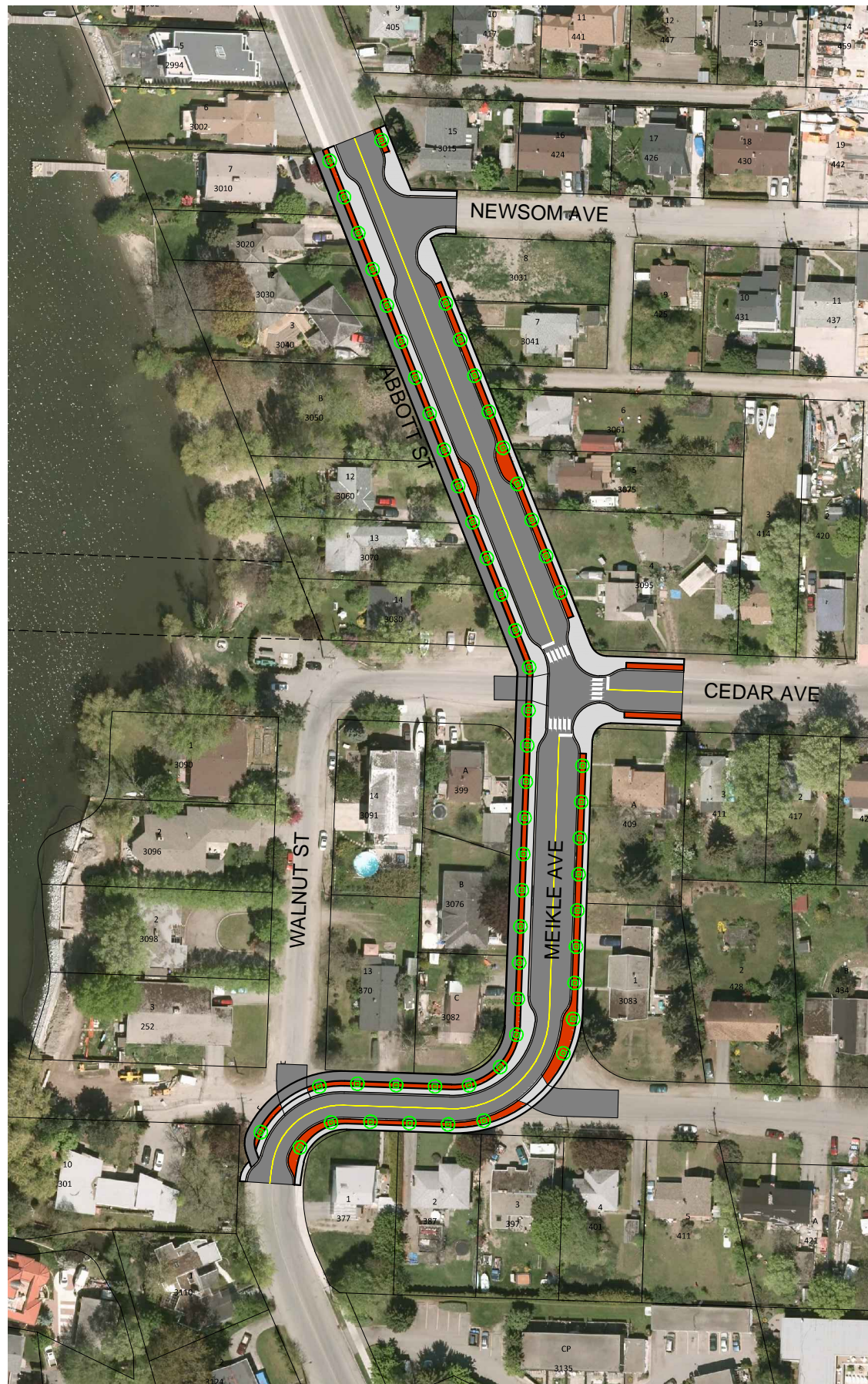


Figure 1: Cross-section of a proposed urban street. The diagram shows a 20.00m wide street with various lanes and sidewalks. From left to right: a 2.40m bike lane, a 1.80m sidewalk, a 2.10m parking lane, a 3.05m travel lane, another 3.05m travel lane, another 2.10m parking lane, and a 1.80m sidewalk. Trees are planted on the sidewalks, and a central median is shown. Dimensions are marked with arrows and numbers.

The map shows the following lots and parcels:

- Top Right:** Lot 15 (3015), Lot 16 (424).
- Top Center:** Lot 7 (3010), Lot 1 (3020), Lot 2 (3030), Lot 3 (3040), Lot 8 (3050), Lot 12 (3060), Lot 13 (3070), Lot 14 (3080).
- Top Right (Below 15/16):** Lot 8 (3031), Lot 7 (3041).
- Left Side (Large Parcel):** Lot 1 (3090), Lot 2 (3096), Lot 2 (3098), Lot 3 (252).
- Right Side (Large Parcel):** Lot 14 (3091), Lot 13 (370), Lot A (399), Lot B (3076), Lot C (3082).
- Bottom Left:** Lot 10 (301).
- Bottom Right:** Lot 1 (377), Lot 2 (387), Lot 3 (397), Lot 4 (401).

[illegible]

47

447

*Addendum Valuation to Short Narrative Appraisal
Hypothetical Surplus Development Land &
Impact of Hotel & "No-Build" Covenants Adjacent to:
Proposed Pandosy Waterfront Park
Kelowna, British Columbia*

PREPARED FOR:

**CITY OF KELOWNA
1435 WATER STREET
KELOWNA, BRITISH COLUMBIA**



Kent Macpherson



Kent•Macpherson

June 17, 2014

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

Attention: Mr. Graham Hood

Dear Sir:

**Re: Addendum Valuation to Short Narrative Appraisal
Hypothetical Surplus Development Land & Impact of Hotel & "No-Build" Covenants
Abbott Street, Cedar Avenue, and Meikle Avenue, Kelowna, British Columbia**

In response to your request, I have completed analysis of the relevant data for the purpose of providing an opinion of revised surplus development land areas, as well as impacts of hotel and "No Build" covenants on the subject properties.

This letter is to be read in conjunction with the April 3, 2014 Short Narrative Appraisal of the Hypothetical Surplus Development Lands contemplated in conjunction with the proposed Pandosy Waterfront Park, as it is considered to be an extension of the report. Thus, all of the assumptions and limitations contained within the April 3rd report are extended to cover this letter. Furthermore, the opinion of value contained herein is based on the same market data and conditions described in the April 3rd report, and the effective date of the opinion is February 25, 2014.

Hypothetical Parcel B, as described in the April 3rd report, comprised Lot B Plan 39755 and the hypothetically closed Meikle Avenue, for a total site area of $\pm 27,100$ square feet. This report contemplates a modified development area, excluding Meikle Avenue, but including Walnut Street. In addition to the request for an opinion of current market value of the modified surplus development lands, the client has requested an opinion of the impact on value of a "no build" covenant over the Walnut Street component of the site, and also the impact on value of a covenant limiting use of the subject properties to a hotel. The aggregate development area, including Lot B Plan 39755 and the hypothetically closed Walnut Street area, is 21,930 square feet, 0.50 acres. The following pages contemplate the valuation request.

Dennis Parkhill, AACI, P App, RI
Rodney S. Cook, AACI, P App, RI, C Arb
Lionel B. Hoffmann, AACI, P App, BBA

Sean Hughes, AACI, P App, RI
Russ Martinuk, AACI, P App
D. Allan Beatty, AACI, P App

Adrian Rizzo, AACI, P App
Clifford Smiri, AACI, P App
Allan Koebel, AACI, P App

FIGURE 1 – REVISED PANDOSY WATERFRONT PARK OPTION A

-  PROPOSED PANDOSY WF PARK
  CITY OWNED LOT B PLAN 39755 & HYPOTHETICAL WALNUT STREET CLOSURE
-  POTENTIAL DEVELOPMENT SITE



Summary of Salient Facts

SITE AREA:

- Revised Parcel B:** - ±21,930 square feet, 0.50 acres.
Hypothetical Development Site: - ±58,360 square feet, 1.34 acres.

- DATE OF VALUE ESTIMATE:** - February 25, 2014.

- ZONING:** - Assumed C4; Urban Centre Commercial.

- OFFICIAL COMMUNITY PLAN:** - Assumed MXR; Mixed Use Residential.

HIGHEST AND BEST USE:

- Unencumbered:** - Medium density mixed-use development conforming with C4 zoning, following consolidation with adjacent properties.
- "No Building" Covenants:** - Medium density mixed-use development conforming with C4 zoning, following consolidation with adjacent properties, *limited by "No Build" covenant over the Walnut Street area.*
- Hotel Covenant:** - Development with a hotel as permitted/restricted by the hypothetical covenant.
- Hotel Covenant (with "No Build"):** - Development with a hotel, but limited by "No Build" covenant.

ESTIMATE OF MARKET VALUE

- Revised Parcel B:** - **\$2,080,000 (as a portion of development parcel)**
- Revised Parcel B (with ROW):** - **\$1,120,000 (as a portion of development parcel)**
- Impact of Hotel Covenant:** - **-45% (\$1,145,000)**
(range of -10% to -80%)
- Impact of Hotel Covenant (with ROW over Walnut Street):** - **-80% (\$415,000)**
(range of -55% to -100%)

1.0 REPORT OVERVIEW

Hypothetical Parcel B, as described in the April 3rd report, included the 7,130 square foot Lot B Plan 39755 and the hypothetically closed Meikle Avenue, comprising a total site area of $\pm 27,100$ square feet. The amended area, contemplated in this letter, excludes Meikle Avenue, but replaces it with the northerly 296 feet of Walnut Street. The hypothetically closed Walnut Street area is estimated at 14,800 square feet, 50 feet wide by 296 feet long. In total, the revised surplus development lands total: 7,130 square feet (Lot B Plan 39755) + 14,800 square feet (Walnut Street) = 21,930 square feet, 0.5 acres. Inclusive of the four privately owned adjacent parcels, the hypothetical development block totals 58,360 square feet, 1.34 acres.

The letter has been requested to contemplate the current market value of the revised hypothetical development parcels considered surplus to the proposed Pandosy Waterfront Park use; the value of the hypothetical development parcels assuming that the Walnut Street component is encumbered by a right-of-way or covenant that restricts the parcel from being physically developed, but which allows density to be added to the adjacent parcels and which provides semi-waterfront public park frontage; and finally, the impact of a covenant over the hypothetical development parcels bound by Meikle Avenue and Walnut Street limiting development of the properties to hotel.

This letter is limited in scope and is tied to the April 3, 2014 Short Narrative Appraisal, effective as of February 25, 2014, on the Hypothetical Surplus Development Lands associated with the Proposed Pandosy Waterfront Park. Thus, unless otherwise described herein, all components of the April 3, 2014 appraisal are considered to be extended to this report, including scope, assumptions, and limitations.

1.1 PURPOSE AND INTENDED USERS

The purpose and intended use of this letter is to provide an opinion of the market value of the fee simple interest in the hypothetical subject properties, assuming: the sites are vacant, zoned C4; Urban Centre Commercial; fully serviced, and as of February 25, 2014, the date of the inspection. The intended use of the report is asset valuation to assist staff in preparing a recommendation to council in regards to the potential value that may be realized in the sale of the hypothetical subject parcels, as well as the impact of the "no build" covenant on the Walnut Street alignment and the impact of a hotel covenant on the property. Accordingly, the intended user of the report is the client, The City of Kelowna staff and council. Liability to unintended users or for unintended uses of this report is strictly denied.

FIGURE 2 – REVISED PANDOSY WATERFRONT PARK OPTION B

- | | | | |
|---|----------------------------|--|-----------------------------|
|  | PROPOSED PANDOSY WF PARK |  | CITY OWNED LOT B PLAN 39755 |
|  | POTENTIAL DEVELOPMENT SITE |  | “NO BUILD” RIGHT-OF-WAY |



1.2 CIVIC AND LEGAL DESCRIPTIONS OF HYPOTHETICAL DEVELOPMENT SITE

Civic Addresses: 3068, 3076, 3082 & 370 Meikle Avenue, 3091 Walnut Street, & Hypothetically Walnut Street closed road between Meikle Avenue and Cedar Closed Road end, Kelowna BC.

Legal Descriptions: Lots A, B & C, District Lot 14, ODYD, Plan 39755; Lots 13 & 14 District Lot 14, ODYD, Plan 6069; and hypothetical Walnut Street closed road.

PIDS: 008-068-577, 011-335-602, 011-335-629, 011-335-645, & 010-229-345.

1.3 INSPECTION AND VALUATION DATES

The subject properties were inspected on February 25, 2014. Thus, the effective date of this valuation is February 25, 2014.

1.4 PROPERTY DESCRIPTION

Hypothetical Parcel B, as described in the April 3rd report, included the 7,130 square foot Lot B Plan 39755 and the hypothetically closed Meikle Avenue, comprising a total site area of $\pm 27,100$ square feet. The amended area, contemplated in this letter, excludes Meikle Avenue, but replaces it with the northerly 296 feet of Walnut Street. The hypothetically closed Walnut Street area is estimated at 14,800 square feet, 50 feet wide by 296 feet long. In total, the revised surplus development lands total: 7,130 square feet (Lot B Plan 39755) + 14,800 square feet (Walnut Street) = 21,930 square feet, 0.5 acres. Inclusive of the four privately owned adjacent parcels, the hypothetical development block totals 58,360 square feet, 1.34 acres, see Figure 1, page 3.

Contemplation of the impact on value of a covenant on the hypothetical Walnut Street road closure area eliminates 14,800 square feet, 0.34 acres, of developable area from the hypothetically consolidated site, leaving a development area of ± 1 acre. See Figure 2, page 6, for an illustration of the "No Build" covenant area.

1.5 LAND USE CONTROLS

1.5.1 RU1 Zoning

The subject properties are currently zoned RU1; Large Lot Housing. The purpose of the RU1 zone is,

"to provide a zone for single detached housing, and compatible secondary uses, on larger serviced urban lots."

This valuation has been completed on the assumption that the subject properties are zoned C4; Urban Centre Commercial.

1.5.2 C4 Zoning

As per the client's request, this valuation has been completed based on the assumption that the subject properties are zoned C4, Urban Centre Commercial, pursuant to the City of Kelowna's Zoning Bylaw No. 8000. The purpose of the C4 zone is:

"To provide a zone for the development of community commercial centres to serve more than one neighbourhood."

Principal uses within the C4 zone include, but are not exclusive to:

- Apartment Hotels.
- Apartment housing.
- Commercial Schools.
- Congregate Housing.
- Financial Services.
- Food Primary Establishment.
- Gas Bars.
- Government Services.
- Hotels.
- Liquor Primary Establishment, Minor and Major.
- Retail Stores (general, convenience, and liquor).
- Offices.

Development Regulations:

Minimum Lot Width:	-	13.0 m (42.65 feet).
Minimum Lot Depth:	-	30.0 m (98.42 feet).
Minimum Area:	-	1,300 m ² (13,993 square feet).
Floor Area Ratio (FAR):		
Commercial Use FAR:	-	1.0

- Mixed Use FAR: - 1.3, plus bonuses to a maximum of 2.35.
- Bonuses are available for:
 - covered parking (up to 0.20);
 - where co-op/car sharing is provided and only in the South Pandosy Urban Centre (up to 0.84);
 - where a public courtyard and green roof are provided (up to 0.18).
- Site Coverage: - 75%
- Maximum Height:
 - 15.0 m (4 storeys) in South Pandosy and Rutland Urban Areas, but up to 12 storeys in the Springfield/Highway 97 Urban Centre for apartment hotels and apartment housing, or
 - for mixed-use developments in Urban Centres, where parking is located below natural grade and provides a co-op/car sharing program and provides a public courtyard and green roof, the maximum height increases to 25.0 m (7 storeys).

A copy of the C4 zoning regulations was included in Schedule C of the Addenda in the April 3, 2014 report.

1.5.3 Official Community Plan

The subject properties are currently designated MXR; Mixed Use Residential in the City of Kelowna Official Community Plan (OCP). The MXR designation is consistent with the assumed C4 zoning.

1.6 HIGHEST AND BEST USE

1.6.1 Overview

Highest and Best Use of the subject properties is impacted by several assumptions and constraints that are necessary to meet the requests of the client and the Terms of Reference for the valuation.

The assumptions are as follows:

- Assume that the subject parcels are part of the 1.34 acre hypothetical development site, as the hypothetical site could not be developed without them, but also they are not independently developable.

- Assume that the subject parcels (and the hypothetical development site) are vacant, fully serviced, zoned C4, and ready for development.

The constraints, which were provided by the questions posed by the client, include:

- What is the impact on value of a "no build" covenant over Walnut Street, such that the current utilities located within the road can remain in place and not be relocated?
- What is the impact on value of a covenant over the subject properties that requires them to be developed with a hotel, within the C4 zone?
- What is the impact on value of a hotel covenant and a "no build" covenant?

1.6.2 Hypothetical 1.34 acre C4 Zoned Development Site

The hypothetical development site comprises a 1.34 acre rectangular shaped parcel that is bound by Meikle Avenue to the east and south, at the intersection of Abbott Street, Cedar Avenue, and Meikle Avenue. As the subject properties are not independently developable, and it is assumed that the entire site is vacant, zoned C4, and fully serviced, highest and best use of the entire site has been considered in the analysis. The C4 zone is consistent with the assumed MXR OCP future land use designation, thus development of the property would follow the C4 development guidelines.

The condominium apartment market in the South Pandosy neighbourhood is one of the strongest in Kelowna, with strong prices evidenced by re-sales in Abbott House, West Avenue Lofts, and other projects in the vicinity. The C4 zone requires commercial development on the ground floor, thus the property provides potential for retail development facing Meikle Avenue, but also some with an orientation to the proposed Pandosy Waterfront Park and Okanagan Lake.

Mixed-use developments in the C4 can be developed to an FAR of 1.3, and up to 1.5 provided that all parking is screened from view. The hypothetical development site has an area of $\pm 58,360$ square feet, thus the maximum developable net floor area is estimated at: $58,360 \text{ square feet} \times 1.5 = 87,540 \text{ square feet}$.

Based on the analysis of the Pandosy neighbourhood, the highest and best use of the hypothetical 1.34 acre vacant and zoned development site is development with a mixed-use project as permitted within the C4 zone.

1.6.3 Hypothetical 1.34 acre Site with "No Build" Covenant

One of the valuation questions posed by the client is to estimate the impact on value of a "no build" covenant over the 0.34 acre Walnut Street alignment, assumed to be closed and part of the hypothetical development site. The reason for the potential "no build" covenant is that Walnut Street current has sub-surface utilities that would have to be relocated if the site was to be developed. Therefore, consideration has been given to the impact on value of a "no build" covenant over the 0.34 acre, 50 feet wide by 296 feet deep, portion of the hypothetical development site along the proposed Pandosy Waterfront Park.

Although the building footprint cannot encroach on the "no build" area, it is permitted to transfer density to the unencumbered portion of the hypothetical site. Based on a "no build" restriction over the 14,800 square foot Walnut Street alignment, the maximum net floor area, as estimated in Section 1.6.2, of 87,540 square feet, would have to be located on the 43,560 square foot unencumbered portion of the hypothetical site, thus requiring an effective development density of: 2.01. Achieving a density of 2.01 will require a multi-storey parkade, which will off-set any value from the transferred density, thus development of the hypothetical site, assuming a "no build" covenant over the Walnut Street alignment, may or may not contemplate a density transfer. Based on current rates, the cost of achieving the higher density is approximately equal to the value of the density, thus the final density achieved on the site will be determined by the final project design, as to whether or not the marginal benefit of the additional density is worth the risk.

Although the probability of density transfer from the "no build" area to the developable area is equally weighted to each side, the "no build" area could be used for private patio space for units developed along the park, a pedestrian walkway, or for parking, depending on the orientation and final design of the project. Therefore, while the "no build" area may not be valuable for density transfer, it may have some contributory value to the development of the encumbered portion of the site.

Therefore, the highest and best use of the hypothetical development site is development with a mixed-use project to a density of 1.5 times the site area (FAR), or up to 2.0 if final design can accommodate the additional density in a feasible manner, with limited use of the "no build" area.

1.6.4 Hypothetical 1.34 acre Site with Hotel Covenant

The second request from the client is to estimate the impact on value of a covenant on the subject properties that limits development to a hotel within the C4 zone. Considering that the subject properties are integral

parts of the hypothetical development site, covenants on the subject properties would effectively covenant the entire hypothetical development parcel.

As with any development, parking defines the potential developability of the project. The C4 zone requires a parking ratio of 1.75 stalls per 100 square metres of commercial building area. Thus, with a hotel, the number of rooms that can be developed on the site is limited by the amount of parking. Analysis was undertaken by Meiklejohn Architects, providing layouts with surface parking and with a two storey parkade, Options 1 and 3, respectively (see Figures 3 and 5 pages 13 and 15).

Option 1 provides the maximum density achievable on the hypothetical development site with surface parking. This option includes 23,000 square feet of commercial development, inclusive of ancillary hotel uses and retail commercial, and 87 hotel rooms. The project has a site coverage of 39% and a gross floor area of 72,200 square feet for a floor area ratio (FAR) density of 1.24.

Option 3 provides 29,600 square feet of ground floor commercial and 69 hotel rooms in the upper three stories, but requires a two storey parkade with 114 parking stalls to facilitate the additional commercial development. The project has site coverage of 75% and a gross floor area of 69,800 square feet for a density of 1.20.

Considering the cost of the two storey parkade, Option 3 is not financially feasible.

Therefore, the highest and best use of the hypothetical development site, based on the analysis completed by Meiklejohn Architecture, and the hypothetical covenant requiring the hypothetical development site to be developed with a hotel, is development with a project similar to Option 1, an 87 room three storey hotel built over 23,000 square feet of commercial and hotel amenity, and 118 surface parking stalls.

1.6.5 Hypothetical 1.34 acre Site with Hotel & "No Build" Covenant

Similar to Section 1.6.3, analysis was also undertaken of the impact on value of a "no build" covenant and a hotel covenant on the hypothetical development site. Meiklejohn Architects provided Option 2, which orients the commercial and the hotel along the Meikle Avenue frontage and utilizes the "no build" area for parking. See Figure 4, page 14, for an illustration. This layout provides for a density similar to Option 1, as it merely rotates the building on the site; therefore the overall density is very similar, with approximately 6 fewer hotel rooms, but 1,000 square feet less of ground floor commercial space, and 4 more parking stalls. Although the specifications are similar, the orientation is less desirable as it separates the building from the park by a surface parking lot, thus reducing the semi-waterfront influence on the value of the hotel.

FIGURE 3 - HOTEL DESIGN OPTION 1

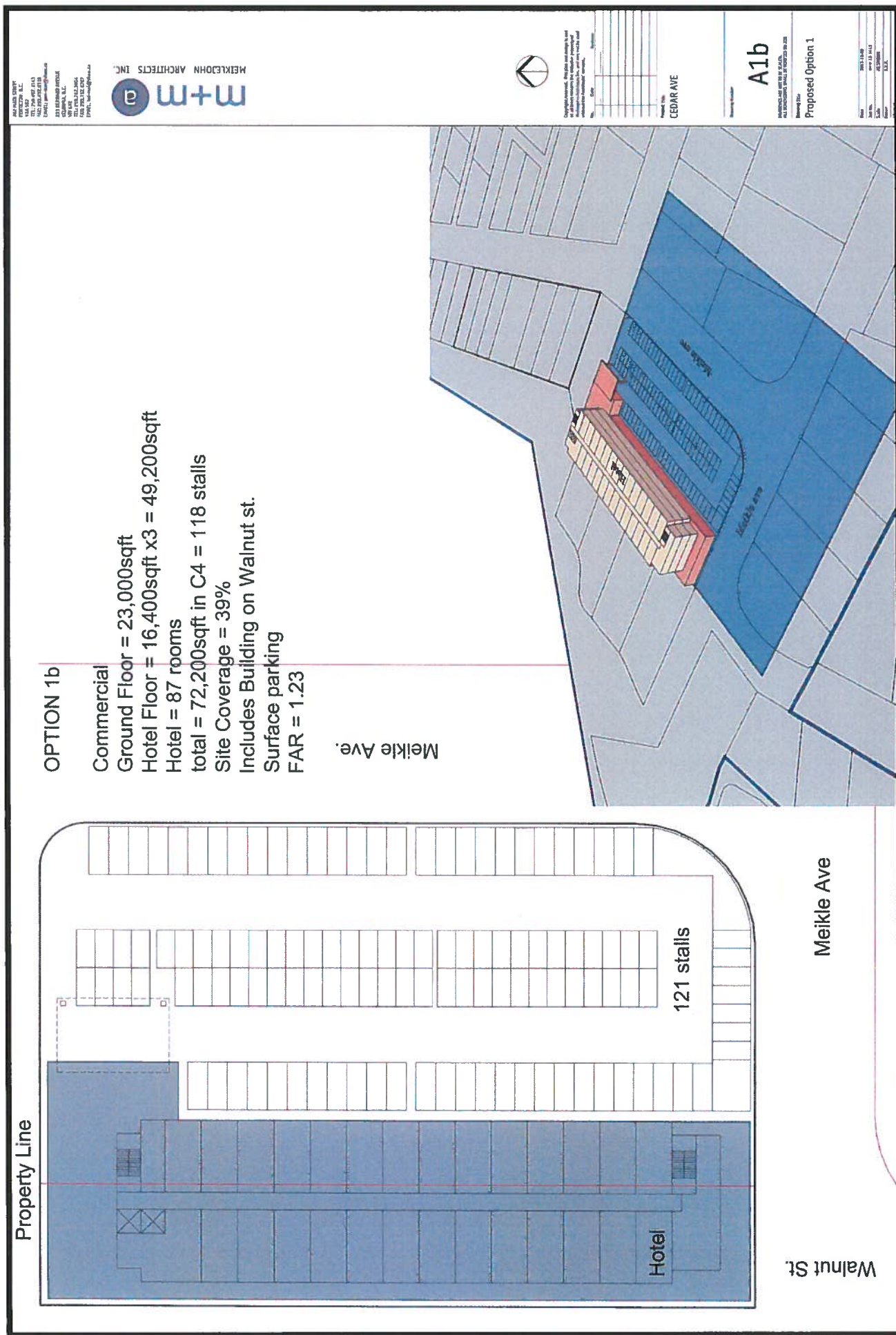
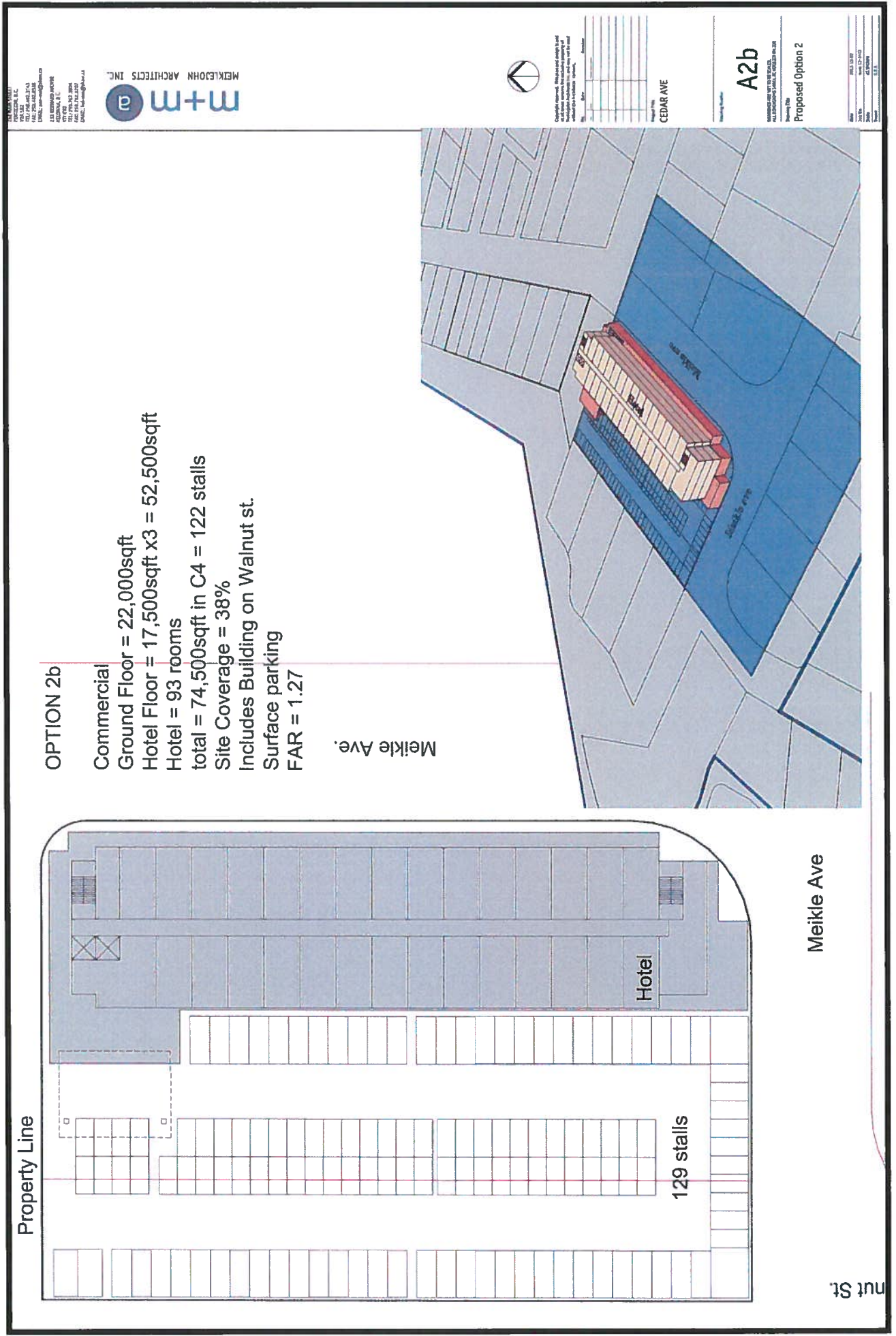


FIGURE 4 - HOTEL DESIGN OPTION 2



1.7 VALUATION

1.7.1 Overview

Valuation of the subject properties considers them as a proportional part of the hypothetical development site, without discount or premium, except in the case of the impacts of the "no build" and hotel covenants. The following valuations are an extension of the April 3, 2014 valuation and are based on the comparative indices analyzed at that time. In order to estimate the impact of the hotel covenant, and considering the conceptual design and limited project information, a high-level hotel Development Residual Approach was undertaken.

1.7.2 Hypothetical 1.34 acre C4 Zoned Development Site

The April 3, 2014 Short Narrative report concluded a market value for C4 zoned and serviced development land at \$82.50 per square foot, or \$55 per square foot of net floor area (FAR). Based on the revised hypothetical development site, which abuts the proposed waterfront park, essentially becoming semi-waterfront, the market value of the C4 development land increases to \$95 per square foot. Thus, the market value of the subject properties is estimated at:

3076 Meikle Avenue:	7,130 square feet x \$95.00	=	\$ 675,000
Walnut Street:	14,800 square feet x \$95.00	=	<u>\$1,405,000</u>
Total:	21,930 square feet x \$95.00	=	\$2,080,000

TWO MILLION EIGHTY THOUSAND DOLLARS

1.7.3 Hypothetical 1.34 acre Site with "No Build" Covenant

If the 14,800 square foot, 0.34 acre, Walnut Street hypothetical road closure is encumbered with a "no build" covenant, the footprint of the building would be restricted to the 1 acre adjacent development area; however, the Walnut Street area would be available for either limited patio use, so long as no obstructions are placed over the works, or possibly for parking or public pedestrian walkway. The highest and best use analysis concluded that the density transfer from the to the adjacent 1 acre developable area is unlikely as the cost of providing the necessary parking is approximately equal to the value of the density, thus offsetting any value. However, it is probable that the "no build" area will provide some benefit to the adjacent development site, either as surface parking, public pedestrian access, or perhaps as private patios, entirely

depending on the design of the proposed project. Although unlikely, if the project is oriented to the east, along Meikle Avenue, the "no build" area may be utilized as parking. This scenario is less than ideal as the project orientation faces away from Okanagan Lake. Alternatively, if the project faces the proposed park, the "no build" area could be used as parking, or as private patio space attached to adjacent residential or commercial units. Although patio development in the "no build" area would be limited, some benefit may be provided by the limited use area.

In this scenario, 3076 Meikle Avenue is not encumbered by the hypothetical "no build" covenant and the property remains semi-waterfront. Therefore, the concluded land value of \$95.00 per square foot remains the same. However, considering the limitations on use of the "no build" area, the adjustment for the use limitations is estimated at $1/3^{\text{rd}}$ of the unencumbered value: $\$95.00 \times 0.3333 = \31.66 per square foot, say \$30.00 per square foot.

3076 Meikle Avenue:	7,130 square feet x \$95.00	=	\$ 675,000
Walnut Street:	14,800 square feet x \$30.00	=	<u>\$ 445,000</u>
Total:	21,930 square feet x \$51.98	=	\$1,120,000

ONE MILLION ONE HUNDRED TWENTY THOUSAND DOLLARS

1.7.4 Hypothetical 1.34 acre Site with Hotel Covenant

Section 1.6.4 discusses the highest and best use of the hypothetical development site on the assumption that the subject properties are encumbered with a covenant limiting their use to a hotel. In order to estimate the impact on value of a hotel covenant on the subject properties, a "broad brush" Development Residual Approach was undertaken to estimate the maximum land value that a hotel could support, considering the site size, location, assumed C4 zoning, and the conceptual designs provided by Meiklejohn Architects.

Meiklejohn Architects provided two potential hotel options for the hypothetical development site, see Figures 3 and 5. Option 3, Figure 5, contemplates 29,600 square feet of ground floor commercial space and 69 hotel rooms, but requires a two storey parkade in order to achieve the additional ground floor development. Inclusion of the two storey parkade causes the development to be infeasible due to the cost of the parkade. Therefore, detailed analysis of Option 3 will not be undertaken.

However, Option 1 (Figure 3) provides for 23,000 square feet of ground floor commercial development, inclusive of the hotel lobby, amenity and convention space, and retail area. Based on 118 surface parking stalls, the project will allow for development of 87 hotel rooms, an effective density of 1.24.

In order to estimate the maximum land value that such a hotel could support, development costs for recent new hotels were analyzed as well as valuation metrics. For Option 1, it was assumed that the hotel would require 15,000 square feet of the ground floor space to facilitate the hotel lobby, administration areas, the hotel amenity, and meeting and convention space, leaving 8,000 square feet for retail uses such as a restaurant, clothing store or coffee shop.

The most difficult valuation metric to estimate for the hypothetical hotel is the RevPAR (Revenue Per Available Room) achievable, especially at the conceptual design stage. Variation in the RevPAR directly impacts the maximum land value that the project can support. Therefore, a probable value range has been provided to give an order of magnitude estimate of the impact. PKF Consulting reported the 2012 RevPAR for the Kelowna area at \$66 per night, based on an ADR (Average Daily Room Rate) of \$128 and an Occupancy Rate of 52%. The October 2013 year-to-date statistics indicate improvement over 2012, so the base RevPAR for Kelowna has been estimated at \$70 per night. These rates are primarily driven by average or better than average hotels in the Kelowna area, inclusive of high-end hotels like the Delta Grand, Manteo and the Eldorado, but also from highway fronting hotels like Best Western, Prestige, and Holiday Inn. Considering the subject semi-waterfront South Pandosy location, it is highly probable that a good quality hotel could achieve a RevPAR that is 50% greater than the average base RevPAR. However, because the project is at the concept stage only, a range of 25% to 75% greater was also analyzed to provide lower and upper limit estimates.

In addition to the value of the hotel, additional consideration was given to the surplus retail space not required by the hotel. Previous analysis concluded a rate of \$65 per square foot of net floor area for the hypothetical development site. Thus, the rate of \$65 per square foot was applied to the surplus retail space in the valuation, 8,000 square feet in the case of Option 1.

Based on the analysis, which has been retained in the appraisal file, the Option 1 hotel concept can support a maximum land value of ±\$54 per square foot, an estimated **45% lower** than the unencumbered land value of \$95.00. Based on a lower limit estimate, with a RevPAR at 25% greater than the average rate, the hotel can only support a land value that is **80% lower** than the unencumbered value. Similarly, using the upper limit, with a RevPAR of 75% greater than the average rate, the land value supportable by the hotel is only **10% lower** than the unencumbered rate. Essentially in order to achieve a land value on-par with the unencumbered value, the hotel would have to achieve rates very near the rates achieved by the best waterfront hotels in Kelowna.

Therefore, based on the analysis completed, the impact to the unencumbered land value of a hotel covenant (Option 1) is estimated at a decline of 45%, with a conceivable range from -10% to -80%.

Based on a decline of 45%, the value of the subject properties is estimated at:

Property:	Unencumbered Value		Hotel Covenant
3076 Meikle Avenue:	\$ 675,000 x 0.55	=	\$ 370,000 (rounded)
Walnut Street:	\$1,405,000 x 0.55	=	\$ 775,000 (rounded)
Total:	\$2,080,000 x 0.55	=	\$1,145,000 (rounded)

ONE MILLION ONE HUNDRED FORTY-FIVE THOUSAND DOLLARS

1.7.5 Hypothetical 1.34 acre Site with Hotel & "No Build" Covenant

Similar analysis undertaken in Section 1.7.4 was applied to Option 2, which reflects the hotel design that conforms to a "no build" covenant over the Walnut Street hypothetical road closure. The primary difference between Options 1 and 2 is that Option 2 orients the hotel and commercial space to Meikle Avenue, with the surface parking lot separating the hotel from the proposed waterfront park. The negative impact of this design is that neither the hotel rooms, nor the commercial, benefit from the park adjacent location and instead are separated from the park by a surface parking lot. The impact on the hotel project is estimated to be a 15% decrease in RevPAR from the values estimated in Section 1.7.4. Including a similar decline to the commercial land value, the resulting impact is an 80% decline in land value, as compared to the unencumbered C4 land value concluded in Section 1.7.2. In comparison with Option 1, Option 2 can support a maximum land value that is an additional 35% lower. Akin the analysis of Option 1, a range was provided that indicates a decline of 55% on the upper end to a decline of 100% on the lower end.

Therefore, based on the analysis completed, the impact to the unencumbered land value of a hotel and "no build" covenant on the subject properties (Option 2) is estimated at a decline of 80%, with a conceivable range from -55% to -100%.

Based on a decline of 80%, the value of the subject properties is estimated at:

Property:	Unencumbered Value		Hotel Covenant
3076 Meikle Avenue:	\$ 675,000 x 0.20	=	\$ 135,000 (rounded)
Walnut Street:	\$1,405,000 x 0.20	=	\$ 280,000 (rounded)
Total:	\$2,080,000 x 0.20	=	\$ 415,000 (rounded)

FOUR HUNDRED FIFTEEN THOUSAND DOLLARS

1.7.6 Additional Comments

The foregoing analysis has considered the value of the subject properties, as part of the hypothetical development site, unencumbered, but also encumbered by either a "no build" covenant, a hotel covenant, or both. The analysis did not explicitly investigate the value of the subject properties as an apartment hotel (strata hotel), which is a permitted use in the C4 zone, and may be construed as meeting the requirements of a "hotel" covenant. The analysis undertaken on the impact of a hotel covenant was based on a conventional hotel and not as an apartment hotel (strata hotel). There have been no apartment hotel projects developed in Kelowna since the downturn, therefore, the market for such a product is unproven.

Sincerely,

KENT-MACPHERSON

Per:

Sean Hughes, AACI, P. App, RI

Certification

Sean Hughes, AACI, P. App, RI

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported critical assumptions, contingent and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.
- I have no present or prospective interest in the properties which are the subject of this report, and I have no personal interest or bias with respect to the parties involved.
- The client for whom this appraisal report has been prepared, and any third parties, are advised that the Appraisal Institute of Canada retains the right to review this report.
- Compensation is not contingent upon the reporting of a predetermined value or direction in value that favours the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.
- Analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the code of Professional Ethics and Standards of Professional Practice of the Appraisal Institute of Canada.
- The undersigned made personal inspection of the subject properties (Revised Lot B) on February 25, 2014.
- Meiklejohn Architects Inc. provided project design assistance which was relied upon in the valuation of the impact of the hypothetical hotel covenant.

The Appraisal Institute of Canada has a Continuing Professional Development (CPD) program for members. As of the date of this report, Sean Hughes, AACI, P. App, RI has fulfilled the requirements of this program.

The market values of the fee simple interest in the subject properties, subject to the assumptions and limitations contained herein and in the April 3, 2014 appraisal, and as of February 25, 2014, are as shown in Section 1.7 of the attached letter.

Certified this 17th day of June, 2014.

Sean Hughes, AACI, P. App, RI



City of Kelowna
 1435 Water Street
 Kelowna, BC V1Y 1J4
 250 469-8500
 kelowna.ca

Council Policy

Disposal of City Property

APPROVED July 12, 2004

RESOLUTION: R375/10/04/26

REPLACING: R1039/08/11/24; R892/99/11/01; R-1971/07/06; R688/04/07/12

DATE OF LAST REVIEW: April 2010

1. THAT property of the City of Kelowna be sold when it appears that there is no present or future use contemplated or where there is no strategic benefit to the City.
2. THAT the Manager, Real Estate Services continually keep the property inventory of the City under review and submit recommendations to the Municipal Council for disposal of any property considered not to have present or reasonable future use or where holding of the property has no strategic benefit to the City.
3. THAT each sale be considered on its own merits by the Municipal Council taking into consideration the recommendations of the Director of Real Estate & Building Services.
4. THAT, when permitted by statute, lands may be listed for sale through a contracted real estate agent and/or multiple listing service at the discretion of the Director of Real Estate & Building Services.
5. THAT the City of Kelowna, with respect to its properties located at the foot of Cedar Avenue (see below for properties affected) will require that building heights within 25m of non City-owned single unit waterfront home be no more than 2.5 storeys in height and that any potential rezoning to allow for a hotel, not include provision for any of the following uses:
 - Powerboat marina
 - Facilities requiring a liquor primary license
 - Hotel in excess of 50 units
 - Properties Affected (by address)

3020 Abbott Street	3060 Abbott Street	3096 Walnut Street
3030 Abbott Street	3070 Abbott Street	3098 Walnut Street
3040 Abbott Street	3080 Abbott Street	252 Meikle Avenue
3050 Abbott Street	3090 Walnut Street	

REASON FOR POLICY

To identify that the City only acquires and holds land when it is needed.

LEGISLATIVE AUTHORITY

Local Government Act, Sec. 176

PROCEDURE FOR IMPLEMENTATION

As outlined in this policy.

PANDOSY WATERFRONT

June 23, 2014



AGENDA

- ▶ Refined Option 1 analysis
 - ▶ Site design/adjacent development
 - ▶ Park construction & amenity
 - ▶ Paddle Center
 - ▶ Cost/funding
 - ▶ Timing
- ▶ Next Steps
 - ▶ Process & Timing

MAY 5TH COUNCIL DIRECTION

- ▶ Analysis of 'Refined Option 1'
- ▶ Incorporate 2 northernmost city owned properties as park
- ▶ Examine the development potential of the adjacent properties

REFINED OPTION 4



REFINED OPTION 1

- ▶ Meets majority of parameters endorsed by Council
- ▶ Large Park - 10,810 sq. meters
- ▶ Important development integration considerations

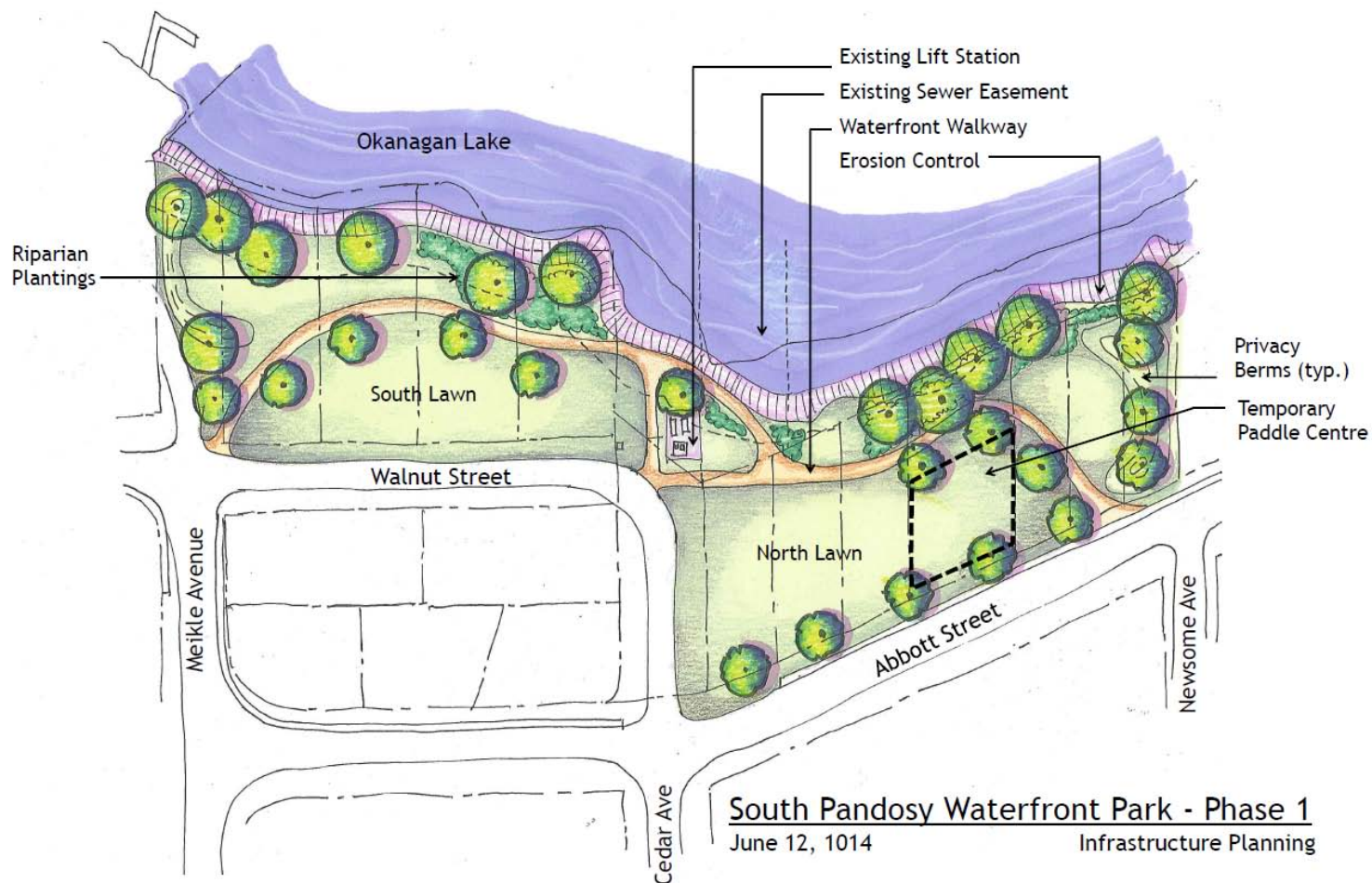
REFINED OPTION 1

- ▶ Charrette Feedback Summary
 - ▶ Movement by bicycle
 - ▶ Arrival to waterfront
 - ▶ Waterfront access
 - ▶ Distinction between public & private space

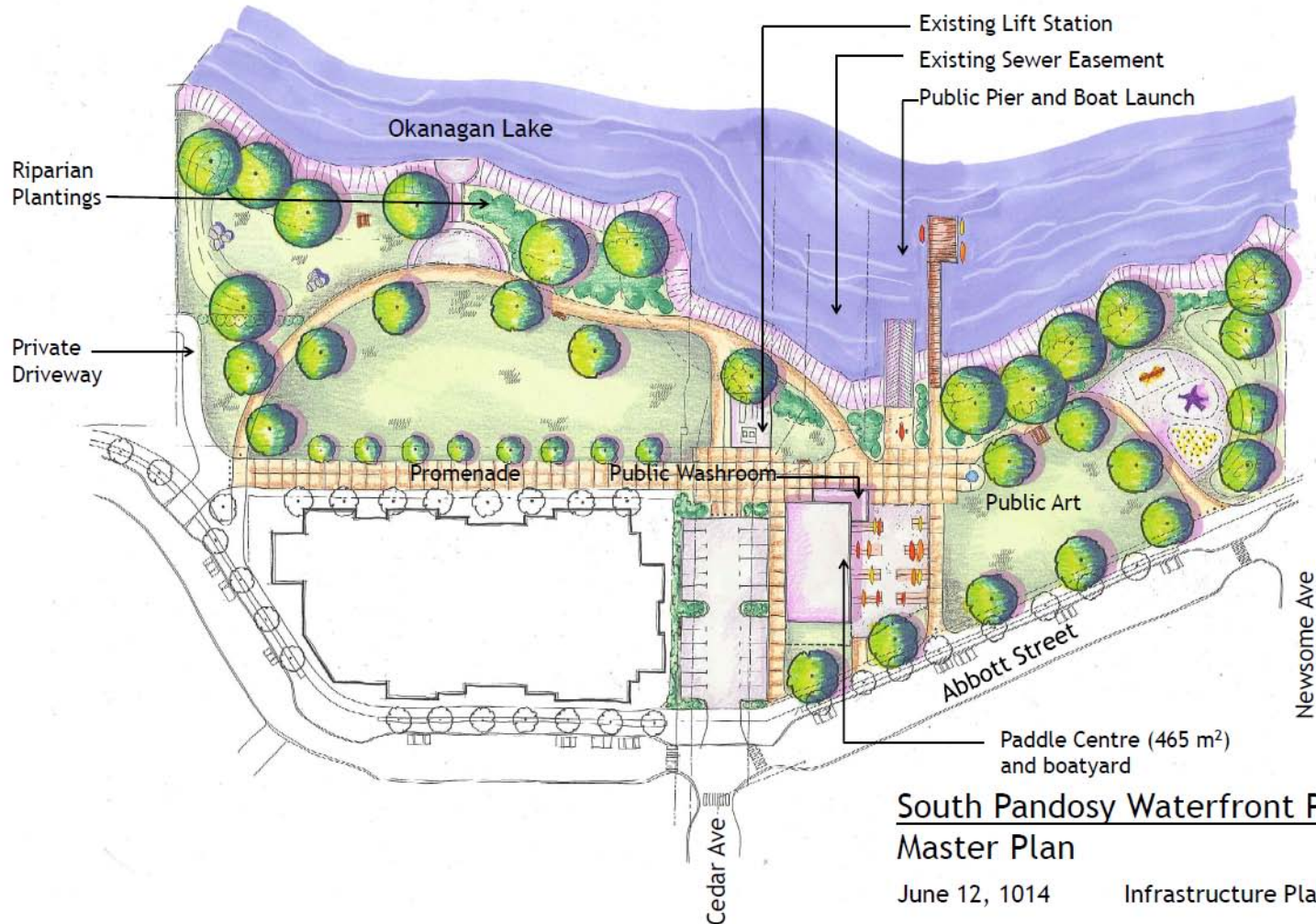
OPTIONS ANALYSIS: TECHNICAL IMPLICATIONS

- ▶ Capital impact & feasibility
- ▶ Sale of Walnut
- ▶ Phasing opportunities
- ▶ Parking
- ▶ Re-zoning

PARK PHASE 1



PARK PHASE 2

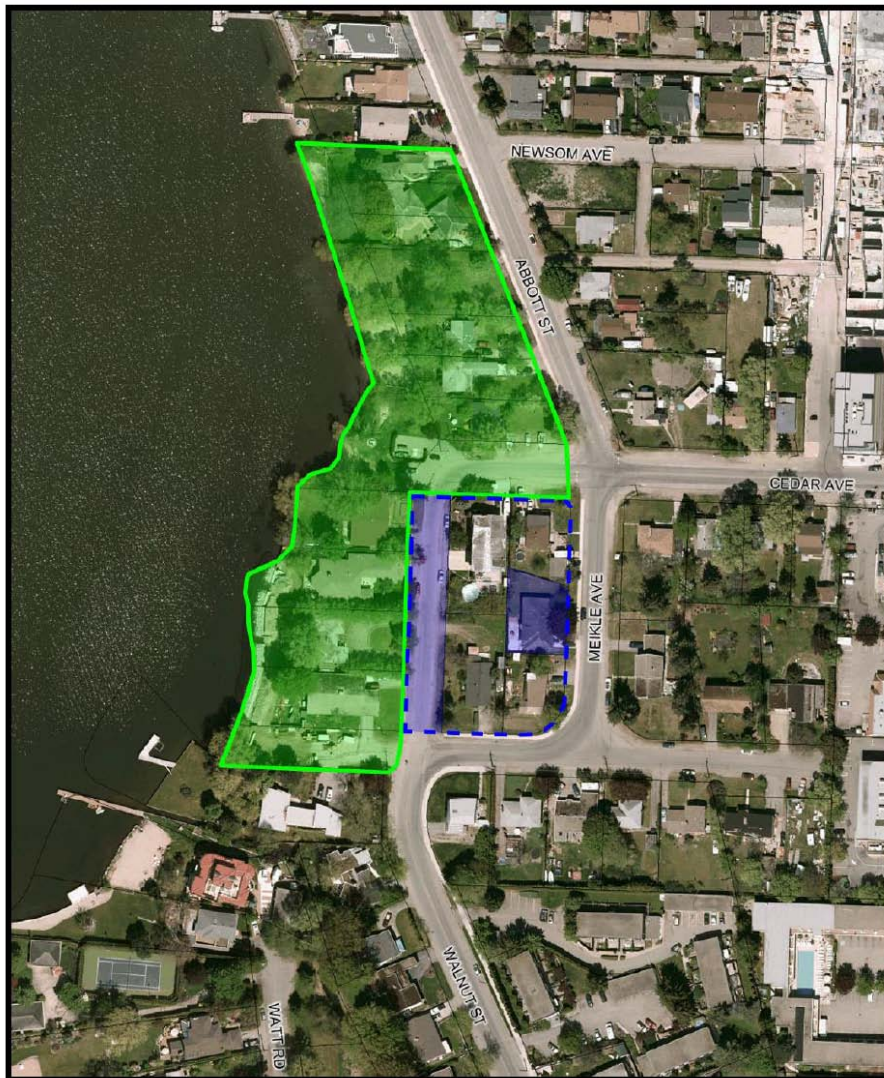


South Pandosy Waterfront Park Master Plan

June 12, 1014

Infrastructure Planning

ADJACENT DEVELOPMENT



ADJACENT DEVELOPMENT

- ▶ Walnut Street
- ▶ Development potential
 - ▶ Zoning
 - ▶ Use
 - ▶ Ownership

COST ANALYSIS

	Refined Option 1	Modified Refined Option 1	Modified Refined Option 1 with Hotel covenant
<u>Capital Cost</u>			
Item			
Park Construction			
Phase 1	\$ 1,318,302	\$ 1,318,302	\$ 1,318,302
Phase 2	\$ 1,825,438	\$ 1,649,801	\$ 1,649,801
Total Park Construction	\$ 3,143,740	\$ 2,968,103	\$ 2,968,103
<u>Future Requirements</u>			
Utility Relocation/Road & Abbott Upgrade	\$ 2,675,400	\$ 2,599,345	\$ 2,599,345
Additional Land requirements	\$ 110,000	\$ -	\$ -
Total Capital Expense	\$ 5,929,140	\$ 5,567,448	\$ 5,567,448
<u>Land Sale Revenue</u>			
Walnut Street*	\$ -	\$ 805,420	\$ 175,420
3076 Meikle	\$ 675,000	\$ 675,000	\$ 370,000
Total Land Sale Revenue	\$ 675,000	\$ 1,540,000	\$ 545,420
Total Funding Requirement	\$ 5,254,140	\$ 4,027,448	\$ 5,022,028
*Walnut Street Revenue net after \$599,580 to relocate utilities			

FUNDING & TIMING

- ▶ Land sales
- ▶ Capital impact
- ▶ Park priorities
- ▶ Timeline for development
 - ▶ Park phase 1
 - ▶ Park phase 2
 - ▶ Abbott multi-use corridor
 - ▶ Development parcel

PADDLE CENTRE

- ▶ Community amenity
 - ▶ Charrette incorporation
 - ▶ Council parameter
- ▶ Size & utility
 - ▶ Up to 5000 square feet
- ▶ Club growth - interim options
- ▶ Ownership and development cost

STAFF RECOMMENDATIONS

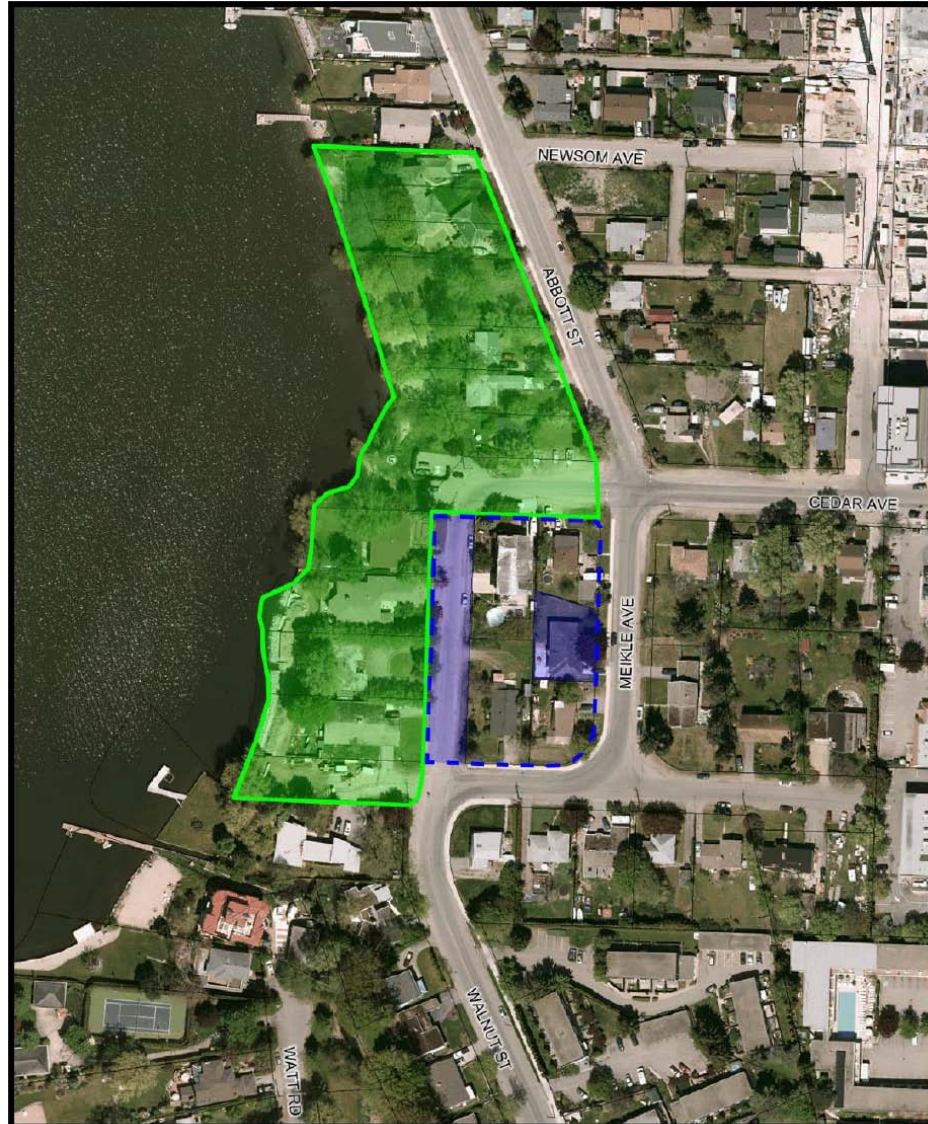
- ▶ Rezone 12 city owned properties to P3
- ▶ Proceed with the disposition of City owned properties
- ▶ Provision of land tenure for incorporation of Kelowna Paddle Center

NEXT STEPS

- ▶ Return with...
 - ▶ Re-zoning application for 12 city owned properties
 - ▶ Road closure bylaw for Meikle Ave road end
 - ▶ Appropriate land tenure for Paddle Center
 - ▶ Amendment of temporary use permit
 - ▶ Mechanism for long term inclusion

TIMELINE

- ▶ Rezoning and subdivision applications
 - ▶ July/August
- ▶ Temporary Use Permit amendment
 - ▶ September
- ▶ Zoning adoption
 - ▶ Fall
- ▶ Project construction
 - ▶ Dependant on funding



August 31st Service Changes

City of Kelowna

Three Year Service Plan (2014 – 2016)



City of Kelowna



June 2012

Transit Future Plan

CENTRAL OKANAGAN REGION | May 2012



Connecting People and Communities

TRANSIT future



RapidBus
Project

2014 RapidBus Service Change Plan



February 2014

1

August 31, 2014 Service Changes

City of Kelowna Service Changes:

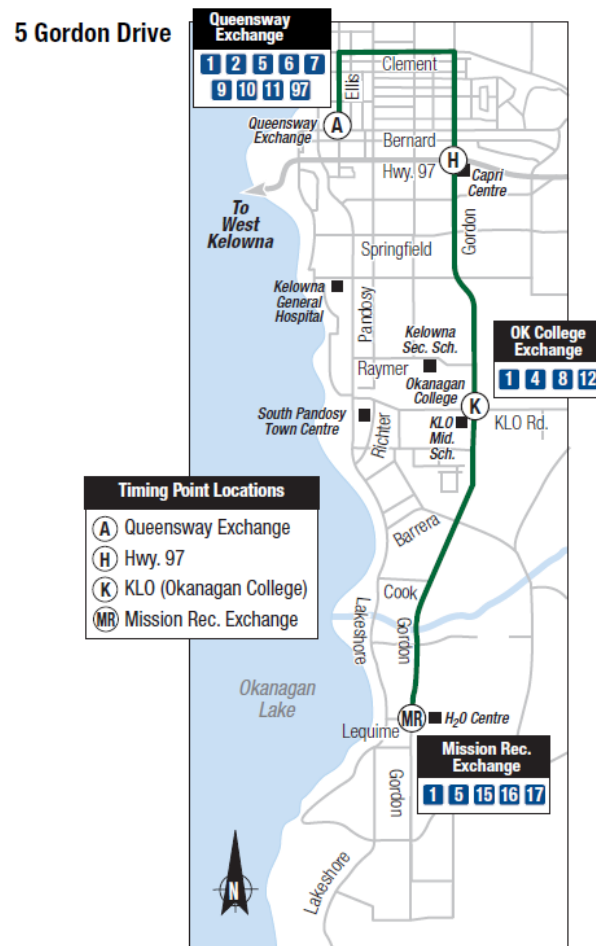
- Re-instatement of seasonal service
- Improved service reliability
- New route on Gordon Drive in Kelowna
- Re-alignment of 8 University to service Kelowna General Hospital
- Midday service improvements on the 97 RapidBus

Other Regional Network Changes:

- Opening of RapidBus Stations on the Westside (Westbank Centre Exchange, Butt Road, Boucherie Mountain Transit Exchange, Westlake-Hudson) and integration of local service
- New local route in the District of Lake Country
- Service enhancements on the 22 Peachland

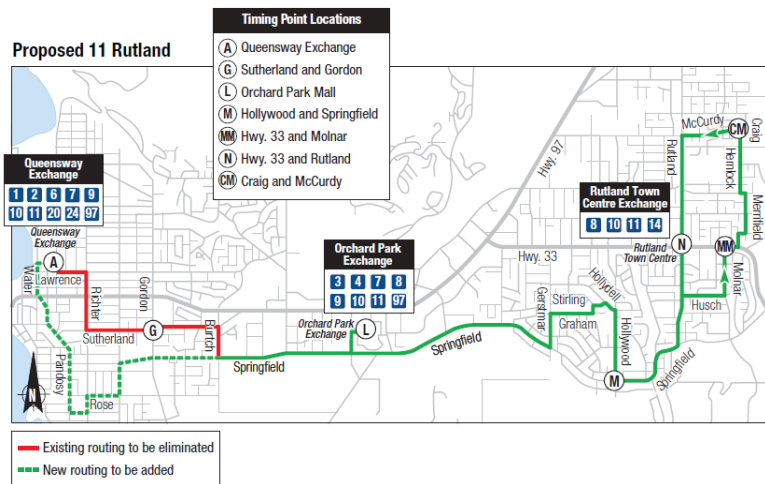


New Route on Gordon Drive



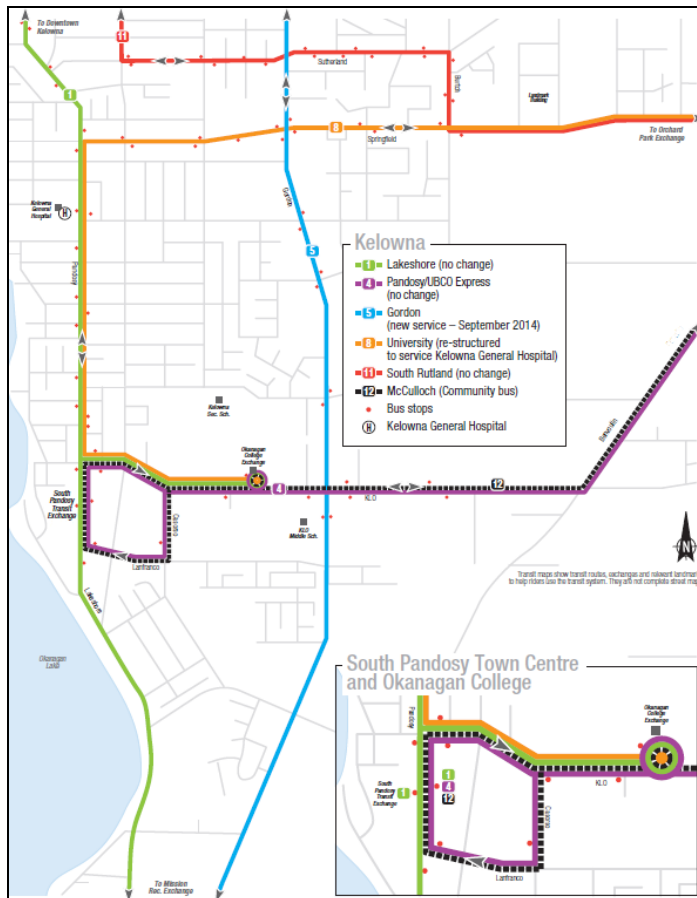
- New route along Gordon Drive operating between Mission Rec. Exchange and downtown Kelowna, connecting Okanagan College, H2O/Capital News Centre, RapidBus Stations
- Operating every 30-60 minutes on Monday-Saturday and every 60 minutes on Sundays and holidays
 - » Monday-Friday - 6:00am-10:00pm
 - » Saturday - 8:00am-10:00pm
 - » Sunday/holiday – 8:00am-8:00pm

Re-Alignment of Service to Kelowna General Hospital (KGH)



- Original re-alignment in Transit Future Plan saw the 11 Rutland being extended to KGH
- Upon further critical analysis ,it was concluded the 8 University was a better candidate for re-alignment, because:
 - » The high ridership on Sutherland would be significantly impacted by a change to the 11 Rutland as they would now have to transfer
 - » Required more resources than originally anticipated
 - » Created a circuitous routing which punished existing customers and discouraged future customers

Re-Alignment of 8 University to Service Kelowna General Hospital



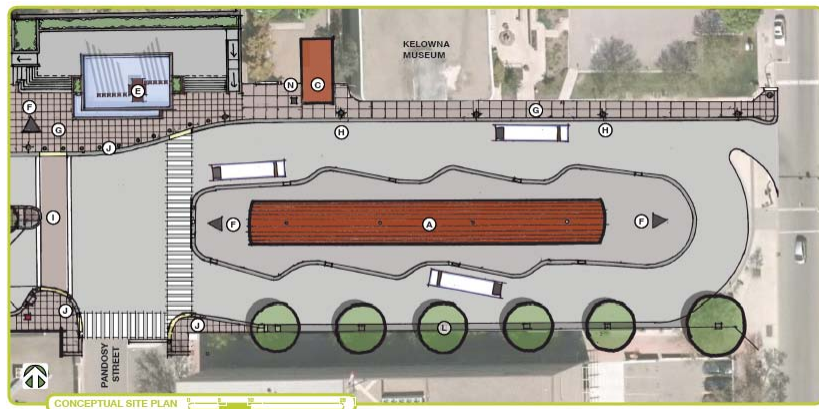
Key Benefits

- Meets original goal of doubling service to KGH to meet demand
- Provides two-way service on Springfield/Cadder
- Doubles service on Pandosy between the Town Centre and KGH
- Provides minimal disruption to existing customers
- Contributes to the goal of providing direct, efficient service on major corridors

Challenges

- Customers along Ethel Street and Lanfranco Road now have to change travel patterns

RapidBus Service Changes



- Improved midday service operating between UBCO and downtown Kelowna to address significant over-crowding
- Opening of new RapidBus infrastructure at Queensway Exchange and Okanagan College
- Opening of RapidBus Stations on the Westside (Westbank Centre Exchange, Butt Road, Boucherie Mountain Transit Exchange, Westlake-Hudson) and integration of local service
- Improved customer information



Public Consultation Summary

- Extensive consultation took place on these service changes in April 2014 including a “Sneak Peek” of the draft schedules
- Changes to the 8 University had 60% in support of the change and 20% not in support (20% responded that the change did not impact them). Specific concerns:
 - » The 8 University would no longer provide service on Ethel Street
 - » The 8 University would no longer provide service along Lanfranco
- As a result of feedback, BCT and CoK working with customers and community groups to address concerns
- Overwhelming support for the new 5 Gordon Drive and 97 RapidBus changes



SUBJECT: Kelowna Regional Transit August 31st Service Change Summary **DRAFT**

This report outlines the service changes planned for August 31st and the outcomes from recent public consultation conducted in support of these changes. At the request of City of Kelowna staff, this report also discusses the options and impacts for addressing key public feedback heard as part of that consultation.

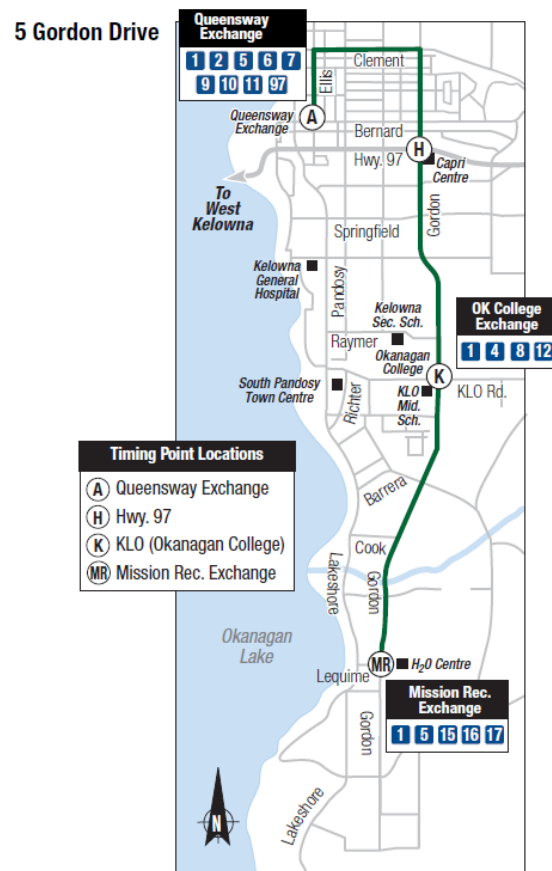
1.0 Service Change Summary

In July 2013, Council endorsed the 3 year service plan for transit expansions in 2014. The transit expansion planned for 2014 included the introduction of a new route on Gordon Drive, the re-alignment of existing service to serve Kelowna General Hospital and general improvements to address service reliability and over-crowding issues. These service changes are scheduled to begin on August 31, 2014 in conjunction with the launch of the Kelowna RapidBus Phase II. Below is a detailed summary of each service change.

Introduction of new route on Gordon Drive

In accordance with the Transit Future Plan for the Central Okanagan, a new route along Gordon Drive between Mission Rec. Exchange and downtown Kelowna will be introduced. The Gordon Drive route will provide new sustainable transportation options for people who live and work in the area and provide direction connections between major travel destinations (e.g. Downtown Kelowna, Highway 97 RapidBus corridor, Okanagan College and the H2O/Capital News Centre). The route will also complement existing transit services in the lakeshore Road/Pandosy Street corridor, thereby providing increased capacity to service future growth in south Kelowna.

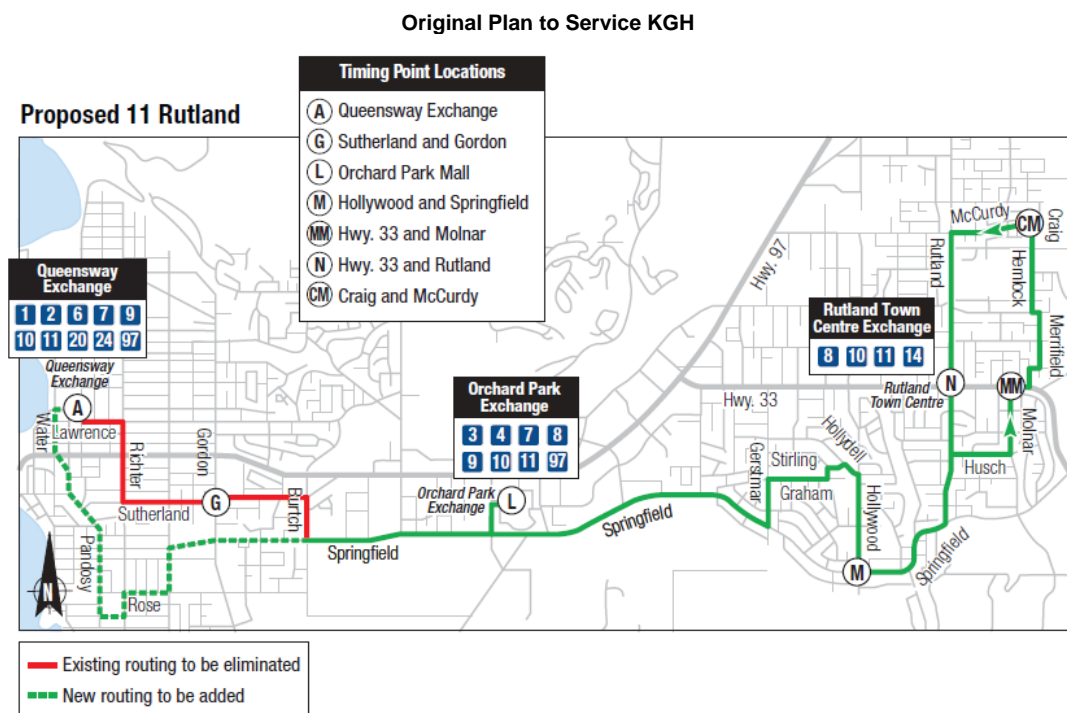
The new 5 Gordon Drive route will begin operating at introductory service levels of every 30-60 minutes on weekdays and Saturdays and every 60 minutes on Sundays and holidays. It is expected that these service levels will be improved at some point in the future as demand continues to increase.



Re-alignment of Existing Service to Serve Kelowna General Hospital (KGH)

The Kelowna General Hospital continues to place major demands on the City's transportation network, and with additional hospital expansion planned in the future, transit demand is only expected to grow. Currently, the only transit service that provides access to the hospital is the 1 Lakeshore. As a result, the 1 Lakeshore experiences significant crowding and service reliability issues as it serves all customers travelling from downtown to the hospital, Okanagan College, Pandosy Town Centre and Mission. A vast number of visitors and staff at KGH reside on the east side of Kelowna therefore providing a link between was identified as a high priority for service enhancements for the Kelowna transit network.

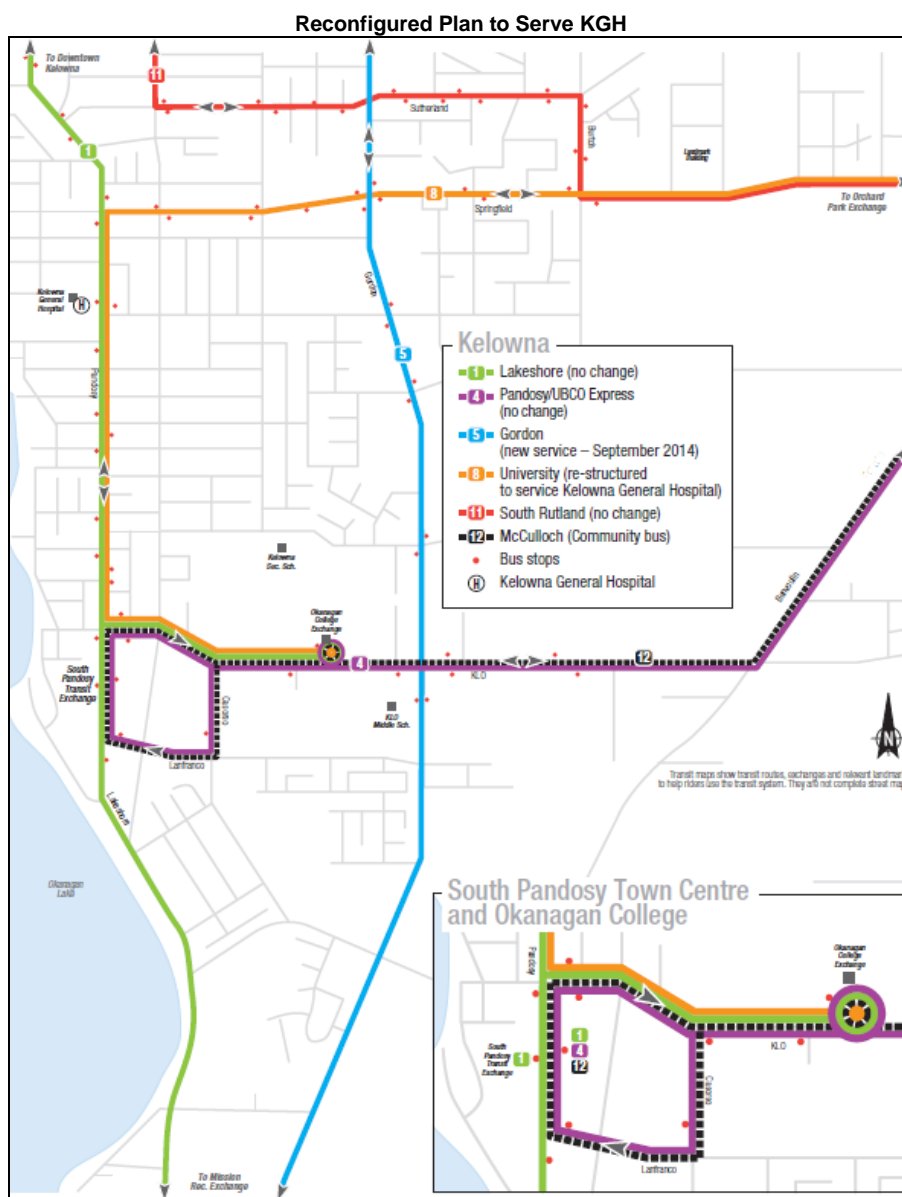
In the Transit Future Plan, the original plan was to re-align the 11 Rutland to serve the hospital and replace the discontinued service on Sutherland with a shuttle service operating between Queensway Exchange and Burtch and Springfield. This original proposal is summarized in the map below.



However, after a more critical analysis of the ridership data, origin-destination information and demographics it was concluded that the 8 University would be a better candidate for re-alignment to serve Kelowna General Hospital. Re-aligning the 11 Rutland down to KGH would have the following negative impacts to the network:

- Requires more resources than originally anticipated to replace service on Sutherland.
- Creates a circuitous routing on the 11 Rutland, which would punish existing customers who were destined for downtown Kelowna and may discourage future customers from using the service
- All existing customers on Sutherland (which has some of the highest ridership in the system) would now have to transfer to another service if they were destined anywhere east of Burtch (e.g. to Orchard Park or Rutland). The impacts associated with adding a transfer would have definitely resulted in a drop in ridership

Below is a map of the revised network plan, with the 11 Rutland operating status quo and the 8 University now extending to Pandosy to serve KGH.



The benefits of extending the 8 University to KGH include:

- Meets the primary goal of doubling service levels to KGH and providing UBCO/Rutland/Orchard Park direct transit services to KGH
- Provide two-way service on Springfield/Cadder where no service exists today
- Double service levels on Pandosy between the town centre and KGH to provide high frequency service levels for this key corridor with the goal of getting people out of their cars and onto transit more effectively
- Provides minimal disruption to existing customers
- Significantly contribute to the goal of providing direct, efficiently routed service on key corridors as per the Transit Future Plan's Frequent Transit Network (FTN) objectives

The combination of the redesigned 8 University and the new 5 Gordon Drive service will greatly improve access to transit service for everyone in the Gordon Drive and Pandosy catchment area. This enhancement directly keeps with the objectives of the Transit Future Plan; in which the primary system enhancements focus on establishing a strong Frequent Transit Network (FTN) consisting of two-way, direct services via major corridors.

Customers impacted by this change are those currently using the service along Ethel Street. Existing customers will now have to walk to an alternate bus stop on Pandosy, Springfield, Gordon or KLO to access transit service. For employees and visitors at Cottonwood Care Centre, the distance to the new Springfield Road stops will be approximately 120 metres further away, but will now provide two way service options, including direct service to KGH.

In planning the 8 University route change, all options that would see service retained on Ethel were explored in detail. However, each option added significant running time and cost and deviated from the overall objective of providing a convenient, timely ride for passengers and improving the overall network of the Kelowna system. With that being said, there are some possible options to continue operating service on Ethel Street that are summarized in Section 3.

Improve service reliability, address overcrowding and optimize service

Service reliability on a transit system can have significant impacts on its provider and both existing and potential customers. To customers, unreliable service affects their perception of service quality and transit's ease of use compared to other mode choices, while to transit agencies, this translates to loss of ridership and revenues and higher costs to provide additional service to compensate for unreliable service operations. For the Kelowna region, the most common causes of service unreliability are passenger loads, traffic issues and variable running times.

To deal with these service reliability issues, resources have been invested to schedule running times that are reflective of actual operating conditions. Specific routes that are being improved include the 1 Lakeshore, 8 University, 10 North Rutland and 11 Rutland.

In addition reliability issues, resources have also been invested to alleviate overcrowding on major corridors. These improvements include:

- Improved midday service on 97 RapidBus operating between UBCO and downtown Kelowna
- Improved balanced headways on the 1 Lakeshore and 8 University to provide more consistent service including one early morning trip on 1 Lakeshore to meet KGH start times

Resource implications

The detailed scheduling work has been completed and will be used to complete the AOA Amendment #1. These detailed costs will be provided to the City of Kelowna staff in the next couple of weeks. The hours required to complete the scheduled service were slightly higher than originally estimated. The annual service hours required were originally estimated at 11,650 and the actual amount is 12,400 annual service hours.

The increase in hours should not impact the 2014 budget as there were some savings accumulated by converting some Conventional bus hours to Community Bus. The detailed budget changes will be provided to City staff when the AOA Amendment #1 is complete.

RapidBus Phase II

The first phase of the Kelowna RapidBus was completed in September 2012. It established RapidBus service between UBCO and Queensway Exchange in downtown Kelowna. In September 2013, the second phase included the extension of the RapidBus to Westbank First Nation (WFN) and the District of West Kelowna.

Building off the success of the initial phases, the final part of phase two of the project is planned for implementation on August 31, 2014. This includes new RapidBus transit stations/exchanges, branded shelters and real-time passenger information. The integration of the services to the RapidBus will also improve the network connectivity of the entire Central Okanagan.

Much of the success of the RapidBus depends on convenient access to the line, including a high level of integration of bus facilities into stations to allow for comfortable and convenient transfers. Therefore, as part of this project many bus routes will be reconfigured to better serve the stations. This also includes the rerouting or discontinuation of portions of routes that would duplicate RapidBus service, most notably any local service that connects West Kelowna and Westbank First Nation to downtown Kelowna. These proposed changes also support the Central Okanagan Transit Future Plan.

For the City of Kelowna, two new RapidBus stations at Richter Street and Gordon Drive were officially opened in April of this year. Construction work is currently taking place for upgrades to the Okanagan College exchange and Downtown Queensway exchange.

2.0 Public Consultation Summary

In collaboration with City of Kelowna staff and other area partners, BC Transit undertook public consultation from April 30 to May 12 on upcoming service changes for the Kelowna Regional Transit System. The nature of this consultation was a “Sneak Peek,” which enabled participants to not only view proposed route map changes but to also see proposed schedules for the service changes. The service changes are scheduled to begin on August 31, 2014 in conjunction with the launch of Kelowna RapidBus Phase II.

The Sneak Peek included information and proposed routes and schedules for the following changes within the City of Kelowna:

- Introduction of a new transit route on Gordon Drive (5 Gordon) operating between Mission Rec Exchange and Downtown Kelowna
- Re-alignment of 8 University to better serve Kelowna General Hospital (KGH)
- Improved frequency on the 97 RapidBus between Downtown and UBCO during the midday

The consultation process included open houses at key locations/exchanges within the transit system, online survey and materials, and an open house held at the transit maintenance facility specifically to gather feedback from front line transit staff.

The detailed results from the consultation are attached. Overall, response to the introduction of route 5 Gordon and the changes to the 97 RapidBus were very well supported, with only 1.6% of respondents not supporting the introduction of route 5 Gordon and 6.6% of respondents not supporting the route 97 RapidBus changes (mainly related to route network adjustments within West Kelowna not the increase of frequency within the City of Kelowna).

Responses to the route 8 University changes were more mixed. Approximately half of respondents (49%) said they supported the change, with another 12% supporting the change with minor adjustments and 19% responding that it didn't matter either way. For those who supported the change, the direct, frequent link from Rutland and Orchard Park Mall to Kelowna General Hospital (KGH) was seen as a huge gain. However, while the overwhelming majority said they supported the change or it didn't affect them, 20% said they did not support the change. For those who said they did not support the change, their main reasons were:

1. The new 8 University would no longer provide service on Ethel Street, particularly the Cottonwoods care facility, since it would now route in both directions along Pandosy Street to serve KGH rather than continuing to operate in one direction along Ethel.

2. It would also no longer provide service in one direction the stop located directly in front of South Pandosy Town Centre on Pandosy, since the new route would access Okanagan College via Pandosy and KLO road in both directions, rather than routing via KLO, Carsorso, Lanfranco, Pandosy as it does now.

Generally, creating service that operates along the same corridor in both directions builds ridership for transit since two-way service is always easier for customers to understand. In both cases, the new route continues to pass within 400 metres of the affected areas. 400 metres is used as a guideline for acceptable walk limits to access transit, particularly for higher capacity, higher frequency routes such as route 8 University.

Experience in other systems where similar changes have been made to make service more consistent and direct has shown that reorienting service around direct key corridors rather than covering broad areas results in initial disruption to existing passenger travel patterns and negative feedback, but over time results in ridership gain. Indeed, within the City of Kelowna when service on what was then the 97 Express was moved from the Orchard Park Exchange to Hwy 97 there was a similar pattern. As significant route structure changes go, the fact that 80% of survey respondents either support the changes or are not affected by them is a positive.

However, the following section looks at what the options and tradeoffs might be to adjust service to meet the two key public concerns noted above.

3.0 Discussion: Service Options

The following presents transit service options to address the service comments outlined above. Costs for options are based on 2014/15 Annual Operating Agreement budget figures. Actual costs may vary depending on confirmed budget figures and finalization of operating details.

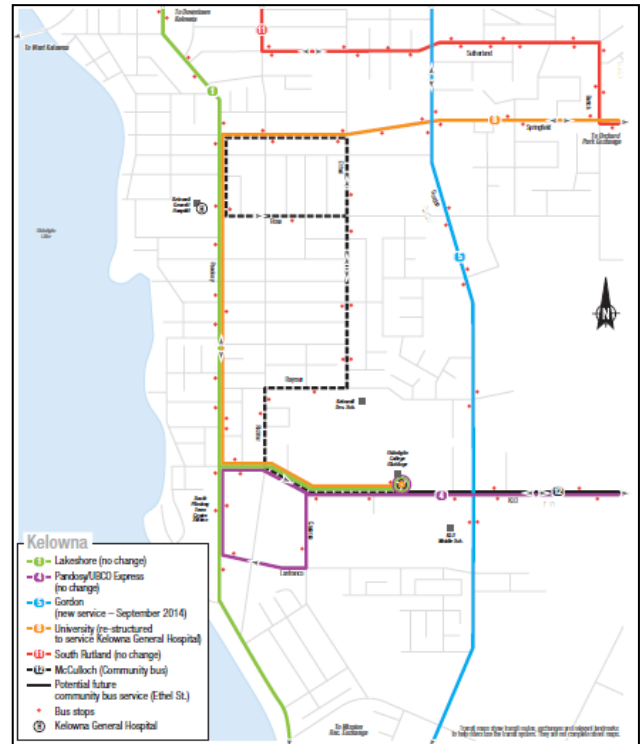
Service Option 1: Implement Community Bus Service on Ethel

Description: This option would keep the 8 University on Pandosy Street as proposed but would provide service to Ethel Street using a community bus. As shown in the black dotted line in the map at right, service would start and end at Okanagan College and would route via KLO, Richter, Ethel, Cadder, Pandosy, Rose, Ethel, Richter, KLO.

The longer term vision is for community bus service of this nature to be implemented in conjunction with other extensions to other roads and destinations with a focus on the needs of seniors. However, in the interim, it may be possible to extend the 12 McCulloch community bus to the routing shown at right on select trips Monday to Saturday.

It is estimated that the loop shown would take an additional 15 minutes. Inserting this time into the 12 McCulloch schedule would substantially disrupt that service and would cost an additional peak period bus and approximately 10 hours of service per day.

However, the 12 McCulloch has a notable amount of recovery time at its Gallaghers terminus point reserved in case it is requested to deviate off-route to pick up passengers with a disability at their homes. If this time is not being used (additional analysis required), it would be possible to adjust trip times on the McCulloch to enable 3-4 trips per day Monday to Saturday to Ethel using the routing shown at no additional cost.



Key Benefits:

- Provides an interim level of service on Ethel Street at potentially no additional cost, including service to the Cottonwood Care Centre stop.
- Provides an additional layer of service past Kelowna General Hospital.

Disadvantages:

- May disrupt existing travel patterns in the McCulloch area.
- Is a significantly lower level of service than currently provided on Ethel. However, over the long term, service by community bus is a more appropriate level of transit for this corridor.

Service Option 2: Extend 8 University to South Pandosy Town Centre

Description: This option looks at revising the proposed 8 University to serve the South Pandosy loop that is part of the existing route. Rather than operating to and from Okanagan College via KLO and Pandosy (as is currently planned), it would route to the College via Pandosy and KLO and then from the College would route via KLO, Carsorso, Lanfranco and Pandosy to serve the existing stop at South Pandosy Town Centre on Pandosy.

This routing change would happen on all trips and adds 3 minutes of running time to each trip, which means that all schedules would need to be adjusted to maintain adequate recovery time required to keep service reliable. The 8 University is often joined to the 23 Lake Country (particularly in the evenings and Sundays), so this change would also affect scheduling of trips on that route. It is estimated that the change would require an additional 650 hours per year.

Key Benefits:

- Maintains existing travel patterns.

Disadvantages:

- In order to accommodate the additional time required, the 8 University would now need to operate on a 35 minute long trip cycle rather than the existing 30 minutes. This means that the route would no longer have the same regularity of service as other routes in the system.
- As noted in section 1.0, consolidating service on major corridors in both directions is always more attractive to passengers over the long term than one way loops. This also conforms with the long term Frequent Transit Network outlined in the Central Okanagan Transit Future Plan, which planned to moved service off Carsorso and Lanfranco in order to consolidate service on Gordon, KLO and Pandosy.
- The neighbourhood of Carsorso and Lanfranco has reasonable residential density, and is within 400 metres walk of frequent transit on KLO, Gordon and Pandosy. The streets will also continue to be served by route 4 Pandosy/UBCO Express.
- Since the 1 Lakeshore continues to travel between South Pandosy Town Centre and Okanagan College (where connections to the 8 University can be made for those who may have difficulty walking), the extension of the 8 University duplicates resources. Walking distance from the existing South Pandosy Town Centre stop to where the 8 University is proposed to stop on KLO at Pandosy is 260 metres.

4.0 Conclusions and Recommendations

It is recommended that the City of Kelowna continue with the scope of service changes as outlined in Section 1 as they will improve the network, attract new ridership and adhere to the goals outlined in the Central Okanagan Transit Future Plan with minimal disruption to existing customers. Once these service changes have been implemented, an extensive monitoring review will take place on the impacts of these changes. Based on this review, if it is concluded that service on Ethel and around South Pandosy Town Centre are still inadequate then the proposed options in Section 3 could be pursued in more detail.

Report to Council



Date: June 9, 2014
Rim No. 1405-06
To: City Manager
From: Jerry Dombowsky, Regional Programs Manager
Subject: Transit Ridership June 2014 Report to Council

Recommendation:

THAT Council receive the report of the Regional Programs Manager dated June 9, 2014 for information on transit ridership performance in 2013;

AND THAT Council approve the Conventional Transit service adjustments to be implemented on August 31, 2014 as presented;

Purpose: To provide a review of transit ridership performance in 2013 by route, and to provide Council with information on planned service adjustments throughout 2014.

Background:

Annual System Performance Review

Since 2012, an annual system performance review has been conducted, assessing the performance of all routes based on the minimum performance target thresholds established in the 2011 Transit Future Plan. This included a target threshold of 35 rides per service hour with a minimum threshold of 12 rides per hour; and a target of 35% cost recovery with a minimum 15% cost recovery on all routes.

For the last 4 months of 2013, on an all-week summary basis, all routes exceeded the minimum threshold of 12 rides per service hour, with an average of 34 rides per service hour for all routes. The 15% cost recovery minimum threshold was exceeded by all 12 of Kelowna's Conventional Bus service routes. Cost recovery on Conventional Bus service routes combined is 29%. Cost recovery over the same period in 2012 was 28%.

Due to data collection and data quality issues, reporting on Community Bus routes is not available for this time period, as BC Transit was not able to provide this information with a satisfactory level of confidence. This will be resolved for next year.

2013 System Performance (Sept - Dec)	Cost Recovery	Rides per service hour
1 Lakeshore	34%	40.40
2 North End Shuttle	21%	25.01
3 Dilworth	21%	24.88
4 Pandosy UBCO Express	20%	23.97
6 Glenmore UBCO Express	24%	28.99
7 Glenmore	18%	21.32
8 University	36%	42.62
9 Shopper Shuttle	22%	26.00
10 North Rutland	28%	33.46
11 Rutland	26%	31.20
88 School Special	46%	54.33
97 Express	30%	35.33
All routes	29%	34.0

-  exceeds target performance standard

In comparison to the same time period in 2012 (Sept. - Dec.), of note is the continued growth in both ridership and performance on the 97 Express route which saw ridership increase by 18% while cost recovery grew from 28% to 30%. Ridership on the #1 Lakeshore route is up by 6.4% while cost recovery improved from 33% to 34%. The #9 Shoppers Shuttle experienced improvement in both ridership and performance. Cost recovery is now at 22% vs. 14% in 2012. All other Conventional service routes are holding fairly steady in terms of performance year over year.

Increased University and College enrollment, growth in ridership to and from Mission Recreation Park, and increased trips to the re-located Seniors Centre (Water Street to PRC) are among the factors influencing growth in ridership and improvement in cost recovery City wide.

2014 Service Adjustments

In July 2013, Council endorsed the 3 year service plan for transit expansions beginning in 2014. The transit expansion planned for 2014 included the introduction of a new route on Gordon Drive, the re-alignment of existing service to serve Kelowna General Hospital and general improvements to address service reliability and over-crowding issues. These service changes are scheduled to begin on August 31, 2014 in conjunction with the launch of the Kelowna RapidBus Phase II.

A detailed report on the 2014 service adjustments is attached to this report. The following is a summary.

Introduction of new route on Gordon Drive

- New #5 Gordon route connecting Mission Recreation Park to downtown Queensway via Gordon Drive.

- New #5 route provides direct connections between major destinations (Downtown Kelowna, Highway 97 RapidBus corridor, KSS, Okanagan College and the H20/Capital News Centre).
- Initially set to operate at service levels of every 30-60 minutes on weekdays and Saturdays and every 60 minutes on Sundays and holidays.

Re-alignment of #8 University route to serve Kelowna General Hospital (KGH)

- Re-align #8 University route to provide direct service to KGH, connecting UBCO, Rutland, Orchard Park, and the Springfield corridor to this key destination.
- Re-routing the #8 University serves to eliminate the one-way Ethel service loop, replacing it with new #5 Gordon two-way service and new two-way #8 University service on Springfield/ Cadder.
- Service is effectively doubled for Ethel Street/ Cottonwoods residents and visitors. Added walk times may challenge some, but are still within the typically acceptable 400 metre walk limit for transit service.
- With over 250,000 patient visits per year and over 2,400 fulltime employees, KGH is a major transportation, traffic and parking demand generator. The re-routing provides access to a large portion of the public and creates new critical transportation options for many, essentially creating a "Super Route" connecting UBCO, Central Rutland, Orchard Park, the Springfield Corridor, KGH, Pandosy Centre, and Okanagan College.
- Options to retain service on Ethel Street were reviewed in detail, but added significant running time, cost, and detracted from providing a convenient, timely ride for passengers and improving the overall network of the Kelowna system.
- The option to extend the existing #12 McCulloch community bus route to serve Ethel as described in the attached report is not recommended, as it would only be able to provide limited off peak service, would potentially compromise reliability of the #12 service, and detracts from the system wide goal of creating a feeder network that is efficient and consistent in frequency and duration of service.

Service Reliability

- To deal with service reliability issues, resources have been invested to schedule running times that are reflective of actual operating conditions making connections between buses work better and improving on-time performance.
- Specific routes that are being improved include the 1 Lakeshore, 8 University, 10 North Rutland and 11 Rutland.
- Resources have also been invested to alleviate overcrowding on major corridors. These improvements include improved midday service on 97 RapidBus operating between UBCO and downtown Kelowna, and improved balanced headways on the 1 Lakeshore and 8 University to provide more consistent service including one early morning trip on 1 Lakeshore to meet KGH start times.

Rapid Bus project

- The final phase of the RapidBus project is planned for implementation on August 31, 2014. This includes new RapidBus transit stations/exchanges, branded shelters and real-time passenger information.

- Two new RapidBus stations at Richter Street and Gordon Drive were officially opened in April of this year. Construction work is currently taking place for upgrades to the Okanagan College exchange and Downtown Queensway exchange. The Rapid Bus component of the Queensway Exchange will be complete August 31st, for the fall service change, with the remainder of the exchange to be completed in the following months.

Public Consultation

- In collaboration with City of Kelowna staff and other area partners, BC Transit undertook public consultation from April 30 to May 12 on upcoming service changes for the Kelowna Regional Transit System enabling participants to not only view proposed route map changes but to also see proposed schedules for the service changes.
- The consultation process included open houses at key locations/exchanges within the transit system, online survey and materials, and an open house held at the transit maintenance facility specifically to gather feedback from front line transit staff.
- Overall, response to the introduction of route 5 Gordon and the changes to the 97 RapidBus were very well supported, 98% of respondents supporting/neutral of the introduction of route 5 Gordon and 93% supporting/neutral of the route 97 RapidBus changes.
- Approximately half of the respondents said they supported the change to the 8 University route, with another 12% supporting the change with minor adjustments and 19% responding that it didn't matter either way.

The scope of service changes outlined in this report are recommended as they will improve the network, attract new ridership and adhere to the goals outlined in the Central Okanagan Transit Future Plan with minimal disruption to existing customers. Once these service changes have been implemented, an extensive monitoring review will take place on the impacts of these changes, and any need to pursue alternative actions can be evaluated.

Council's approval of the above service adjustments is sought in this regard.

Financial/Budgetary Considerations: Funding for the expansion and adjustments was included in the Council approved request at Provisional Budget.

External Agency/Public Comments: BC Transit has reviewed the report and attachments.

Considerations not applicable to this report:

Internal Circulation
 Legal/Statutory Authority
 Legal/Statutory Procedural Requirements
 Existing Policy
 Personnel Implications
 Communications Comments
 Alternate Recommendation

Submitted by:



J. Dombowsky, Regional Programs Manager

Approved for inclusion:



R. Westlake, Director, Regional Services

Attachments: Kelowna 2014 Transit Service Change Summary Report

cc:

G. Davidson, Director, Financial Services
E. Felker, Regional Transit Manager, BC Transit
M. Boyd, Senior Transit Planner, BC Transit

Report to Council



Date: June 9, 2014
Rim No. 1405-06
To: City Manager
From: Jerry Dombowsky, Regional Programs Manager
Subject: Transit 3 Year Plan June 2014 Report to Council

Recommendation:

THAT Council receive as information the Three Year Service Plan for public transit service expansions from 2015 to 2017 as prepared by BC Transit in consultation with City staff;

AND FURTHER THAT staff prepare budget submissions based on the Three Year Service Plan for the 2015 budget and future budgets, for review by Council as part of the annual budget process;

Purpose: To provide Council as information, a strategy for public transit expansions from 2015 to 2017.

Background:

3 Year Transit Service Plan

Strategic Planning

The City has been working progressively for many years to develop the local public transit service as a strong and viable alternative mode of transportation. A number of initiatives since 2003 have led to the implementation of a higher order of public transit service in Kelowna. These initiatives have included:

- Central Okanagan Smart Transit Plan (2004-2005)
- Capital Funding Study (2006)
- UBC U-Pass & Enhanced Hwy 97 Transit Service (2007)
- Rapid Bus Phase 1 Implementation (2008-2010)
- Kelowna 2030 OCP (2010-2011)
- Transit Future Plan (2010-2011)
- Rapid Bus Phases 2 & 3, Project Definition Report (2010-2012)
- Rapid Bus Phase 2 & 3 Implementation (current)

As the community grows, it is important for the City to proactively plan public transit expansions to best serve future mobility needs. The Transit Future Plan suggests an average annual increase for the City of Kelowna of 11,000 service hours (9% annual increase of current service hours) required to meet the provincial and local government demand targets. These targets are for a doubling of ridership by 2020 (from 4.3M to 8M rides/yr) and almost fourfold transit ridership (16M rides/yr) by 2035. The intention of this three-year plan (attached) is to continue to build transit ridership in the City of Kelowna in support of the mode share targets outlined in the Transit Future Plan, but at a more modest rate.

2014 will experience a significant amount of growth and change to the Kelowna transit network. This includes the introduction of new routes, the re-alignment of existing routes and the completion of phase two of the RapidBus. Following the implementation of these changes on August 31, a significant monitoring study will take place to ensure that the schedules and route changes are meeting the needs of the customers. The ridership will also be analyzed closely and then compared with previous years to review the impact of the changes. Once this monitoring review is completed, the findings will be summarized in a detailed Service Review of the Kelowna transit system.

3 Year Service Plan Highlights:

- All 3 years of the service plans propose improving service reliability, addressing overcrowding, and optimizing service.

Proposed 2015-16 Service Changes

- For 2015-16, 3,000 annual service hours and two expansion buses are proposed. Service optimization includes work done to adjust service levels to best match demand, schedule and routing changes to attract specific passenger markets, and other changes made to improve the operational efficiency of the system.

Proposed 2016-17 Service Changes

- For 2016-17, 4,500 annual service hours and two buses are proposed. Some of the potential investment areas include: Identify service with reliability issues and adjust schedules; Develop Frequent Transit Network (FTN); Improve service on the 97 RapidBus; Improve service on U-Pass routes.
- Potential optimization projects to be considered include: Re-designing underperforming services; Re-allocating underperforming resources to areas with high performance; Expanding service to new areas.

Proposed 2017-18 Service Changes

- For 2017-18, 6,000 annual service hours and four buses are proposed. Some of the potential investment areas include: Identify service with reliability issues and adjust schedules; Develop Frequent Transit Network (FTN); Improve service on the 97 RapidBus; Improve service on U-Pass routes.

- Potential optimization projects to be considered: Re-designing underperforming services; Re-allocating underperforming resources to areas with high performance; Expanding service to new areas.

The existing transit garage building is described as being at capacity in the attached BC Transit report. However, the garage building has an additional bay that is currently used for storage that can be re-assigned. The building itself does not constrain expansion assuming some non-repair bay activities are re-located onsite. Storage of buses that are displaced or added to the fleet will have to be provided offsite at a yet undetermined cost.

Internal Circulation:

Financial/Budgetary Considerations:

The net annual and cumulative budget impact for the City with the expansions shown in the Service Plan is as follows:

	2015	2016	2017	2018
Sept. introduction cost	\$71,667	\$100,000	\$141,667	
Annualized cost	\$215,000	\$300,000	\$425,000	\$283,333
Cumulative Budget Impact by Year	\$71,667	\$315,000	\$656,667	\$940,000

There will also be ongoing base funding increases required each year.

External Agency/Public Comments: BC Transit has reviewed the report and attachment

Considerations not applicable to this report:

Legal/Statutory Authority
 Legal/Statutory Procedural Requirements
 Existing Policy
 Financial/Budgetary Considerations
 Personnel Implications
 Communications Comments
 Alternate Recommendation

Submitted by:



J. Dombowsky, Regional Programs Manager

Approved for inclusion:



R. Westlake, Director, Regional Services

Attachments: Kelowna Three Year Service Plan

cc:

G. Davidson, Director, Financial Services
E. Felker, Regional Transit Manager, BC Transit
M. Boyd, Senior Transit Planner, BC Transit

City of Kelowna

Three Year Service Plan (2015 – 2017)



June 2014

City of Kelowna



1.1 Introduction

The City of Kelowna approved the Central Okanagan Transit Future Plan in August 2011 as the guiding document for expansion of public transit over the next 25 years. This three year plan is designed to achieve the goals and objectives of the long range plan by outlining detailed transit expansion and optimization plans for the next three years.

The Central Okanagan Transit Future Plan, completed in 2011, outlines a 25-year vision for Transit in Kelowna and the rest of the Central Okanagan. It establishes a goal of achieving 7 per cent mode share by 2035, which translates to 11 million more annual rides over existing levels (4.7M in 2012). This three-year plan is designed to support the Transit Future Plan by outlining the immediate priorities and strategic implementation packages. It includes additional details such as service hours, fleet requirements, estimated cost and estimated revenue. This plan informs the budgeting process for both BC Transit and the City of Kelowna.

The intention of this three-year plan is to continue to build transit ridership in the City of Kelowna in support of the mode share targets outlined in the Transit Future Plan. The proposed projects are in coordination with the City of Kelowna's smart growth and community goals. In addition to service expansion projects, this plan also addresses opportunities to improve and optimize the existing service.

2014 experienced a significant amount of growth and change to the Kelowna transit network. This included the introduction of new routes, the re-alignment of existing routes and the completion of phase two of the RapidBus. Following the implementation of these changes on August 31, a significant monitoring study will take place to ensure that the schedules and route changes are meeting the needs of the customers. The ridership will also be analyzed closely and then compared with previous years to review the impact of the changes.

Once this monitoring review is completed, the findings will be summarized in a detailed Service Review of the Kelowna transit system. This Service Review will include a detailed analysis of the schedules, running times, connections, schedule reliability and routings and will provide recommendations on possible service enhancements or optimization opportunities. It will also identify the Service Guidelines and Service Standards of the Kelowna transit system which will help to steer decision-making processes in the future.

1.2 2014 Service Change Summary

For 2014, the City of Kelowna is making significant changes to the transit network. This includes the introduction of new service and re-alignment/maintenance of existing services. 2014 also includes the completion of the second phase of the RapidBus. A summary of the changes is below:

April 2014:

- Opening of RapidBus Stations at Richter Street and Gordon Drive
- Service reliability improvements (revised running times and connections)
- Seasonal service reductions (U-Pass service)

June 2014:

- Seasonal service reductions (School service)

September 2014:

- Introduction of new route on Gordon Drive operating between downtown and Mission Rec. Exchange
- Re-alignment of the 8 University to provide additional service to Kelowna General Hospital
- Improvements to midday service on the 97 RapidBus (between UBCO and downtown Kelowna)
- Service reliability improvements on the 1 Lakeshore, 8 University, 10 North Rutland and 11 Rutland
- Seasonal service re-instatements
- Opening of new transit exchanges at Downtown Queensway Exchange and Okanagan College Exchange

2.1 Service Options

Based on the vision of the Central Okanagan Transit Future Plan, the community goals, a review of existing Kelowna transit service and findings from analysis and public feedback, a set of service change proposals have been developed and prioritized for routes serving the City within the Kelowna Regional Transit System. The proposals include options to improve service, infrastructure and community transit support initiatives. More information on the community growth can be found in Section 3 and a more detailed summary of the service options can be found in Section 4.

Please note that all costs contained herein are estimates based on the 2014/15 Kelowna Regional Annual Operating Agreement. Ridership estimates are primarily based on minimum performance standards. Service hours are estimated at the planning level, meaning that detailed scheduling has not been conducted to determine other factors such as time required to travel to the garage and other operational implications. The vehicles required are exclusive of additional fleet that may be necessary to ensure that the spare ratio is sufficient. These costs do not reflect any potential changes in the proportional division of costs between other partners in the Kelowna Regional Transit System.

The subsequent table outlines expansion initiatives identified for Kelowna transit system along with a high level annual costing based on the hourly rates of the system.

Service Option Summary: Estimated Additional Annual Impacts (City of Kelowna)

Service Proposal	Buses*	Service Hours	Estimated Revenue	Total Operating Costs (Including Vehicles)	Net Municipal Share of Costs (Annual)**
2015-16					
Improve service reliability, address overcrowding and optimize service	2	3,000	\$20,000	\$380,000	\$215,000
2015-16	2	3,000	\$20,000	\$380,000	\$215,000
2016-17					
Improve service reliability, address overcrowding and optimize service	2	4,500	\$40,000	\$545,000	\$300,000
2016-17	2	4,500	\$40,000	\$545,000	\$300,000
2017-18					
Improve service reliability, address overcrowding and optimize service	3	6,000	\$50,000	\$775,000	\$425,000
2017-18	3	6,000	\$50,000	\$775,000	\$425,000
Total	7	13,500	\$110,000	\$1,700,000	\$940,000

*Expansion vehicles are limited to zero by the current facility situation.

** The costs shown above identify The City of Kelowna's portion, are based on AOA averages, do not reflect an increase in base costs and do not reflect any potential changes in the proportional division of costs between other partners in the Kelowna Transit System.

2.2 Proposed 2015-16 Service Changes

Improve service reliability, address over-crowding and optimize service

For 2015-16, 3,000 annual service hours and two expansion buses are allocated to improve service reliability, address over-crowding and optimize service. Service optimization includes work done to adjust service levels to best match demand, schedule and routing changes to attract specific passenger markets, and other changes made to improve the operational efficiency of the system.

Service reliability on a transit system can have significant impacts on its provider and both existing and potential customers. To customers, unreliable service affects their perception of service quality and transit's ease of use compared to the other mode choices, while to transit agencies, this translates to loss of ridership and revenues and higher costs to provide additional service to compensate for unreliable service operations. For the Kelowna region, the most common causes of service unreliability are passenger loads, traffic issues and variable running times.

For Kelowna, the best strategy to deal with service reliability issues is to schedule running times that are reflective of actual operating conditions and to resolve overcrowding issues. Some of the potential investment areas include:

- Identify service with reliability issues and adjust schedules
- Develop Frequent Transit Network (FTN)
- Improve service on the 97 RapidBus
- Improve service on the 4 Pandosy/UBCO Express
- Improve service on the #6 Glenmore/UBCO Express and/or the #7 Glenmore

In addition to addressing service reliability issues, investigating opportunities for service optimization should also be continued. These proposals are based on system performance evidence, public feedback and operational review. The process to pursue these projects includes an annual system level review. Then, to better understand how the City's service is performing within the Regional System, routes primarily servicing the City of Kelowna will solely be reviewed with findings presented in the Service Review.

Problematic or underperforming routes will be investigated further to determine opportunities for optimization. Issues identified can be both positive and negative, ranging from pass-ups due to over subscription, low ridership or unreliability. Automatic Passenger Counters (APC's) data is the primary source of information and is supplemented by GFI farebox data.

Potential optimization projects could include:

- Re-designing underperforming services, such as using a different vehicle type or changing routing or scheduling
- Re-allocating underperforming resources to areas with high performance
- Expanding service to new areas

These projects will be further identified in the detailed Service Review that will take place in early 2015.

2.3 Proposed 2016-17 Service Changes

Improve service reliability, address over-crowding and optimize service

For 2016-17, 4,500 annual service hours and two buses are set aside to improve service reliability, address over-crowding and optimize service. Some of the potential investment areas include:

- Identify service with reliability issues and adjust schedules
- Develop Frequent Transit Network (FTN)
- Improve service on the 97 RapidBus
- Improve service on U-Pass routes

Potential optimization projects could include:

- Re-designing underperforming services
- Re-allocating underperforming resources to areas with high performance
- Expanding service to new areas

Some of these projects may be identified in the detailed Service Review that will take place in early 2015.

2.4 Proposed 2017-18 Service Changes

Improve service reliability, address over-crowding and optimize service

For 2017-18, 6,000 annual service hours and four buses are set aside to continue to improve service reliability, address over-crowding and optimize service. Some of the potential investment areas include:

- Identify service with reliability issues and adjust schedules
- Develop Frequent Transit Network (FTN)
- Improve service on the 97 RapidBus
- Improve service on U-Pass routes

Potential optimization projects could include:

- Re-designing underperforming services
- Re-allocating underperforming resources to areas with high performance
- Expanding service to new areas

Some of these projects may be identified in the detailed Service Review that will take place in early 2015.

3.1 Infrastructure Changes

Over the next three years, the following infrastructure changes should also be considered.

Rutland Town Centre network integration

Recognized as a key urban centre in the City of Kelowna's Official Community Plan, the Rutland Town Centre has been the focus of a number of key planning initiatives in an effort to realize the vision of creating an attractive transit-oriented town centre.

Included in the transit investments in Rutland is a new two lane road on Shepherd Road between Dougall Road and Roxby Road that includes:

- Wide sidewalks
- Traffic calming measures and parking lanes on either side of Shepherd Road that can be utilized in the future for three additional bus pull-outs
- Landscaping with pedestrian crosswalks at mid-block
- Street lighting

As part of the long-term plan, the City of Kelowna is planning on extending Shepherd Road to Rutland Road. Once this extension is achieved, then the existing transit route network will be revised to utilize the new exchange. Routes that will be potentially realigned to serve Rutland include the 8 University, 10 North Rutland and 11 Rutland.

UBCO exchange and campus entrance/egress

As part of the UBCO Masterplan process, options to improve the existing transit exchange are being considered. This could include improvements to the existing location along Alumni Avenue or possibly the relocation of the exchange to a new area on the campus. Any changes to the location may have an impact on resources as additional running time may be required to serve a new exchange. BC Transit and the City of Kelowna are both involved with the planning process.

In addition to revisions to the exchange, there may also be changes to the existing entrance and egress to UBCO. This could include changes to the Highway 97 on-ramp and off-ramps and additional connections to the campus by new roadway connections from the south and the west.

Okanagan Highway 97 six laning from Highway 33 to Edwards Road

This project includes urban widening from 4 to 6 lanes of Okanagan Highway 97 in Kelowna from Highway 33 to Edwards Road and will also consist of consolidating accesses and intersection improvements. The project includes upgrades to major intersections, Leathead, McCurdy, Findlay/Hollywood (new signal) and Sexsmith. In addition, Rutland Road will be realigned to increase the separation between Highway 97 and Rutland Road which will help reduce congestion at the Sexsmith intersection.

These changes will have a significant impact to the transit service in the area and may potentially require permanent routing changes for several routes. BC Transit, the City of Kelowna and the Ministry of Transportation are working together closely to ensure that the ultimate plans serve the best interests of transit and construction disruption is minimized.

4.1 Custom Transit

Based on analysis of the Custom Transit system in Kelowna, the ridership is quite high. Given the high demand for Custom Transit, as an alternative to expanding the Custom Transit resources, it is recommended that the City of Kelowna and BC Transit pursue opportunities to encourage existing handyDART users to migrate to the fully accessible conventional system by providing education and outreach on how to use the system. Seniors and persons with a disability are under-represented on the current conventional system and should be considered as potential growth markets.

Another option would be to encourage the operating company to provide a conventional bus for scheduled outreach sessions at seniors' centers. This is very helpful in increasing seniors' confidence in using conventional transit in that they have the opportunity to learn/practice taking their mobility aids (scooters, wheelchairs, walkers, etc.) on and off the bus at their own pace – without a bus full of people watching them. BC Transit also provides stickers for riders to put on their scooters to show that they have completed the “training” and that the mobility aid is bus-friendly.

BC Transit is also currently undertaking a pilot project in the Comox Valley and nearby Vernon Regional Transit Systems to improve the handyDART registration process. Rather than applicants filling in a paper application, this new process is more interactive in order to better assess each applicants individual transit needs and abilities. This revised process could potentially encourage handyDART customers to use the conventional system. Once the pilot project has proceeded, BC Transit will share the results with City staff.

5.1 Community Transit Supportive Initiatives

Given the growth of the City that is expected over the next several years, the City should continue to invest in programs to encourage the use of active transportation like transit, walking and biking. With rising oil prices and increasing environmental concerns, it is vital that investments be made to attract residents to these alternatives. Some strategies include:

- Identify opportunities to improve transit priority;
- Continue employee transit incentive programs (ProPass);
- Introduce a “Transit Day” where City staff and elected officials ride the buses and greet the customers;
- Pursue the U-Pass program expansion.

Additionally, understanding the interdependencies between land use patterns and transit productivity is critically important to a successful transit system. The combined location decisions and land use planning choices made by individuals, institutions, developers and municipalities directly influence the level of transit mobility they can expect. Therefore, it is important that all land-use decisions made in the City of Kelowna consider the impacts it will have to the transit system in the short and long term. BC Transit is committed to working with the City, as well as developers and the general public to support the active transportation methods in the City of Kelowna

The City may find it helpful to use BC Transit's development referral service, which enables local governments to send larger-scale development or rezoning proposals to BC Transit for comment. As part of this referral process, BC Transit reviews the proposal and provides local government with

comments on how the proposed development fits with the existing transit network, the outlook for future transit service to the development area, and comments on pedestrian links or transit amenities that would make the development more transit-friendly.

Development referrals can be sent to developmentreferrals@bctransit.com.

6.1 Implementation Considerations

The report recommends implementing the service changes options in a staged approach. This will allow the most critical needs and cost-effective options to be implemented first. It is also recognized that service needs and/or local government capacity to fund transit improvements may change over time. Therefore, options for implementation which require expansion to service hours or vehicles will need to be confirmed on an annual basis for the subsequent year as part of the local budget approval process. All new fleet requests stemming from any service expansion will likely trigger a new bus order, therefore necessitating an 18-24 month lead time before expected delivery and introduction to revenue service.

Also, it is recognized that the implementation of any option requiring expansion is dependent on BC Transit's fiscal year budget, as well as the allocation of available provincial transit expansion funding between transit systems as determined through BC Transit's Transit Improvement Program (TIP).

Once local government has approved a service option or combination of options for implementation – and local and provincial funding has been approved, if required – an Implementation Agreement Memorandum of Understanding (MOU) will be developed for signature by the City and BC Transit. This MOU outlines the exact service changes to be developed for implementation and the roles and timeline for implementation.

6.2 Transit Garage Capacity

Transit expansion opportunities are constrained by the existing capacity of the transit garage. The transit garage was originally designed to hold 70 heavy duty vehicles, and was expanded in 2007 to accommodate a fleet of 96. The garage is now at capacity, therefore any expansion will require infrastructure changes.

Discussions are underway between the local government partners and BC Transit as to the future strategy of transit facilities in the region.

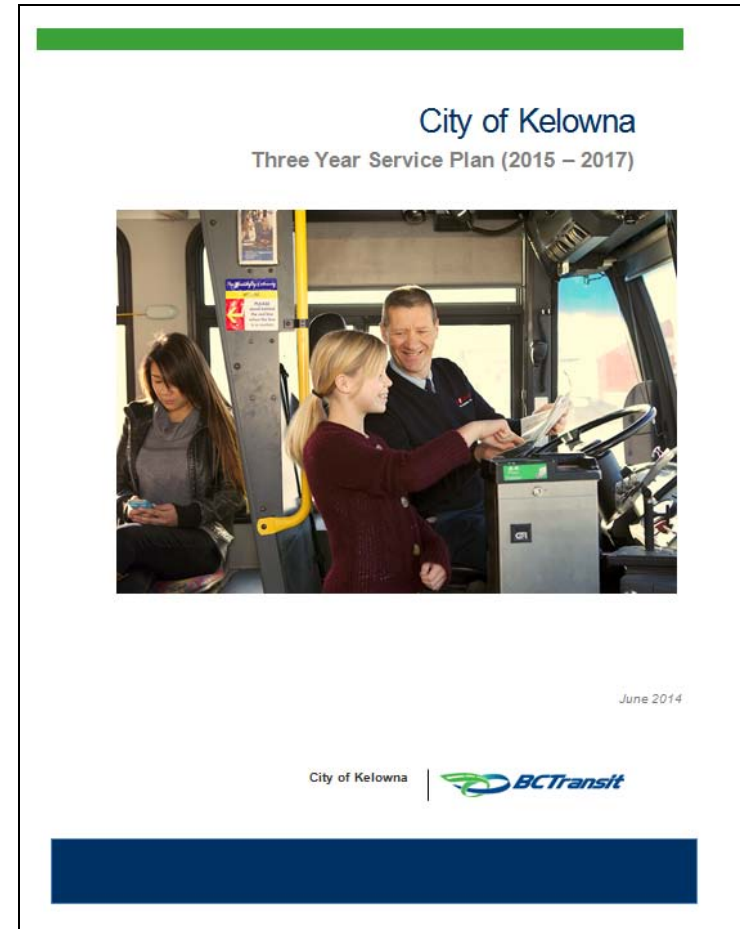
6.3 Recommendations

It is recommended that the City of Kelowna:

- **Receive this report as information and provide direction to City staff prior to finalization by BC Transit staff.**

City of Kelowna 3 Year Plan Update (2015-17)

- Continue to achieve goals and objectives of the long range Transit Future Plan
- Continue to build ridership in support of mode share targets and in coordination with the City of Kelowna's smart growth and community goals
- Continue to improve and optimize the existing service based on impacts of 2014 service changes
- Identify resources required to achieve goals in the next 3 years
- **Provide guidance for a detailed Service Review on the City of Kelowna transit system**



Improve Service Reliability, Address Over-Crowding and Optimize Service

- Identify service with reliability issues and adjust schedules
- Develop Frequent Transit Networks (FTN)
- Possibly improve service on 97 RapidBus, 4 Pandosy/UBCO Express, 6 Glenmore/UBCO Express or 7 Glenmore
- Optimize existing resources
 - » Re-design underperforming services, such as using a different vehicle type or changing routing or scheduling
 - » Re-allocation of underperforming resources to areas with high performance
 - » Expanding service to new areas



Resource Overview

Service Option Summary: Estimated Additional Annual Impacts (City of Kelowna)

Service Proposal	Buses*	Service Hours	Estimated Revenue	Total Operating Costs (Including Vehicles)	Net Municipal Share of Costs (Annual)**
2015-16					
Improve service reliability, address overcrowding and optimize service	2	3,000	\$20,000	\$380,000	\$215,000
2015-16	2	3,000	\$20,000	\$380,000	\$215,000
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2016-17	2	4,500	\$40,000	\$545,000	\$300,000
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2017-18	3	6,000	\$50,000	\$775,000	\$425,000
Total	7	13,500	\$110,000	\$1,700,000	\$940,000

*Expansion vehicles are limited to zero by the current facility situation.

** The costs shown above identify The City of Kelowna's portion, are based on AOA averages, do not reflect an increase in base costs and do not reflect any potential changes in the proportional division of costs between other partners in the Kelowna Transit System.

Key Infrastructure Projects

- Rutland Town Centre network integration
 - » Several route re-alignments required once Shepherd Road is extended to Rutland Road
- UBCO Exchange and Masterplan
 - » Impacts on the entrance/egress to the Campus and location of a possible future transit exchange
- Okanagan Highway six laning from Highway 33 to Edwards Road
 - » Permanent routing changes required for several routes using the corridor



Recommendation

- Receive this report as information on resources required for next three years, and provide direction to City staff towards the finalization by BC Transit staff.



Report to Council



Date: June 18, 2014
Rim No. 1810-80
To: City Manager
From: Andrew Gibbs, Manager, Park and Building Projects
Subject: Kelowna Library Parkade Expansion project update

Recommendation:

THAT Council receives for information the report from Park and Building Projects Manager, dated June 18, 2014, with respect to the Library Parkade Expansion.

Purpose:

To provide Council an update on the construction of the addition to the existing Library Parkade, the proposed timeline for the Ellis Parkade and options for monthly parking in the area.

Background:

The City and Interior Health are working to move a number of Interior Health's community services and programs into one new building on Doyle Avenue in Kelowna's downtown. The project encourages development of the downtown area with high density land use and upgrades for better, safer parking. Bringing nearly 800 jobs downtown will stimulate business, transit use and housing in the area.

To accommodate the new development and provide more weekend and evening parking, the City will expand the existing Library Parkade and construct a new Ellis Street Parkade on the Memorial Arena property.

The City received approval to borrow \$15 million for the project through an Alternative Approval Process in the fall of 2012. The total project cost for both parkades is approximately \$21 million. There is no expected impact on City of Kelowna taxes as project revenues offset the project costs.

The existing Library Parkade will expand toward Ellis St. in order to replace many of the stalls that are currently available in the existing surface parking lots on the south side of Memorial Arena and at the south east corner of Doyle and Ellis. Stalls at the Memorial Arena parking lot

will be removed when the new parkade (the “Ellis Parkade”) is constructed to fulfill the City’s commitment to Interior Health by providing parking stalls for use by IHA during regular business hours. Existing stalls in the surface lot at Doyle and Ellis will be lost once IHA starts construction of their building.

Library Parkade Expansion

Design & Construction Services expects to be ready to invite Tenders for the project shortly after Interior Health’s agreements with their development partner and the City are executed. Construction, once started, will take approximately twelve months, resulting in an expected completion in late summer or early fall 2015.

The expansion will provide 197 additional stalls over the existing parkade’s 471 stalls. The expanded area of the parkade will consist of a one-way lane running counter clockwise with parking in the centre and along the perimeter.

The Public Art Program has selected an artist for a public art installation on the exterior façade.

Ellis Street Parkade

Design of the proposed Ellis Parkade, which will supply approximately 440 stalls (410 for Interior Health plus 30 for office use located on the ground floor of the parkade), is currently in the conceptual stage. Once Interior Health’s final agreements are in place detail design will begin on the parkade. The parkade is planned to be completed and open in time for occupancy of the Interior Health building.

An additional 98 stalls may be provided on an additional level to the Ellis Parkade, subject to development of the proposed Innovation Centre, located on the Doyle Avenue property south of the library.

Parking Mitigation

The Library Parkade will remain open during construction of the Library Parkade Expansion, but approximately 70 of the existing stalls in Library Parkade will be temporarily closed during the construction period (fall 2014 to fall 2015). There will be no loss of stalls for monthly parking pass holders. The City’s parking operator has suspended new rentals and will reduce the number of available hourly stalls to compensate so that existing agreements are not affected.

The two City-owned surface parking lots on Doyle Avenue, between Ellis Street and St. Paul Street, will be closed permanently once Interior Health starts construction on their new building. It is anticipated that this will occur sometime in 2014. Monthly parkers in these surface lots will be given 60 days notice to find alternative parking.

The surface parking lot on the Memorial Arena property (excluding a small area east of the Kelowna Museum) will be permanently closed for construction of the Ellis Street Parkade. It is anticipated that this will occur in early 2015. Monthly parkers in this lot will be given 60 days notice to find alternative parking.

The City is investigating opportunities to mitigate the temporary loss of parking caused by parkade construction. At this time there are two options:

- Parkers can utilize other City-owned lots operated by Kelowna Parking (managed by Impark). These include Chapman Parkade and several downtown surface parking lots. Monthly parkers can also add their names to the waiting list for the expanded Library Parkade.
- Parkers can utilize private parking lots owned by other parking operators in the downtown area. These include Imperial Parking (Impark) and Diamond Parking Service.

Internal Circulation:

Division Director, Infrastructure
Director, Real Estate
Director, Communications

Financial/Budgetary Considerations

The budget for the Library Parkade expansion is \$6,476,000 plus \$100,000 for public art.

The budget for the Ellis Parkade is \$14,864,000.

Project borrowing for the amount of \$14,000,000 for the Ellis Parkade and \$1,000,000 for the Library Parkade expansion was approved in late 2012 through an Alternative Approval Process (Loan Authorization Bylaw No. 10742 Extension and New Facility Loan).

Considerations not applicable to this report:

Legal/Statutory Procedural Requirements

Existing Policy

Personnel Implications

Alternate Recommendation

Legal/Statutory Authority:

External Agency/Public Comments:

Submitted by:



Andrew Gibbs, Manager, Park and Building Projects

Approved for inclusion:



W.J. Berry, Director, Design & Construction

Report to Council



Date: 6/23/2014

File: 0625-30

To: City Manager

From: Deputy City Clerk

Subject: 2014 General Local Government Election

Report Prepared by: C. Boback, Legislative Coordinator

Recommendation:

THAT Council receives, for information, the Report from the Deputy City Clerk, dated June 23, 2014 with respect to establishing procedures, by bylaw, for the conduct of the upcoming 2014 General Local Government Election;

AND THAT Karen Needham be appointed Chief Election Officer and Stephen Fleming and Corinne Boback appointed Deputy Chief Election Officers for the purpose of conducting the 2014 General Local Government Election;

AND THAT the Chief Election Officer be authorized to enter into agreements with relevant third parties for the purposes of conducting the 2014 General Local Government Election;

AND THAT Council gives reading consideration to Bylaw No. 10925 - 2014 General Local Government Election Bylaw;

AND FURTHER THAT Council gives reading consideration to Bylaw No. 10970 - Automated Voting Machines Bylaw.

Purpose:

To appoint a Chief Election Officer and Deputy Chief Election Officers and establish procedures for the conduct of the 2014 General Local Government Election.

Background:

The Chief Election Officer is responsible for the duties established by the *Local Government Act (LGA)* and the newly introduced *Local Election Campaign Financing Act (LECFA)* and all other duties necessary for the conduct of the election in accordance with the legislation.

Key dates for the 2014 General Local Government Election are as follows:

August 22, 2014

Nomination packages available

September 30 (9:00am) - October 10, 2014 (4:00pm)

Nomination Period

November 05 and 12, 2014

Required Advanced Voting

November 15, 2014

General Voting Day

The General Local Government Election Bylaw No. 10925 provides procedures for the conduct of the 2014 election, and establishes the following:

- Candidate names on the ballot will be in alphabetical order;
- any tie vote (after a judicial recount) will be determined by lot;
- a refundable \$100 nomination deposit will be required from each candidate
- Number of nominators will be twenty-five (25);
- Mail ballot voting, special voting, advance voting, and additional general voting options will be provided.

Continued strong voter turnout prior to general voting day (advance voting) indicates that electors in the City of Kelowna respond to greater flexibility in the days and times they are able to vote. In 2014, staff are proposing advanced voting opportunity dates and locations as follows:

- Wednesday, November 5th
 - Parkinson Recreation Centre, 1800 Parkinson Way;
- Wednesday, November 12th
 - Parkinson Recreation Center, 1800 Parkinson Way;
 - City Hall, 1435 Water Street; and
 - UBCO, 3333 University Way
- Thursday, November 13th
 - City Hall, 1435 Water Street; and
 - Okanagan College, Centre for Learning Atrium, 1000 KLO Road;
- Friday, November 14th
 - City Hall, 1435 Water Street; and
 - Parkinson Recreation Center, 1800 Parkinson Way

The General Local Government Election bylaw also authorizes the Chief Election Officer to establish the locations, dates and voting hours for Special Voting Opportunities. Special Voting will be held at the Kelowna General Hospital as well as the Interior Health Authority's extended and intermediate level care facilities within the City. Persons who may vote at the Special Voting Opportunity will be qualified electors who are residents, patients or family members at the facility, or qualified electors who are employed at the facility being used as a Special Voting Opportunity.

Staff continues to seek general voting day locations in the community that will offer convenience for electors. With the success of Orchard Park Mall in 2011, a voting location at the Mall for 2014 has already been confirmed. Voting hours will be set to coincide with the mall hours of operation, 8am - 6pm. A new voting location at the Capital News Centre (CNC) on Gordon Avenue will also be added to the list of voting locations on General Voting Day. School District 23 facilities and other community facilities, that will offer convenient and accessible voting locations throughout the City, are currently under consideration. The

number of voting locations offered on Saturday, November 15 for general voting will be increased from those offered in 2011.

Under Bylaw No. 10970, Automated Voting Machines Authorization, Council will continue to support the use of automated voting machines for the elections, and further endorse use of the Voter Assist Terminal at all voting opportunities at City Hall. This optical scan ballot-marking device allows voters with disabilities and other special needs assists an elector in marking their ballot privately and independently. The Voter Assist Terminal allows voters the option for assistance to mark their ballot using a large, bright, colour screen, a zoom feature, an audio function, or a sip/puff tube. The Voter Assist Terminal was used in the 2011 Election and was well received by electors in our community.

Other City of Kelowna bylaws relevant to the 2014 General Local Government Elections include:

- Bylaw No. 10547, Elector Registration
 - Establishes that voter elector registration will be at the time of voting.
- Bylaw No. 10411, Election Sign
 - Regulates the duration, placement and number of election signs permitted per frontage (per candidate)*

*currently there is no limit to the number of election signs a candidate may place on a property, however there is a two signs per frontage limit for Election Event signs.

As noted previously, new legislation for Local Government Elections was introduced on May 29, 2014 by the Provincial Government. Some highlights of the *Local Election Campaign Financing Act (LECFA)* include:

- a four year term for elected officials
- change of local election dates, shifting from November to October in 2018
- a new role for Elections BC overseeing aspects of local elections related to campaign financing and election advertising
- significant changes to campaign financing rules
- enhanced solemn declaration and information required for candidate nomination
- changes to nominations related to elector organizations including eligibility, additional information and an enhanced solemn declaration
- elimination of 'campaign organizers'
- introduction of third-party sponsors as election participants
- requirement that all election advertising during the election proceedings period (Sep. 30 - Nov. 15, 2014) include sponsorship information
- registration/submission of campaign financing disclosure statements to Elections BC
- Campaign financing disclosure statements will be published online by Elections BC

More information on changes introduced through the new legislation can be found on the Ministry of Community, Sport and Cultural Development, Local Government Department website, at <http://www.cscd.gov.bc.ca/lgd>

Information on new campaign financing and advertising rules, and Elections BC's role in local elections, can be found at www.elections.bc.ca, or by calling 1-855-952-0280 (toll-free).

All local government elections and by-elections continue to be administered by local governments, and with the support of the Province, through the Ministry and Elections BC, our commitment is to ensure all voting opportunities are conducted in a fair and open manner that respects the legislation and the integrity of the individual vote.

Legal/Statutory Authority:

Local Government Act, Part 3 Electors and Elections

- *Section 39*, requires all election bylaws be adopted at least 8 weeks before the first day of the nomination period for a general local government election;
- *Section 41*, requires the appointment of a Chief Election Officer and Deputy Chief Election Officers.
- *Section 102*, requires a bylaw under this section, providing for the use of automated voting machines, voting recorders or other devices for voting in an election, and for procedures of how to vote.

Legal/Statutory Procedural Requirements:

Local Government Act, Part 3 Electors and Elections

Considerations not applicable to this report:

Existing Policy:

Financial/Budgetary Considerations:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

K. Needham, Deputy City Clerk

Approved for inclusion:



R. Mayne, Director, Corporate and Protective Service

SUMMARY:

The Elector Registration Bylaw sets the registration of electors to register at the time of voting for the general Local Government election under the *Local Government Act*.

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. 10547

A Bylaw to limit registration of electors for General Local Government Elections to registration at the time of voting

WHEREAS pursuant to Section 54 of the *Local Government Act*, the Council of the City of Kelowna may, by bylaw, limit registration of electors to registration at the time of voting;

AND WHEREAS the Council of the City of Kelowna wishes to limit the registration of electors to register at the time of voting for all elections under Part 3 and 4 of the *Local Government Act*;

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

1. CITATION

1.1 This bylaw may be cited for all purposes as "Elector Registration Bylaw No. 10547."

2. DEFINITIONS

2.1 In this bylaw:

'Elector' means a resident elector or property elector of the City of Kelowna as defined under the *Local Government Act*;

'Local Government Election' means the elections held for the Mayor, all Councillors and School Trustees of the City of Kelowna and any **other voting**; and

'Other Voting' means voting on a matter referred to in Section 158 of the *Local Government Act* and includes voting on a referendum under Section 215 of that act.

3. ELECTOR REGISTRATION

3.1 For the purposes of all elections and other voting under Part 3 and 4 of the *Local Government Act*, a person may register as an **elector** only at the time of voting.

3.2 Registration as an **elector** under section 3.1 of this bylaw is effective only for the election or **other voting** for which the voting is being conducted at the time of registration.

Read a first, second and third time by the Municipal Council this 16th day of May, 2011.

Adopted by the Municipal Council of the City of Kelowna this 27th day of June, 2011.

Mayor

City Clerk

SUMMARY:

The City of Kelowna Election Sign Bylaw is a bylaw that outlines permitted use and placement of signs during federal, provincial, local government, or school district election campaigns or referendums.

This bylaw is a 'consolidated' version and includes amendments up to the date listed in the bylaw heading. It is placed on the Internet of 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.10411

City of Kelowna Election Sign Bylaw

A bylaw to regulate the date, duration, size, type, form, appearance and location of **election signs** and **election event signs** placed in the City of Kelowna.

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

SECTION 1 - INTRODUCTION

1.1 Title

1.1.1 This bylaw may be cited as the 'Election Sign Bylaw No. 10411.'

1.2 Interpretation

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

1.2.2 The headings given to the sections and paragraphs in this bylaw are for convenience of reference only. They do not form part of this bylaw and will not be used in the interpretation of this bylaw.

1.2.3 If any section, paragraph or phrase of this bylaw is for any reason held to be invalid by a decision of a Court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this bylaw.

1.3 Definitions

1.3.1 In this bylaw, unless the context otherwise requires:

'Bylaw Enforcement Officer' means the officers or employees appointed by **Council** as such.

'City' means the City of Kelowna.

'Chief Electoral Officer' means, in relation to election or referendum proceedings, the election official appointed to act as presiding election official for those proceedings, or their deputy, as appointed by **Council**.

'Council' means the Municipal **Council** of the City of Kelowna.

'Election Sign' means a **sign** identifying any candidate, group of candidates, slate, elector organization, political party or issue for a federal, provincial, local government or school district election, by-election or referendum.

'Lot' means a parcel of land, including crown land, which is legally defined either by registered plan or description.

'Sign' means any visual medium, including its structure and other component parts, or banner, illuminated or non-illuminated, which is visible from any public street or adjacent property or any lettering, words, pictures or symbols which identify, describe, illustrate, advertise or draw attention to a product, place, activity, business, service, or institution. Without limiting the generality of the foregoing, **signs** include banners, letters, illustrations, figures, neon tubing, placards, painted messages, but not flags, interior window displays of merchandise or **signs** painted on or attached to a motor vehicle unless the vehicle is parked on a regular basis to act as a **sign**.

'Election Event Sign' means a **sign** erected for a specified period of time announcing or advertising an election related event of limited duration, including but not limited to campaign rallies, all candidate meetings, vote information and voting place locations.

- 1.3.2 Any term or phrase which is not defined in this bylaw but which is defined in City of Kelowna **Zoning Bylaw No. 8000** shall have the same meaning as defined in Bylaw 8000.

SECTION 2 - SIGNS

2.1 Exemptions from Permits

- 2.1.1 The following **signs** are exempt from obtaining a permit as required under the City of Kelowna Sign Bylaw No.8235 provided they comply with all the regulations of this Bylaw:
- a) **election signs** on public or private property each with a maximum **sign area** of 1.50 m² and a maximum **height** of 1.8 m, subject to their removal within four (4) days following the election;
 - b) **election event signs** on public or private property to a maximum of 2 signs per frontage, each with a maximum **sign area** of 3.0m² or to a maximum height of 2.5m.

SECTION 3 - SIGN PROHIBITIONS

3.1 General Sign Prohibitions

- 3.1.1 Any **signs** that are not expressly permitted in this Bylaw or Sign Bylaw No.8235 are prohibited.

3.2 Signs on Public Property

- 3.2.1 No **election sign** or **election event sign** shall be erected or placed on property owned or under the control of the **City** or placed:
- (a) across any street or public thoroughfare;
 - (b) on any bridge or overpass structure;
 - (c) in any park;
 - (d) on or over any curb, sidewalk, post, pole, hydrant or fence;
 - (e) in any centre median;
 - (f) on any traffic control device;
 - (g) on any street, place or location sign;
 - (h) in any City owned or maintained tree well;
 - (i) or any other location as to interfere with or cause confusion with the movement of traffic.
- 3.2.2 Notwithstanding section 3.2.1, **election signs** or **election event signs** are permitted on City property if placed:
- (a) in a grass boulevard;
 - (b) on a City owned lot as identified by the **Chief Electoral Officer**;

3.3 Signs on Private Property

- 3.3.1 Any **election signs** on private property must comply with the provisions of this Bylaw or Sign Bylaw No. 8235 and as expressly permitted in the Bylaws shall be erected or placed only with the Owners permission.

SECTION 4 - GENERAL REGULATIONS

4.1 General Regulations for Signs

- 4.1.1 **Election signs** for the purposes of a local government or school district election are permitted only within the municipal election period, beginning with the start of the nomination period and ending following general voting on Election Day.
- 4.1.2 **Election signs** for the purposes of a federal or provincial election are permitted only within the respective election period, beginning with the dropping of the Writ and ending following general voting on Election Day.
- 4.1.3 **Election signs** for the purposes of a federal, provincial, local government or school district referendum are permitted beginning thirty (30) days before the date of the referendum vote and ending following voting on Referendum Day.

SECTION 5 - SPECIFIC REGULATIONS

5.1 Specific Regulations for Signs

5.1.1 All **signs** are permitted only if they:

- (a) are placed on a **lot** so that they do not obscure the line of vision from a street, access road or sidewalk to incoming traffic. The line of vision shall be measured a distance of 8.0 m back along both abutting and intersecting streets along the abutting property lines of the **lot** from the point of intersection of the streets. In the case of the access road the 8.0 m shall be measured back along the edge of the access road from the point of intersection of street.

5.1.2 Any **election event sign** shall:

- (a) be placed so as not to obstruct, hinder or in any way interfere with the use by drivers of motor vehicles and pedestrians on abutting streets or walkways; and
- (b) shall not exceed an area of 3.0 m² or a maximum **height** of 2.5 m; and
- (c) remain only for the period that the election event is scheduled.

SECTION 6 - ENFORCEMENT AND OFFENCES

6.1 General

6.1.1 The **Chief Electoral Officer** is hereby authorized to enforce the provisions of this bylaw.

6.1.2 The **Chief Electoral Officer** may order the removal of a **sign** which does not conform to this bylaw or any other bylaw of the **City** and upon removal will;

- (a) Make a reasonable attempt to identify and notify the candidate or owner of the **sign**;
- (b) store the sign for a period of one week; and
- (c) following the expiration of the one week period, destroy or otherwise dispose of the **sign**.

6.2 Right of Entry

6.2.1 Upon direction by the **Chief Electoral Officer**, **Bylaw Enforcement Officers** shall have the right of entry and may enter onto any land at all reasonable hours in order to ascertain whether the provisions of this bylaw have been carried out.

6.2.2 No person shall interfere with or obstruct the entry of any authorized **City** representative onto any land to which entry is made or attempted pursuant to the provisions of this bylaw.

6.3 Offence

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

SECTION 7 - EFFECTIVE DATE

7.1 Effective Date

- 7.1.1 This bylaw comes into force and takes effect on the date of adoption.

Read a first, second and third time by the Municipal Council this 8th day of November, 2010.

Adopted by the Municipal Council of the City of Kelowna this 29th day of November, 2010.

"Sharon Shepard"

Mayor

"Stephen Fleming"

City Clerk



ELECTION 2014

General Local Government Election

2014 ELECTION - KEY DATES

- ▶ **August 22**
 - ▶ Nomination packages available
- ▶ **September 30 - October 10**
 - ▶ Nomination Period
- ▶ **November 5, 12, 13, 14**
 - ▶ Advanced Voting
- ▶ **November 15**
 - ▶ General Voting Day



kelowna.ca/election
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ELECTION 2014 - VOTING OPPORTUNITIES

- ▶ Mail Ballot - application required
- ▶ Special - IHA facilities
- ▶ Advanced - 4 days/8 locations
 - ▶ City Hall - Voter Assist Terminal (Nov12-15)
- ▶ General Voting Day - 14 locations
 - ▶ Orchard Park Mall 8am-6pm
 - ▶ Capital News Center 8am-8pm



ELECTION 2014 - NEW LEGISLATION

- ▶ Ministry of Community, Sport and Cultural Development, Local Government Department
<http://www.cscd.gov.bc.ca/lgd>.
- ▶ Elections BC www.elections.bc.ca, or
1-855-952-0280 (toll-free)

CITY OF KELOWNA

BYLAW NO. 10925

A Bylaw to provide for the procedures for the conduct of the 2014 General Local Government Elections and other voting

WHEREAS under the *Local Government Act*, the Council of the City of Kelowna may, by bylaw, determine various procedures and requirements to be applied in the administration and conduct of local government elections and other voting;

AND WHEREAS the Council of the City of Kelowna wishes to establish various procedures and requirements in relation to the 2014 general local government elections and any other voting under that authority;

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

1. CITATION

- 1.1 This bylaw may be cited for all purposes as "2014 General Local Government Election Bylaw No. 10925".

2. MINIMUM NUMBER OF NOMINATORS

- 2.1 The minimum number of qualified nominators required to make a nomination for office as a member of Council shall be 25 as authorized in section 71 of the *Local Government Act*.

3. NOMINATION DEPOSITS

- 3.1 As authorized in section 72.1 of the *Local Government Act* nominations for Mayor, Councillor or School Trustee must be accompanied by a nomination deposit.
- 3.2 The amount of the nomination deposit required under section 3.1 of this bylaw shall be \$100.00 (One Hundred Dollars).

4. ACCESS TO NOMINATION DOCUMENTS

- 4.1 As authorized under section 73 of the *Local Government Act*, public access to nomination documents will be available at the Office of the City Clerk, 1435 Water Street, Kelowna, BC during normal working hours of 8am to 4pm, Monday to Friday.

5. ADVANCE VOTING OPPORTUNITIES

- 5.1 The following days are hereby established as advance voting opportunities for the 2014 general election:
- (a) November 05; and
 - (b) November 12, 2014.

- 5.2 The Chief Election Officer is hereby authorized to establish additional advance voting opportunities in advance of general voting day, and designate the voting places, and set the voting hours for these voting opportunities as identified under section 98 of the *Local Government Act*.
- 5.3 Additional Advance voting as established in Section 5.2 shall include, with 8am to 8pm voting hours:

Wednesday, November 12	Thursday, November 13	Friday, November 14
City Hall, 1435 Water Street	City Hall, 1435 Water Street	City Hall, 1435 Water Street
Parkinson Recreation Centre, 1800 Parkinson Way	Okanagan College, 1000 K.L.O Road	Parkinson Recreation Centre, 1800 Parkinson Way
Okanagan University, 3333 University Way		

6. SPECIAL VOTING OPPORTUNITIES

- 6.1 The Chief Election Officer is hereby authorized to establish for electors, who may otherwise be unable to vote, a special voting opportunity and designate the location, the date, and the voting hours.
- 6.2 Persons who may vote at a special voting opportunity shall be qualified electors who are residents, patients or family members at the facility, or qualified electors who are employed at the facility being used as a special voting opportunity.
- 6.3 The Chief Election Officer is hereby authorized to limit the number of candidate representatives who may be present at a special voting opportunity.

7. MAIL BALLOT VOTING

- 7.1 Mail ballot voting shall be permitted in accordance with the provisions of Section 100 of the *Local Government Act*, and elector registration shall be permitted to be conducted in conjunction with this voting.
- 7.2 Sufficient record shall be kept by the Chief Election Officer so that challenges to the elector's right to vote may be made in accordance with the intent of section 116 of the *Local Government Act*.
- 7.3 A person exercising the right to vote by mail under the provisions of the *Local Government Act* may be challenged in accordance with, and on the grounds specified in section 116 of the *Local Government Act*, until 4:30 p.m. two days before general voting day.
- 7.4 The Chief Election Officer is hereby authorized to establish time limits in relation to voting by mail ballot.
- 7.5 As provided in the *Local Government Act*, a mail ballot must be received by the Chief Election Officer before the close of voting on general voting day in order to be counted for an election.

8. ORDER OF NAMES ON BALLOT

- 8.1 The order of names of candidates on the ballot will be alphabetical as in accordance with section 106 of the *Local Government Act*.

9. RESOLUTION OF TIE VOTES AFTER JUDICIAL RECOUNT

- 9.1 In the event of a tie vote after a judicial recount, the tie vote will be resolved by conducting a lot in accordance with section 141 of the *Local Government Act*.

10. GENERAL VOTING OPPORTUNITIES

- 10.1 The Chief Election Officer is hereby authorized to establish additional voting opportunities for general voting day, and designate the voting places, and set the voting hours for these voting opportunities.

Read a first, second, and third time this

Adopted by the Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 10970

A Bylaw to provide for the procedures for the use of Automated Voting Machines General Local Elections and other voting

WHEREAS under the *Local Government Act*, the Council of the City of Kelowna may, by bylaw, determine various procedures and requirements to be applied in the conduct of local government elections and other voting;

AND WHEREAS the Council of the City of Kelowna wishes to establish various procedures and requirements under that authority;

AND WHEREAS pursuant to Section 102 of the *Local Government Act*, the Council of the City of Kelowna may, by bylaw, provide for the use of automated voting machines, voting recorders, or other devices for voting in an election with the approval of the Minister of Community Services;

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

1. CITATION

- 1.1 This bylaw may be cited for all purposes as "Automated Voting Machines Authorization Bylaw No. 10970."

2. DEFINITIONS

- 2.1 In this bylaw, all definitions shall be in accordance with Part 3 of the *Local Government Act*, except for the following:

'Acceptable mark' means a completed oval which the vote tabulating unit is able to identify, which has been made by an elector in the space provided on the ballot opposite the name of any candidate or opposite either "yes" or "no" on any voting question;

'Automated vote counting system' means a system that counts and records votes and processes and stores election results which comprises:

- (a) a number of **ballot scan vote tabulating units**, each of which rests on a **ballot box**; and
- (b) a number of **portable ballot boxes** into which voted **ballots** are deposited where a **vote tabulating unit** is not functioning or being used which will therefore be counted after the close of voting on general voting day;

‘Ballot’ means a single automated ballot card designed for use in an automated vote counting system, which shows:

- (a) the names of all of the candidates for each of the offices of Mayor, Councillor, and School Trustee; and
- (b) all of the choices on all of the bylaws or other matters on which the opinion of, or assent of, the electors is sought;

‘Ballot return override procedure’ means the use, by an election official, of a device on a vote tabulating unit, which causes the unit to accept a returned ballot;

‘Election headquarters’ means Kelowna City Hall, 1435 Water Street, Kelowna;

‘Elector’ means a resident elector or property elector of the City as defined under the *Local Government Act*;

‘General local election’ means the election held for the Mayor, all Councillors and School Trustees of the City and any other voting;

‘Local government’ means the Council of the City of Kelowna;

‘Memory Card’ means the storage device which stores all the permanent results for the vote tabulating unit;

‘Other voting’ means voting on a matter referred to in Part 4 of the *Local Government Act*;

‘Portable ballot box’ means a ballot box which is used at a voting place in the election, where a vote tabulating unit is not being used or is not functioning;

‘Register tape’ means the printed record generated from a vote tabulating unit at the close of voting on general voting day, which shows the number of votes for each candidate for each of the office of Mayor, Councillor, and School Trustee, and the number of votes for and against each bylaw or other matter on which the assent of the electors is sought;

‘Returned ballot’ means a voted ballot which was inserted into the vote tabulating unit by the elector, but which was not accepted and which was returned to the elector with an explanation of the ballot marking error which caused the ballot not to be accepted;

‘Secrecy sleeve’ means an open-ended folder or envelope used to cover ballots to conceal the choices made by each elector; and

‘Vote tabulating unit’ means the device into which voted ballots are inserted and which scans each ballot and records the number of votes for each candidate and for and against each referendum question.

‘Voter Assist Terminal’ means an optical scan ballot-marking device used to assist an elector in marking their ballot.

3. USE OF VOTING MACHINES

- 3.1 Council hereby authorizes the conducting of **general local elections** in the City of Kelowna using an **automated vote counting system**.

4. AUTOMATED VOTING PROCEDURES

- 4.1 The presiding election official for each voting place and at each advance voting opportunity, shall, as soon as the **elector** enters the voting place, and before a **ballot** is issued, offer, and if requested, direct an election official to provide a demonstration to an **elector**, of how to vote using an **automated vote counting system**.
- 4.2 Upon completion of the voting demonstration, if any, the **elector** shall proceed as instructed, to the election official responsible for issuing **ballots**, who:
- (a) shall ensure that the **elector**:
- (i) is qualified to vote in the election; and
- (ii) completes the voting book as required by the *Local Government Act*.
- 4.3 Upon being given a **ballot**, and **secrecy sleeve** if so requested, the **elector** shall immediately proceed to a voting compartment to vote.
- 4.4 An **elector** who is visually impaired or has physical impairments that would make it difficult or impossible to mark a ballot in the usual way may request use of the **voter assist terminal** at the City Hall, 1435 Water Street voting location, on the following dates, during the following times:
- i. November 12, 13, 14, 2014 - between 8:00am and 8:00pm
- ii. November 15, 2014 - between 8:00am and 8:00pm
- (a) An **elector** who is visually impaired can choose to listen to the voting choices through provided headphones;
- (b) An **elector** who is unable to touch the screen or pad may use the sip/puff tube to vote; or
- (c) An **elector** who have vision limitations may use the zoom feature enabling the **elector** to have the font size on the screen enlarged.
- 4.5 The **elector** may vote only by making an **acceptable mark** on the **ballot**:
- (a) beside the name of each candidate of choice, up to the maximum number of candidates to be elected for each of the offices of Mayor, Councillor, and School Trustee; and
- (b) beside either “yes” or “no” in the case of each bylaw or other matter on which the assent of the electors is sought.
- 4.6 Once the **elector** has finished marking the **ballot**, the **elector** must place the **ballot** into the **secrecy sleeve** and under the supervision of the election official in attendance, insert the **ballot** directly from the **secrecy sleeve**, if applicable, into the **vote tabulating unit** without the **acceptable marks** on the **ballot** being exposed.

- 4.7 If, before inserting the **ballot** into the **vote tabulating unit**, and **elector** determines that a mistake has been made when marking a **ballot** or if the **ballot** is returned by the **vote tabulating unit**, the **elector** may request a replacement **ballot** by advising the election official in attendance.
- 4.8 Upon being advised on the replacement **ballot** request, the presiding election official shall issue a replacement **ballot** to the **elector** and mark the **returned ballot** “spoiled” and shall retain all such spoiled **ballots** separately from all other **ballots** and they shall not be counted in the election.
- 4.9 If the **elector** declines the opportunity to obtain a replacement **ballot**, and has not damaged the **ballot** to the extent that it cannot be reinserted into the **vote tabulating unit**, the election official shall, using the **ballot return override procedure**, reinsert the **returned ballot** into the voted tabulating unit to count any **acceptable marks** which have been made correctly.
- 4.10 Any **ballot** counted by the **vote tabulating unit** is valid and any **acceptable marks** contained on such **ballots** will be counted in the election, subject to any determination made under a judicial recount.
- 4.11 Once the **ballot** has been inserted into the **vote tabulating unit** and the unit indicates that the **ballot** has been accepted, the **elector** must immediately leave the voting place.
- 4.12 During any period that a **vote tabulating unit** is not functioning, the election official supervising the unit shall insert all **ballots** delivered by the **electors** during this time, into a **portable ballot box**, provided that if the **vote tabulating unit**:
 - (a) becomes operational, or
 - (b) is replaced with another **vote tabulating unit**,the **ballots** in the **portable ballot box** shall, as soon as reasonably possible, be removed by an election official, and under the supervision of the presiding election official be inserted into the **vote tabulating unit** to be counted.
- 4.13 Any **ballots** which were temporarily stored in a **portable ballot box**, which are returned by the **vote tabulating unit** when being counted, shall, through the use of the **ballot return override procedure**, and under the supervision of the presiding election official, be reinserted into the **vote tabulating unit** to ensure that any **acceptable marks** are counted.

5. ADVANCE VOTING OPPORTUNITY PROCEDURES

- 5.1 **Vote tabulating units** shall be used to conduct the vote at all advance voting opportunities, and voting procedures at the advance voting opportunities shall follow as closely as possible, those described in Section 4 of this bylaw.
- 5.2 At the close of voting at each advance voting opportunity the presiding election official in each case shall ensure:
 - (a) that no additional **ballots** are inserted in the **vote tabulating unit**;
 - (b) that the **portable ballot box** is sealed to prevent insertion of any **ballots**;
 - (c) that the **register tapes** in the **vote tabulating unit** are not generated; and
 - (d) that the **memory card** of the **vote tabulating unit** is secured.

- 5.3 The presiding election official shall, at the close of voting at the final advance voting opportunity:
- (a) ensure that any remaining **ballots** in the **portable ballot box** are inserted into the **vote tabulating unit**;
 - (b) secure the **vote tabulating unit** so that no more **ballots** can be inserted; and
 - (c) deliver the **vote tabulating unit** together with the **memory card** and all other materials used in the election to the chief election officer at **election headquarters**.

6. SPECIAL VOTING OPPORTUNITY PROCEDURES

- 6.1 Unless the Chief Election Officer determines it is practical to use a **vote tabulating unit** a **portable ballot box**, as defined herein, shall be used for all special voting opportunities. The presiding election official appointed to attend at each special voting opportunity shall proceed in accordance with Sections 4.2, 4.3, 4.4, and 4.5 so far as applicable, except that the voted **ballots** shall be deposited into the **portable ballot box** supplied by the presiding election official.
- 6.2 The presiding election official at a special voting opportunity shall ensure that the **portable ballot box** is secured when not in use and at the close of voting at the final special voting opportunity, the presiding election official shall seal the **portable ballot box** and return it, together with all other election materials, to the custody of the chief election officer.
- 6.3 If a **vote tabulating unit** is in use at a special voting opportunity, the presiding election official appointed to attend the special voting opportunity shall follow the procedures outlined in Section 5 of the Bylaw as if it were an advance voting opportunity.

7. PROCEDURE AFTER THE CLOSE OF VOTING ON GENERAL VOTING DAY

- 7.1 After the close of voting on general voting day at voting opportunities where a **vote tabulating unit** was used in the election, but excluding advance special voting opportunities, each presiding election official shall:
- (a) ensure that any remaining **ballots** in the **portable ballot box** are inserted into the **vote tabulating unit**;
 - (b) secure the **vote tabulating unit** so that no more **ballots** can be inserted;
 - (c) generate three copies of the **register tape** from the **vote tabulating unit**; and
 - (d) deliver one copy of the **register tape**, along with the **vote tabulating unit**, to the chief election officer at **Election headquarters**;

and each alternate presiding election official shall:

- (e) account for the unused, spoiled and voted **ballots**, and place them, packed and sealed separately, into the election materials transfer box along with one copy of the **register tape**;

- (f) complete the **ballot** account and place the duplicate copy in the election materials transfer box;
 - (g) seal the election materials transfer box;
 - (h) place the voting books, the original copy of the **ballot** account, one copy of the **register tape**, keys and all completed administrative forms into the chief election officer portfolio; and
 - (i) transport all equipment and materials to **election headquarters**.
- 7.2 At the close of voting on general voting day the chief election officer shall direct the presiding election official for the advance voting opportunity and any special voting opportunities where **vote tabulating units** were used to proceed in accordance with Section 7.1(a) to (f) inclusive of this bylaw.
- 7.3 All **portable ballot boxes** used in the election will be opened, under the direction of the chief election officer at the close of voting on general voting day and all **ballots** shall be removed and inserted into a **vote tabulating unit** to be counted, after which the provisions of Section 7.1(a) to (f), so far as applicable, shall apply.
8. RECOUNT PROCEDURE
- 8.1 If a recount is required, it shall be conducted under the direction of the chief election officer, and using the **automated vote counting system** and generally in accordance with the following procedure:
- (a) the **memory packs** of all **vote tabulating units** will be cleared;
 - (b) **vote tabulating units** will be designated for each voting place;
 - (c) all **ballots** will be removed from the sealed **ballot** boxes; and
 - (d) all **ballots**, except spoiled **ballots**, will be reinserted in the appropriate **vote tabulating units** under the supervision of the chief election officer.
9. GENERAL
- 9.1 Any enactment referred to herein is a reference to an enactment of British Columbia and regulations thereto, as amended, revised, consolidated or replaced from time to time.
- 9.2 If any part, section, sentence, clause, phrase or word of this bylaw is for any reason held to be invalid by the decision of any Court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder which shall continue in full force and effect and be construed as if the bylaw had been adopted without the invalid portion.

10. EFFECTIVE DATE

10.1 This bylaw shall take full force and effect upon 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: 6/23/2014
File: 0600-10
To: City Manager
From: Deputy City Clerk
Subject: To amend Bylaw No. 10908 a Bylaw to Repeal the Loan Authorization Bylaw No. 10582 being Electrical System Upgrades
Report Prepared by: C. Boback, Legislative Coordinator

Recommendation:

THAT Council receives for information the report dated June 23, 2014 from the City Clerk regarding amending Bylaw No. 10908 at third reading;

AND THAT Bylaw No. 10908, being a Bylaw to Repeal the Loan Authorization Bylaw No. 10582 being Electrical System Upgrades be forwarded for reading consideration.

Purpose:

To amend Bylaw No. 10908 being a Bylaw to Repeal the Loan Authorization Bylaw No. 10582 being Electrical System Upgrades.

Background:

The Ministry of Community and Community, Sport and Cultural Development has recommended that Bylaw No. 10908 be amended to reflect additional information as to why Bylaw No. 10582 is being repealed.

Legal/Statutory Authority:

Community Charter Section 135 (Requirements for Passing Bylaws)

Community Charter Section 137 (Power to amend or repeal)

Community Charter Section 183 (Municipal codes and other general bylaws)

Considerations not applicable to this report:

Internal Circulation:

Legal/Statutory Procedural Requirements:

Existing Policy:

Financial/Budgetary Considerations:

Personnel Implications:

External Agency/Public Comments:

Communications Comments:

Alternate Recommendation:

Submitted by:

K. Needham, Deputy City Clerk

Approved for inclusion:



R. Mayne

CITY OF KELOWNA

BYLAW NO. 10908

A Bylaw to Repeal the Loan Authorization Bylaw No. 10582 being Electrical System Upgrades

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

1. THAT the Loan Authorization Bylaw No. 10582 being Electrical System Upgrades, and all amendments thereto, be repealed.
2. The project for Electrical System Upgrades was not required due to sale of the City of Kelowna Electrical Utility to FortisBC and no money was borrowed against Bylaw No. 10582.
3. This bylaw may be cited for all purposes as "Bylaw No. 10908, being a Bylaw to Repeal the Loan Authorization Bylaw No. 10582 being Electrical System Upgrades."
4. 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 9th day of June, 2014.

Rescind third reading by the Municipal Council this

Amended at third reading by the Municipal Council this

Approval of the Insepector of Municipalities this

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

CITY OF KELOWNA

BYLAW NO. 10971

Road Closure and Removal of Highway Dedication Bylaw (Portion of Road adjacent to 235 Queensway)

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 235 Queensway

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 0.208 ha shown in bold black as Closed Road on the Reference Plan prepared by D.A. Goddard, 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 9th day of June, 2014.

Approved Pursuant to Section 41(3) of the Community Charter this 14th day of June, 2014.

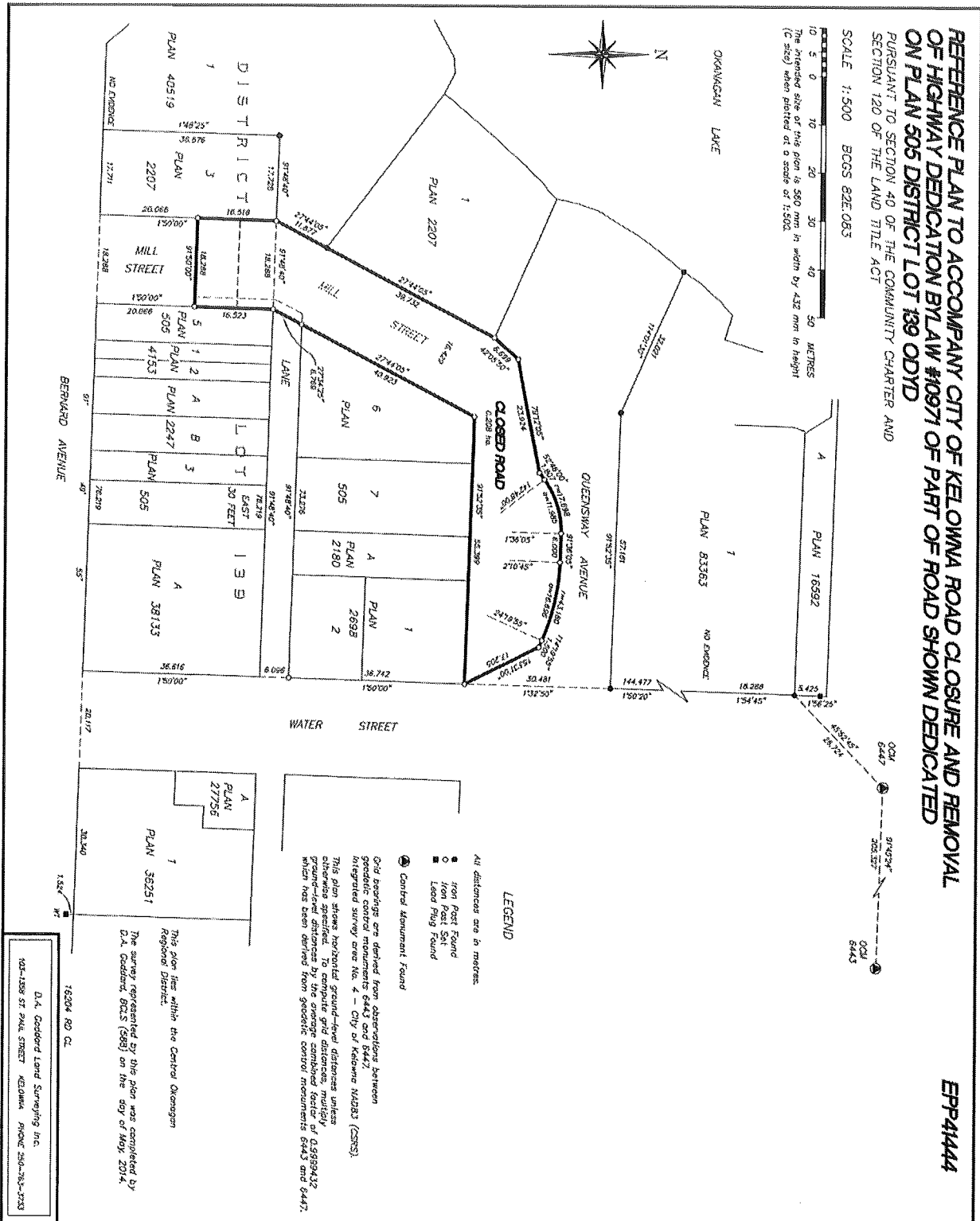
Lynda Lochhead
(Approving Officer-Ministry of Transportation)

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

Schedule "A"



CITY OF KELOWNA

BYLAW NO. 10974

Amendment No. 3 to Revitalization Tax Exemption Bylaw No. 9561

The Municipal Council of the City of Kelowna, in open meeting assembled, enacts that the City of Kelowna Revitalization Tax Exemption Bylaw No. 9561 be amended as follows:

1. THAT all references to "Revitalization Tax Exemption Bylaw" be deleted in their entirety and replaced with "Revitalization Tax Exemption Program Bylaw";
2. AND THAT Section 2 be amended by adding in its appropriate location the following new definitions:

"Actual Value" will have the same meaning as set out in the Assessment Act;

"Property" means the legally described land and improvements to which a Revitalization Tax Exemption is applied for and as legally described in the Agreement;

"Revitalization Amount" means the municipal portion of property tax calculated in relation to the increase in the assessed value of improvements on the property resulting from the construction or alterations as outlined in section 6 of this bylaw;"

3. AND THAT Section 5 be deleted that reads:

"The amount of an annual Tax Exemption shall be equal to:

- a. For "Tax Incentive Area 1," 100% of the municipal share of property taxes due annually in relation to the improvements on the parcel;
- b. For "Tax Incentive Area 2,"
 - i. 100% of the municipal share of property taxes due annually in relation to the improvements on the parcel, for a project with a minimum floor area of 3,716 m² (40,000 sq. ft.);
 - ii. 75% of the municipal share of property taxes due in relation to the improvements on the parcel which can be attributed to a residential land use, and/or 50% of the municipal share of property taxes due annually in relation to the on the parcel which can be attributed to a commercial land use, for a project with a floor area of less than 3,716 m² (40,000 sq. ft.)
- c. For "Tax Incentive Area 3", 50% of the municipal share of property taxes due annually in relation to the improvements on the parcel, for a project with a minimum floor area of 3,716 m² (40,000 sq. ft.);
- d. For "Tax Incentive Area 4", 100% of the municipal share of property taxes due annually in relation to the improvements on the parcel;

- e. For Purpose-Built Rental Housing Projects throughout the City, 100% of the municipal share of property taxes due annually in relation to the improvements on the parcel, for projects that are subject to a Housing Agreement (for up to 10 years) and is in compliance with the OCP Future Land Use designation as at May 30, 2011. A tax incentive for rental housing will only be considered when the vacancy rate is at or below 3%;

but in any case shall not:

- i. be more than the incremental increase in the assessed value of the improvements on the parcel between the year before the commencement of construction of the Project, and the year before the commencement of construction of the project, and the year following the year in which the Tax Exemption Certificate is issued; nor
- ii. include an exemption from any local service tax payable.”

And be replaced with the following:

“The amount of an annual Tax Exemption shall be equal to:

- a. For “Tax Incentive Area 1,” 100% of the Revitalization Amount on the parcel;
- b. For “Tax Incentive Area 2,”
 - i. 100% of the Revitalization Amount on the parcel, for a project with a minimum floor area of 3,716 m² (40,000 sq. ft.);
 - ii. 75% of the Revitalization Amount on the parcel which can be attributed to a residential land use, and/or 50% of Revitalization Amount on the parcel which can be attributed to a commercial land use, for a project with a floor area of less than 3,716 m² (40,000 sq. ft.)
- c. For “Tax Incentive Area 3”, 50% of Revitalization Amount on the parcel, for a project with a minimum floor area of 3,716 m² (40,000 sq. ft.);
- d. For “Tax Incentive Area 4”, 100% of the Revitalization Amount on the parcel;
- e. For Purpose-Built Rental Housing Projects throughout the City, 100% of the Revitalization Amount on the parcel, for projects that are subject to a Housing Agreement (for up to 10 years) and are in compliance with the OCP Future Land Use designation as at May 30, 2011. A tax incentive for rental housing will only be considered when the vacancy rate is at or below 3%;

but in any case shall not include an exemption from any local service tax.”

4. AND THAT Section 6 be amended by:

- 1. Deleting the word “and” at the end of the sentence in sub-paragraph f;
- 2. Adding “; and” at the end of the sentence in sub-paragraph g; and
- 3. Adding a new sub-paragraph h that reads:

“h. the property is located in a Revitalization Area shown on Schedule “A” attached hereto and forming part of this Bylaw.”

5. AND THAT Section 11 be amended by:
 - a) Deleting the words "Director of Land Use Management or designate" and replacing it with the words "Urban Planning Manager or designate," after the words "the owner must apply to the"; and
 - b) Deleting sub-paragraph f that reads:

"f. An application fee in the amount of \$250.00"

And replacing it with:

"f. A Revitalization Tax Exemption fee in the amount of \$250.00"
6. AND THAT new sections 13, 14 and 15 be added and the following sections be renumbered:
 - "13. Any construction of a new improvement or alteration of an existing improvement as of this bylaw undertaken prior to the application for a Revitalization Tax Exemption will not be eligible for consideration.
 14. The maximum Revitalization Tax exemption authorized under this Bylaw must not exceed the Revitalization Amount on the Property between:
 - i. the calendar year before the construction or alteration began, as outlined under Section 6 of this bylaw; and
 - ii. the calendar year in which the construction or alteration, as outlined under Section 6 of this bylaw, is completed.
 15. The Property's assessed value of improvements must not be reduced below the amount assessed in the calendar year prior to construction or alteration, as a result of the Revitalization Tax Exemption."
7. AND THAT the new section 16 be amended by deleting the words "The Director of Financial Services" at the beginning of the sentence and replace it with the words "The Revenue Manager or designate".
8. AND THAT Schedule "B" and "C" be deleted in its entirety and replaced with a new Schedule "B" and "C" as attached to and forming part of this bylaw.
9. This bylaw may be cited for all purposes as "Bylaw No. 10974, being Amendment No. 3 to Revitalization Tax Exemption Bylaw No. 9561."
10. 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 16th day of June, 2014.

Adopted by the Municipal Council of the City of Kelowna this

Mayor

City Clerk

SCHEDULE "B"

Revitalization Tax Exemption Agreement

THIS AGREEMENT dated for reference the ____ day of _____, 20__ is

BETWEEN:

XXXX
(the "Owner")

AND:

CITY OF KELOWNA
1435 Water Street,
Kelowna, B.C.
V1Y 1J4
(the "City")

GIVEN THAT:

- A. The Owner is the registered owner in fee simple of lands in the City of Kelowna at *[civic address]* legally described as *[legal description]* (the "Parcel");
- B. Council has established a revitalization tax exemption program and has included within the City of Kelowna Revitalization Tax Exemption Program Bylaw No. 9561 the designation of areas which include the Parcel as a revitalization area; and
- C. The Owner proposes to construct new improvements *[or alter existing improvements]* on the Parcel as described in Appendix "A" attached to and forming part of this agreement (the "Project") and has applied to the City to take part in the revitalization tax exemption program in respect of the Project and the City has agreed to accept the Project under the program;

THIS AGREEMENT is evidence that in consideration of the promises exchanged below, the Owner and the City covenant and agree each with the other as follows:

1. **The Project** - the Owner will use its best efforts to ensure that the Project is constructed, maintained, operated and used in a fashion that will be consistent with and will foster the objectives of the revitalization tax exemption program, as outlined in the City of Kelowna Revitalization Tax Exemption Program Bylaw No. 9561. Without limiting the generality of the foregoing, the Owner covenants to use its best efforts to ensure that the Project will:
 - a.
 - b.
 - c.

2. **Operation and Maintenance of the Project** - throughout the term of this agreement, the Owner shall operate, repair and maintain the Project and will keep the Project in a state of good repair as a prudent owner would do.
3. **Revitalization Amount** - Refers to the municipal portion of property tax calculated in relation to the increase in the assessed value of improvements on the property resulting from the construction or alterations as outlined in section 1 of this agreement;
4. **Revitalization Tax Exemption** - subject to fulfilment of the conditions set out in this agreement and in "City of Kelowna Revitalization Tax Exemption Program Bylaw No. 9561", the City shall issue a revitalization tax exemption certificate (the "Tax Exemption Certificate") to the British Columbia Assessment Authority entitling the Owner to a property tax exemption in respect of the property taxes due (not including local service taxes) in relation to the Revitalization Amount on the Parcel (the "Tax Exemption") for the calendar year(s) set out in this agreement.
5. **Conditions** - the following conditions shall be fulfilled before the City will issue a Tax Exemption Certificate to the Owner in respect of the Project:
 - a. The Owner must obtain a building permit from the City for the Project on or before _____, 20____;
 - b. The Owner must complete or cause to be completed construction of the Project in a good and workmanlike fashion and in strict compliance with the building permit and the plans and specifications attached hereto as Appendix "A" and the Project must be officially opened for use as *[describe permitted use]* _____ (the "Exempt Use") and for no other use, by no later than July 15, 20____;
 - c. The Owner must submit a copy of the Occupancy Permit and Revitalization Tax Exemption Agreement to the City of Kelowna's Revenue Branch before the City will issue the Tax Exemption Certificate.
 - d. The completed Project must substantially satisfy the performance criteria set out in Appendix "B" hereto, as determined by the City's Urban Planning Manager or designate, in their sole discretion, acting reasonably.
6. **Calculation of Calculation of Revitalization Tax Exemption** - the amount of the Tax Exemption shall be equal to *[choose one from below and insert applicable wording]*:
 - a. For "Tax Incentive Area 1", 100% of the Revitalization Amount on the Parcel;
 - b. For "Tax Incentive Area 2,"
 - i. 100% of the Revitalization Amount on the Parcel, for a project with a minimum floor area of 3,716 m² (40,000 sq. ft.);
 - ii. 75% of the Revitalization Amount on the Parcel which can be attributed to a residential land use, and/or 50% of the Revitalization Amount on the Parcel which can be attributed to a commercial land use, for a project with a minimum floor area of less than 3,716 m² (40,000 sq. ft.);
 - c. For "Tax Incentive Area 3," 50% of the Revitalization Amount on a Parcel, for a project with a minimum floor area of 3,716 m² (40,000 sq. ft.);
 - d. For "Tax Incentive Area 4," 100% of the Revitalization Amount on the Parcel;

- e. For Purpose-Built Rental Housing Projects throughout the City, 100% of the Revitalization Amount on the Parcel where the project is subject to a Housing Agreement (for up to 10 years) and is in compliance with the OCP Future Land Use designation as at May 30, 2011. A tax incentive for rental housing will only be considered when the vacancy rate is at or below 3%;
- 7. **Term of Tax Exemption** - provided the requirements of this agreement, and of the City of Kelowna Revitalization Tax Exemption Program Bylaw No. 9561, are met the Tax Exemption shall be for the taxation years _____ to _____, inclusive.
- 8. {deleted}
- 9. **Compliance with Laws** - the Owner shall construct the Project and, at all times during the term of the Tax Exemption or any renewal term, use and occupy the Parcel and the Project in compliance with all statutes, laws, regulations and orders of any authority having jurisdiction and, without limiting the generality of the foregoing, all federal, provincial, or municipal laws or statutes or bylaws, including all the rules regulations policies guidelines criteria or the like made under or pursuant to any such laws.
- 10. **Effect of Stratification** - if the Owner stratifies the Parcel or the Project under the *Strata Property Act*, then the Tax Exemption shall be prorated among the strata lots in accordance with the unit entitlement of each strata lot for:
 - a. the current and each subsequent tax year during the currency of this agreement if the strata plan is accepted for registration at the Land Title Office before May 1; or
 - b. for the next calendar year and each subsequent tax year during the currency of this agreement if the strata plan is accepted for registration at the Land Title Office after May 1;so long as, where a Housing Agreement exists in relation to the Parcel or the Project which limits ability to stratify, the Housing Agreement is still complied with.
- 11. **Cancellation** - the City may in its sole discretion cancel the Tax Exemption Certificate at any time:
 - a. on the written request of the Owner; or
 - b. effective immediately upon delivery of a notice of cancellation to the Owner if at any time any of the conditions in the Tax Exemption Certificate are not met.If such cancellation occurs, the Owner of the Parcel for which the Tax Exemption Certificate was issued will remit to the City an amount equal to the value of any Tax Exemption received after the cancellation of the Tax Exemption Certificate.
- 12. **No Refund** - for greater certainty, under no circumstances will the Owner be entitled under the City's revitalization tax exemption program to any cash credit, any carry forward tax exemption credit or any refund for any property taxes paid.
- 13. **Notices** - any notice or other writing required or permitted to be given hereunder or for the purposes hereof to any party shall be sufficiently given if delivered by hand or posted on the Parcel, or if sent by prepaid registered mail (Express Post) or if transmitted by facsimile to such party:
 - a. in the case of a notice to the City, at:

THE CITY OF KELOWNA
1435 Water Street,
Kelowna, B.C.
V1Y 1J4

Attention:
Fax:

b. in the case of a notice to the Owner, at:

[Insert name and address of owner]

Attention:
Fax:

Or at such other address as the party to whom such notice or other writing is to be given shall have last notified the party giving the same.

14. **No Assignment** - the Owner shall not assign its interest in this agreement except to a subsequent owner in fee simple of the Parcel.
15. **Severance** - if any portion of this agreement is held invalid by a court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder of this agreement.
16. **Interpretation** - wherever the singular or masculine is used in this agreement, the same shall be construed as meaning the plural, the feminine or body corporate where the context or the parties thereto so require.
17. **Further Assurances** - the parties hereto shall execute and do all such further deeds, acts, things and assurances that may be reasonably required to carry out the intent of this agreement.
18. **Waiver** - waiver by the City of a default by the Owner shall be in writing and shall not be deemed to be a waiver of any subsequent or other default.
19. **Powers Preserved** - this agreement does not:
 - a. Affect or limit the discretion, rights or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Parcel;
 - b. Affect or limit any enactment relating to the use or subdivision of the Parcel; or
 - c. Relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Parcel and without limitation shall not confer directly or indirectly any exemption or right of set-off from development cost charges, connection charges, application fees, user fees or other rates, levies or charges payable under any bylaw of the City.
20. **Reference** - every reference to each party is deemed to include the heirs, executors, administrators, personal representatives, successors, assigns, servants, employees, agents, contractors, officers, licensees and invitees of such party, wherever the context so requires or allows.
21. **Enurement** - this agreement shall ensure to the benefit of and be binding upon the parties hereto and their respective successors and permitted assigns.

22. Any construction of a new improvement or alteration of an existing improvement as of this bylaw undertaken prior to the application for a Revitalization Tax Exemption will not be eligible for consideration
23. The maximum Revitalization Tax Exemption authorized under this Bylaw must not exceed the Revitalization Amount on the Property between:
 - a. the calendar year before the construction or alteration began, as outlined under Section 1 of this agreement; and
 - a. the calendar year in which the construction or alteration, as outlined under Section 1 of this agreement, is completed.
24. The Property's assessed value of improvements must not be reduced below the amount assessed in the calendar year prior to construction or alteration, as a result of the Revitalization Tax Exemption.

IN WITNESS WHEREOF the parties hereto have executed this agreement as of the day and year first above written.

Executed by the CITY OF KELOWNA by
Its authorized signatories:

Mayor

City Clerk

Executed by _____ by its
Authorized signatories:

Name:

Name:
Appendix "A": Plans and Specifications
Appendix "B": Performance Criteria

Schedule "C"

Tax Exemption Certificate

In accordance with the City of Kelowna Revitalization Tax Exemption Program Bylaw No. 9561 (the "Bylaw"), and in accordance with a Revitalization Tax Exemption Agreement dated for reference the ____ day of _____, 20__ (the "Agreement") entered into between the City of Kelowna (the "City") and _____ (the "Owner"), the registered owner(s) of [insert legal description of property] _____ (the "Parcel):

This certificate certifies that the Parcel is subject to a Revitalization Tax Exemption, for each of the taxation years 20__ to 20__ inclusive, equal to [choose one from below and insert applicable wording]:

1. "Tax Incentive Area 1", 100% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued);
2. "Tax Incentive Area 2,"
 - a. 100% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued);
 - b. 75% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued) which can be attributed to a residential land use,

and/or 50% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued) which can be attributed to a commercial land use;
3. "Tax Incentive Area 3," 50% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued);
4. "Tax Incentive Area 4," 100% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued);
5. Purpose-Built Rental Housing Project, 100% of the Revitalization Amount attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued).

Any construction of a new improvement or alteration of an existing improvement, on the Parcel described above, undertaken prior to the application for a Revitalization Tax Exemption will not be eligible for consideration;

The maximum Revitalization Tax Exemption authorized must not exceed the increase in the assessed value of improvements on the property resulting from the construction or alterations attributed to Building Permit No _____ between 20__ (the calendar year before the commencement of construction of the project) and 20__ (the calendar year in which the Revitalization Tax Exemption Certificate is issued);

The Property's assessed value of improvements must not be reduced below the amount assessed in the calendar year prior to construction or alteration, as a result of the Revitalization Tax Exemption.

The Revitalization Tax Exemption is provided under the following conditions:

1. The Owner does not breach any term, condition or provision of, and performs all obligations set out in, the Agreement and the Bylaw;
2. The Owner has not sold all or any portion of his or her equitable or legal fee simple interest in the Parcel without the transferee taking an assignment of the Agreement, and agreeing to be bound by it;
3. The Owner, or a successor in title to the Owner, has not allowed the property taxes for the Parcel to go into arrears or to become delinquent;
4. The Exempt Use (as defined in the Agreement) of the Project is not discontinued;

If any of these conditions are not met then the Council of the City of Kelowna may cancel this Revitalization Tax Exemption Certificate. If such cancellation occurs, the Owner of the Parcel, or a successor in title to the Owner as the case may be, shall remit to the City an amount equal to the value of the exemption received after the date of the cancellation of the certificate.