
City of Kelowna
MEMORANDUM

DATE: April 13, 2005

FILES: 0920-20
0550-01

TO: City Manager

FROM: Special Projects Planning Manager

SUBJECT: RUTLAND COMMUNITY CONNECTIONS CONCEPT PLAN

REPORT PREPARED BY: HAZEL CHRISTY, SPECIAL PROJECTS PLANNING MANAGER

RECOMMENDATION:

THAT Council endorse the Rutland Community Connections Concept Plan in principle as part of its long term planning goals for the Rutland area;

AND THAT appropriate amendments to add the Rutland Connections Concept to the Linear Park Concept Plan 14.2 and the Future Land Use Map 19.1 of the Official Community Plan be brought forward for Council consideration;

AND THAT Council direct staff to immediately commence detailed design planning for the priority one area (Routes 1,2,3,4,5) so that it can be coordinated with the work planned for Sewer Specified Area No. 23;

BACKGROUND:

The Rutland Community Connections initiative provides an opportunity to connect the community of Rutland by means of pedestrian and bikeway links through the Town Centre. The overall vision would see the community connected to major greenway linkages along Mission and Mill Creeks, and provide internal pedestrian/bikeway connections to desirable nodes such as parks, school, the future transit center, the business district and areas of population density. The benefits of the strategy can be summed up as follows:

- Focus on Rutland
- Achieve OCP objectives
- Coordinate initiatives and budgets (Planning, Works and Utilities, Parks and other agencies)
- Encourage a more livable community
- Provide long term park connections

Indirect benefits of the strategy include increased attractiveness of the Town Centre and coordination with TDM objectives for Rutland.

In January 2005, Stantec Consulting were hired to prepare a preliminary design for the recreational pathway that would identify the long term vision as well as a recommended phasing strategy and preliminary budget. A workshop for interested citizens was advertised and held in February to discuss potential routes and destinations. From the ideas generated, route options, potential design features and cross sections were presented at an Open House in March.

Feedback received at the Open House and through survey forms submitted to Stantec was reviewed and used to refine route options and construction phasing. Open House panels have been on display in the City Hall lobby and on the project website accessed through the City of Kelowna website under Current Projects.

THE RUTLAND COMMUNITY CONNECTIONS CONCEPT PLAN:

Figure 1 attached to this Report outlines the concept plan for the Community Connections initiative. Although preliminary, it contains key elements and showcases a major physical landform, the escarpment that runs north/south through the center of Rutland. Components of the overall plan include:

- Rutland Bluffs Trail (along the escarpment)
- Hwy 33 pedestrian crossing
- Bike and sidewalk linkages to parks, schools and Mission Creek Greenway

Depending on location and adjacent land uses, the route may take on different characteristics. At various locations, the pedestrian/bike route may use road rights of way, or the contours of the escarpment to maximize views to the lake and surrounding hills. There are historical features within Rutland such as irrigation waterworks and flumes that may also be utilized to give portions of the Trail a unique flavour and authenticity. The Hwy. 33 land bridge, an integral part of the plan, is envisioned to be wide enough to be attractive and pedestrian friendly, possibly containing a landscaped strip, and using the Highway 33 grade change at Froelich and Valleyview to create a more natural pedestrian route across the Highway. The concept envisions at least two cross sections: separate pedestrian and bike routes within a widened landscaped boulevard for the main north south route, and a less elaborate cross section for secondary routes.

While the overall vision is a long term multi-year concept, Stantec and staff have examined phasing and budgeting options for the short- to mid-term time horizon. Certainly the area within the Rutland Town Centre, including the Hwy. 33 land bridge crossing should receive priority; however the opportunities presented by the sewer program in Spec. Area 23 in south Rutland have also been examined. Given the scale of the entire project it is recommended that detailed design planning proceed in three major phases (2005, 2007 and 2009). Detailed designs are necessary to plan budgets, acquire land and rights of way and to consult with the public. The recommended phasing follows:

RECOMMENDED PHASING:

| IMMEDIATE PRIORITY | | |
|---------------------------|-------------|---|
| 2005 | \$325,000* | Detailed design of priority one section of the Rutland Connections Plan (Routes 1,2,3,4,5) |
| SHORT TERM | | |
| 2006 | \$520,220 | Construction of Hollywood Road section from Springfield to Juniper (Route 1) |
| 2006 | \$1,400,000 | Construction of Graham Road section from Springfield to Hollywood in conjunction with sewer project (Route 3) |
| 2006 | \$316,480 | Construction of Froelich Road section from Hwy 33 to Houghton (Route 2) |

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|------------------|--|--|
| MID TERM | | |
| 2007 | | Detailed design of priority two section of the Rutland Connections Plan (Routes 6,7,8) |
| 2007-2009 | | <ul style="list-style-type: none">• Construction of Juniper Road section through Adventist Day School site in conjunction with park development (portion Route 5)• Construction of Willow Park church section to Dell walkway (Route 4)• Construction of Bluffs trail from Dell walkway to Adventist Day School site (Route 5) |
| LONG TERM | | |
| 2009 | | Detailed design of priority three section of the Rutland Connections Plan (Routes 9,10,11) |
| 2010-2012 | | Construction of priority two section of Rutland Connections Plan (Routes 6,7,8) |

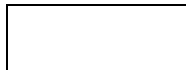
*estimated at 15% of construction costs for Routes 1,2,3,4,5

The Rutland Community Connections initiative presents opportunities to coordinate with other city initiatives being carried out by departments such as Parks and Works and Utilities. By combining efforts and budgets, it is possible to achieve economies of scale or greater efficiencies to the overall benefit of the community. Also, by indicating mid- to longer term goals for the Connections through the Ten Year Capital Plan and Official Community Plan it will make it easier to coordinate the development of the linear pathway with redevelopment proposed within the Rutland Town Centre. Funding beyond 2005 will be examined through the 10 Year Capital Plan to determine funding availability and coordination with other capital projects such as the sidewalks and bike path programs.

CONCLUSION:

The Community Connections initiative is an exciting opportunity to combine civic and community initiatives for the benefit of an important sector of our city. Experience with linear pathways elsewhere in our city show that they are heavily used by all age groups. This is an opportunity to create something unique to Rutland, and make connections within the Rutland community.

Hazel Christy



D.L. Shipclark
Manager, Community Development & Real Estate
HC/sh
Encl.

cc: Director of Financial Services
cc: Director of Works & Utilities

cc: Director of Planning & Corporate Services
cc: Parks Manager