
CITY OF KELOWNA

MEMORANDUM

Date: December 6, 2005
File No.: 5400-09

To: City Manager

From: Director of Works and Utilities

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

RECOMMENDATION:

THAT Council receives the report of the Director of Works and Utilities dated Dec. 6, 2005 regarding the feedback from consultation with the community on sidewalk standards;

AND THAT Council direct staff to bring back amendments to the Subdivision, Development and Servicing Bylaw # 7900 incorporating new requirements for sidewalks on both sides of minor collector roads and on one side of all local roads.

DISCUSSION:

At the April 18th, 2005 Regular Meeting of Council staff brought forward a report regarding sidewalk standards. Council approved in principle an amendment to the Bylaw and directed staff to seek input from the Urban Development Institute, resident groups, and other stakeholders. The original report is attached for the information of new Councillors.

The Transportation Division sent out letters to 37 organizations as well as issuing a press release and advertising in both local papers to seek feedback from the community. An online survey was placed on the City's website. The City received 35 forms and emails, 188 online survey responses and 28 phone call responses. In response to the question: "Do you support the proposed changes to the Subdivision, Development and Servicing Bylaw No. 7900 that would require sidewalks on both sides of a Class 2 (minor) collector roads as a new development standard?" The response was 215 Yes and 23 No. To the question "Do you support the proposed changes to the Subdivision, Development and Servicing Bylaw No. 7900 that would require sidewalks to be installed on one side of all local roads as a new development standard?" The response was 214 Yes and 24 No. It should be noted that the survey results are not necessarily a reflection of the overall population but rather a reflection of those who chose to respond. The annual Citizens Survey identifies availability of sidewalks at a 67% very satisfied and somewhat satisfied approval rating in 2005, one of the lower scoring areas in Transportation Services. Of particular Council consideration is the response from the local chapter of the Urban Development Institute (UDI) who represents the interests of the development community (memo attached). They continue to oppose the requirements.

City staff continues to believe that sidewalk standards should be increased in new development for the reasons noted in the April 18th, 2005 Council report. We disagree with the UDI comments that additional right of way will be required. We also note that the original hillside guidelines already requires sidewalks on all hillside roads and the later approved alternate ones also have room for them.

Should Council not wish to implement sidewalks in new developments as recommended by staff Council could either defeat the recommendation or consider the following alternative recommendations:

- a) THAT Council direct staff to bring back amendments to the Subdivision, Development and Servicing Bylaw No. 7900 to incorporate sidewalks on both sides of minor collectors and on one side of Class 1 Local Roads. (NOTE: Class 1 Local Roads carry up to 1000 vehicle trips per day while Class 2 Local Roads are less than 500 vehicle trips per day.)
- b) THAT Council direct staff to bring back amendments to the Subdivision, Development and Servicing Bylaw No. 7900 to incorporate sidewalks on both sides of minor collectors.

John Vos

Attachments (2): April 11, 2005 Report to Council
UDI's response to proposed changes to Bylaw 7900

- cc. Transportation Manager
Development Engineering Manager
Traffic Demand Supervisor
Transportation and Traffic Engineer

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