
CITY OF KELOWNA

MEMORANDUM

Date: April 11, 2005
File No.: 5400-09

To: City Manager

From: Director, Works and Utilities

Subject: **Amendment to City of Kelowna Subdivision Development and Servicing Bylaw re: Sidewalk requirements for new developments**

RECOMMENDATION:

THAT City Council approve in principle an amendment to the City of Kelowna Subdivision, Development and Servicing Bylaw No. 7900 to require sidewalks on both sides of all Arterial and collector roads and on one side of all local roads as a new development standard;

AND THAT Council direct staff to seek input from the Urban Development Institute, residents groups, and other stakeholders into the proposed standard;

AND THAT staff report back with the findings.

BACKGROUND:

The City of Kelowna Subdivision, Development and Servicing Bylaw No. 7900 sets the standards and specifications for works and services, in connection with subdivision and development of land within the City boundaries.

Current city standards require sidewalks on both sides of Urban Arterial roads, both sides of Class 1 Urban Collector roads, one side of Class 2 Urban Collector roads and no sidewalks on Urban Local roads. Sidewalks are also not required on rural roads. A comparison with other jurisdictions was found to be as follows:

Municipality	Arterial	Collector	Local
RDCO	Both sides	One side	One side
Kamloops	Both sides	Both sides	One side
Kelowna	Both sides	One side	None
Lethbridge	Min. One side	Both sides	Both sides
Medicine Hat	One Side	One or two sides	Both sides
Prince George	Both sides	One side	One side
Red Deer	One Side	Both sides	One side
Vancouver	Both Sides	Both sides	Both sides
Whitehorse	One side	<i>No Collectors</i>	One side

Most other municipalities of relative size and population have higher requirements for sidewalks, particularly on local roads.

The Sidewalk Master Plan, created in 2000, establishes criteria for prioritizing construction of sidewalks on Non-DCC roads and recommended increased standards for sidewalks in order to make our community more conducive to walking. The Roads Task Force recommended to City Council the need to increase the availability of sidewalks as an integral part of the strategy to reduce vehicles on city streets.

The City of Kelowna OCP and Strategic Plan both place a strong emphasis on building a safe and accessible community, where residents can participate in an active lifestyle and where people have multiple travel mode choices. We have established targets for travel mode shift and are slowly working toward this goal. The 2004 Citizens Survey had an overwhelming number of respondents comment that there were not enough sidewalks in Kelowna. The best way to accommodate active transportation is to make our streets accessible to people so they can travel on foot. In order for children to get to school, they need places to walk, protected from vehicle traffic.

Without sidewalks on both sides of busy roads, there becomes an increased demand for safe crossings. Each additional crossing adds significant delay to vehicle traffic on that road and a single activated pedestrian crossing can cost anywhere between \$10,000 and \$60,000. No sidewalks on local roads means that children, seniors and people with disabilities need to share the road with parked and moving vehicles. Unfortunately in many neighbourhoods, parents won't let their children walk around their own neighbourhood or walk to school because sidewalks are not available on local roads.

Historically, attempts to increase sidewalk requirements have been met with resistance from the development community due to increased development costs. In new construction, the difference between providing 1.5m wide sidewalk versus landscaped area to the back of curb is \$52.50 per lineal meter, or \$866 on a standard R1 lot. The cost for retrofitting sidewalk at a later date varies between \$100 and \$400 per lineal meter, or from \$1650 to \$6600 on the same standard lot due to impacts of existing road grades, lack of drainage, and homeowner landscaping. The benefit of providing safe and accessible areas for people to walk and interact cannot readily be measured but more and more developers throughout North America are placing emphasis on sidewalks and walking trails as a marketing tool, based on promoting neighbourhood connectivity, safety and wellness and traditional community values.

Sidewalks on all roads would help Kelowna to reach transportation and sustainability goals. Based on the above information, your approval is respectfully requested.

John Vos
Director of Works & Utilities

cc. Transportation Manager
 Transportation Demand Supervisor
 Development Engineering Manager
 Director of Financial Services
 Director of Corporate and Planning Services