

# Memo



**Date:** March 2, 2011  
**File:** 0220-01  
**To:** City Manager  
**From:** M. Antunes, Budget Performance Accountant, Infrastructure Planning  
**Subject:** Federal Gas Tax Project Applications

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## **Recommendation:**

THAT Council receives, for information, the Report from the Budget Performance Accountant dated March 2, 2011, with respect to Federal Gas Tax Project Applications;

AND THAT Council endorses the following recommended projects for application to The Union of BC Municipalities (UBCM) for Federal Gas Tax funding:

- General Strategic Priorities Fund: Lakeshore Road Bridge at Mission Creek
- General Strategic Priorities Fund (Capacity Building): 20-Year Integrated Community Sustainability Capital Plan
- Innovations Fund: Corporate/Airport GHG Reduction Plan Implementation
- Innovations Fund (Capacity Building): Form-Based Codes, Low Carbon Economic Development Zone.

AND FURTHER THAT Council directs staff to report back with supplementary budget requests based on the success of the applications prior to entering into a final grant agreement.

## **Purpose:**

To seek Council approval to apply for 2011 Federal Gas Tax grants under the General Strategic Priorities Fund and the Innovations Fund.

## **Background:**

The Union of BC Municipalities (UBCM) announced new Federal Gas Tax (FGT) funding for Municipalities and Regional Districts. While the City receives funding on an annual basis of about \$2.9M from the FGT "Community Works" program, three additional programs are available for capital project and capacity building funding for projects that can be completed by 2014. These funding programs are:

- General Strategic Priorities Fund (GSPF)
- Innovations Fund (IF)
- Regionally Significant Fund (RSF)

The Director of Regional Services brought a report to Council on November 29, 2010 outlining these programs and identifying Council suggestions for project consideration. The grant application deadline for both the GSPF program and the IF program is April 29, 2011. The application deadline for the RSF grant program is September 30, 2012.

Two submissions can be made under both the GSPF and IF programs; one for Capital and one for Capacity Building (CB). 21 outline project suggestions were received from City staff for these grants

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in December 2010 by the Infrastructure Planning Department. These requests were reviewed by a screening committee, submitted to a multiple bottom line (MBL) evaluation, and reviewed for their probable success in securing other available grants to determine the most appropriate projects to submit for these programs. All of the requests, their detailed descriptions and their MBL score can be found in Annex 1. Staff recommends the following projects for application to UBCM:

General Strategic Priorities Fund (GSPF-capital) - Lakeshore Road Bridge at Mission Creek (\$5.7M)

The Lakeshore Road Bridge is scheduled for replacement as the existing bridge has come to the end of its service life. The new bridge design will include provisions for active transportation (multi-use corridor, sidewalks). The design will also accommodate an underpass for the Mission Creek Greenway so that this popular riparian corridor can proceed under Lakeshore Road west toward Okanagan Lake. Environmental restoration and the development of a trailhead park at the La Mission Motel site will also be included as part of the project. Since this is a DCC project, the financial benefit of this grant would accrue both to the taxpayer and the development industry.

General Strategic Priorities Fund (GSPF-Capacity Building) - 20-Year Integrated Community Sustainability Capital Plan (\$150K)

Integrated Sustainable Community Planning approaches are foundational to the gas tax program (see [http://www.cscd.gov.bc.ca/lgd/intergov\\_relations/library/ICSP\\_Backgrounder.pdf](http://www.cscd.gov.bc.ca/lgd/intergov_relations/library/ICSP_Backgrounder.pdf)). The City of Kelowna has recently approved a Sustainable Municipal Infrastructure Policy that reports through an annual scorecard of key infrastructure performance indicators. The next step is to apply these performance indicators to the renewal of the City's long-term capital plan. A 20-year capital plan, using the MBL guidelines, will allow the City to plan in a sustainable, integrated and collaborative way. It will integrate DCC projects, non-DCC projects and asset renewal and replacement projects. It will support capital investment planning that maximizes the environmental, social, cultural, financial and economic benefits to the Corporation and the City.

Innovations Fund (IF-Capital) - Corporate/Airport GHG Reduction Plan Implementation (\$5.1M)

The Corporate GHG reduction plan was presented to Council in December 2010 and shows an estimated 6.5 year payback with a GHG reduction of 22% of the 2007 carbon emission baseline by 2017. The plan includes significant energy efficiency retrofits for existing facilities at the Airport and other City-owned buildings, upgrading efficiency of pumping facilities in utilities, and efficiency upgrades to the fleet and to fleet fuels. Innovation using advanced heating and cooling systems, mechanical system upgrades, on-line energy optimization of individual buildings, and vehicle fleet tracking are among the various types of technology integrated into the implementation plan. This grant would accelerate the City's ability to implement the full GHG reduction plan, preserving its right to collect carbon tax rebates and reducing its energy consumption costs.

Innovations Fund (IF- Capacity Building) - Form-Based Codes, Low Carbon Economic Development Zone (\$160K)

Form-based codes will be explored to support a pedestrian friendly public domain that attracts mixed use investment and is adaptable to changing uses over time. The expected impacts include a more intensive people-focused live/work/play environment in appropriate sectors of the City that will reduce the City's environmental impact and improve its attractiveness to the new economy. This project would also look at policy and capital investment tools that would support a low-carbon economic development zone in association with the planned district energy systems in the Pandosy Town Centre and Downtown areas as prototypes for future integrated sustainable neighborhoods. The anticipated outcomes would be reductions in GHG emissions, improved water and air quality, and most importantly improved public understanding of the environmental, economic, social and cultural benefits of this approach to urban development. These two policy tools are complementary in planning a more sustainable city.

Next steps:

Following Council approval, staff will complete grant applications to UBCM for all of these projects. Staff recommendations on "Regionally Significant" projects will be submitted for Council endorsement in 2012.

**Internal Circulation:**

Director, Regional Services  
Director, Financial Services  
Grants Manager, Strategic Initiatives

**Financial/Budgetary Considerations**

All project costs are eligible under these grants with the exception of employee direct and indirect costs (including equipment), land costs and legal fees. Staff from the Departments of Design & Construction, Civic Operations and Real Estate & Building Services who are engaged in projects typically charge their time to the project budget. To make the best use of available grants, it is expected that both consulting and contracting assignments for each of these projects would be contracted with the private sector with the City focusing mainly on project management. Therefore, the City's contribution to each project would be up to 10% of the total project cost and funded through a combination of taxation and reserve funds. The exact amount and the cash flow will be confirmed once UBCM makes specific offers to the City's applications.

**Personnel Implications**

All of these projects are currently budgeted or needed in the near future and impose little extra work load. However, additional staff time will be required for grant applications and the administration of the grants.

**Considerations not applicable to this report:**

Legal/Statutory Authority  
Legal/Statutory Procedural Requirements  
Existing Policy  
External Agency/Public Comments  
Community & Media Relations Comments  
Alternate Recommendation

Submitted by:



M. Antunes, Budget Performance Accountant

Approved for inclusion:



R. Cleveland, Director, Infrastructure Planning

Annex 1: Gas Tax Proposals

cc: General Manager, Community Sustainability  
Director, Regional Services  
Director, Financial Services  
Director, Strategic Initiatives

# Federal Gas Tax Funding Proposals

Rank	Project Name:	Description:	Project Lead:	Category:	Outcome:	Factors	Estimated Capital Cost:	Can be Completed by 2014?	Key Challenge to Success?
GSPF	1	Lakeshore Road Bridge (at Mission Creek)	Terry Barton / Purvez Irani	Roads/Bridges	Reduce GHG	<p>Land Owned by City? Yes</p> <p>Other Partner Funding Committed? Yes</p> <p>Lifecycle? Replaces Existing Asset</p>	\$5,661,720	Yes	Regulatory Constraints Environmental Permitting
GSPF	2	Ethel St Active Transportation Corridor	Transportation & Mobility Manager - Jerry Behl	Active Transportation	Reduce GHG	<p>Land Owned by City? Yes</p> <p>Other Partner Funding Committed? No</p> <p>Lifecycle? New Asset</p>	12,657,000	Yes	None



# Federal Gas Tax Funding Proposals

Rank	Project Name:	Description:
GSPF 2	Corporate Energy and GHG Emissions Reduction Plan Implementation	The Plan includes significant energy efficiency retrofits for existing facilities at the Airport, the Water St Seniors Center and Family Y, upgrading efficiency of pumping facilities in utilities, and fleet and fleet fuel changes. The plan has an estimated 6.5 year payback with a GHG reduction of 22% of the 2007 carbon emission baseline by 2017. The total estimated investment for energy efficiency with the GHG reduction is \$5.1 million. Innovation using advanced heating and cooling systems, mechanical system upgrades, on-line energy optimization of individual buildings and vehicle fleet tracking are among the various types of technology integrated into the implementation plan endorsed by Council on Dec.7/2010.
	Project Lead:	Strategic Projects Manager and Airport Director
	Category:	Community Energy
	Outcome:	Reduce GHG
	<b>Factors</b>	
	Land Owned by City?	Yes
	Other Partner Funding Committed?	
	Lifecycle?	New Asset
	Estimated Capital Cost?	5,100,000
	Can be Completed by 2014?	Yes
	Key Challenge to Success?	

Rank	Project Name:	Description:
GSPF L	Abbott Street Active Transportation Corridor	As a part of Active Transportation Plan, Abbott St will play a strategic role as a major/arterial cycling corridor. Together with the corridor on Lakeshore Road this route will provide a continuous link between The Mission, Pandosy and Downtown.
	Project Lead:	Transportation & Mobility Manager - Jerry Behl
	Category:	Active Transportation
	Outcome:	Reduce GHG
	<b>Factors</b>	
	Land Owned by City?	No
	Other Partner Funding Committed?	No
	Lifecycle?	New Asset
	Estimated Capital Cost?	10,549,034
	Can be Completed by 2014?	Yes
	Key Challenge to Success?	Land Required

# Federal Gas Tax Funding Proposals

Rank		
GSPF	L	<b>Project Name:</b> Sutherland Avenue Active Transportation Corridor
		<b>Description:</b> As a part of Active Transportation Plan, Sutherland Ave will play a strategic role as a major/arterial cycling corridor. Forming a link between the Abbott Street / Lakeshore Road corridor and the Angel Way / Rails with Trails corridor. This will provide a continuous loop both north and south of Hwy 97 and connectivity from downtown to the Landmark, Parkinson Rec Centre and Bus Rapid transit on Highway 97.
		<b>Project Lead:</b> Transportation & Mobility Manager - Jerry Behl
		<b>Category:</b> Active Transportation
		<b>Outcome:</b> Reduce GHG
		<b>Factors</b>
		Land Owned by City? No
		Other Partner Funding Committed? No
		Lifecycle? New Asset
		Estimated Capital Cost? 8,507,090
		Can be Completed by 2014? Yes
		Key Challenge to Success? Land Required

GSPF	L	<b>Project Name:</b> KLO Active Transportation Corridor
		<b>Description:</b> As a part of Active Transportation Plan, KLO Active Transportation Corridor will play a strategic role as a major/arterial cycling corridor. This route will connect to the Abbott Street / Lakeshore corridor, providing a continuous link between The Mission, Pandosy Downtown and Okanagan College.
		<b>Project Lead:</b> Transportation & Mobility Manager - Jerry Behl
		<b>Category:</b> Active Transportation
		<b>Outcome:</b> Reduce GHG
		<b>Factors</b>
		Land Owned by City? No
		Other Partner Funding Committed? No
		Lifecycle? New Asset
		Estimated Capital Cost? 2,271,580
		Can be Completed by 2014? Yes
		Key Challenge to Success? Land Required

# Federal Gas Tax Funding Proposals

Rank		
GSPF	L	<b>Project Name:</b> EAST-WEST Transportation Corridor <b>Description:</b> The access from Glenmore Road through UBC to Hwy 97 is a strategic link in our 20-year Servicing Plan & Financing Strategy with first phase construction planned for 2011-2012. The link will provide access to the Regional Landfill which has a 75 year + lifespan and also has a multi-use corridor integrated into the pre-design. The route is also part of the active transportation arterial network.  <b>Project Lead:</b> (Strategic Projects Manager) <b>Category:</b> Roads/Bridges <b>Outcome:</b> Reduce GHG <u>Factors</u> Land Owned by City? Yes Other Partner Funding Committed? No Lifecycle? New Asset Estimated Capital Cost? \$2,800,000 Can be Completed by 2014? Yes Key Challenge to Success? Regulatory Constraints

GSPF	L	<b>Project Name:</b> Downtown Waterfront Promenade - Stuart Park Phase 2 <b>Description:</b> The downtown waterfront walkway needs to be rebuilt from Stuart Park to the Water Street Boat Launch. The multi-use corridor provides active transportation opportunities along the waterfront for cycling and walking. The design will include sustainable technologies, universal access, and environmental restoration of the foreshore.  <b>Project Lead:</b> Terry Barton <b>Category:</b> Active Transportation <b>Outcome:</b> Reduce GHG <u>Factors</u> Land Owned by City? Yes Other Partner Funding Committed? No Lifecycle? Replaces Existing Asset Estimated Capital Cost? \$1,500,000 Can be Completed by 2014? Yes Key Challenge to Success? Regulatory Constraints Environmental Permitting
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# Federal Gas Tax Funding Proposals

Rank		
GSPF	L	<b>Project Name:</b> Alternate Hwy 97 Cycling Corridor <b>Description:</b> This suggested project would look to develop the Alternate Hwy 97 cycling corridor. It could be done in partnership with the Ministry of Transportation to leverage additional funding. This project could develop a multi-use pathway along a route parallel to the highway such as along side Airport Way or through the UBC Okanagan campus. The target funding could be either the GSPF or the RS programs. Length is 2km.  <b>Project Lead:</b> Ron Westlake/Andrew Albiston  <b>Category:</b> Active Transportation <b>Outcome:</b> Reduce GHG  <b>Factors</b> Land Owned by City? No Other Partner Funding Committed? No Lifecycle? New Asset Estimated Capital Cost? 1,300,000 Can be Completed by 2014? Yes Key Challenge to Success? Land Required

GSPF	L	<b>Project Name:</b> Central Green (Pedestrian Overpass) <b>Description:</b> 13 acre development project that includes, low-rise and high-rise mixed use buildings, a 5 acre park, substantial sustainability measures, multi-modal connectivity and a proposed pedestrian overpass.  <b>Project Lead:</b> Strategic Land Development Manager - Derek Edstrom  <b>Category:</b> Active Transportation <b>Outcome:</b> Reduce GHG  <b>Factors</b> Land Owned by City? Yes Other Partner Funding Committed? No Lifecycle? New Asset Estimated Capital Cost? \$3 million approx. Can be Completed by 2014? Yes Key Challenge to Success? Other
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# Federal Gas Tax Funding Proposals

Rank

CB-IF

1

**Project Name:** Form Based Codes / Low Carbon Economic Development Zones

**Description:** Council has directed the City to renew Kelowna's downtown plan to stimulate long-awaited economic development and mixed use to achieve a compact, liveable and distinctive city centre. Form based codes will be explored to support a pedestrian friendly public domain that attracts mixed use investment and is adaptable to changing uses over time. The expected impacts include more intensive live/work/play in the downtown which will mean protection of existing green space to reduce the ecological footprint, reductions in GHG emissions for both cleaner water and air. Street-based, frontage-based, building type-based and transect-based formats will be considered. Implementation procedures will be mapped out as well.

**Description:** In March 2010, Council adopted a Sustainable Municipal Infrastructure Policy to achieve a range of measurable performance targets against a broad range of indicators that are directly influenced by infrastructure. Subsequently, Council has approved an MOU with Terasen Gas for feasibility studies on two District Energy Systems, and received an implementation plan for a 22% reduction in Corporate GHG emissions below 2007 levels financed through energy cost savings. Together these set the stage for dramatic transformations of two town-centre neighbourhoods toward high performance 'ecodistricts' defined by the Portland Sustainability Institute as "a neighbourhood or district with a broad commitment to accelerate neighbourhood-scale sustainability. EcoDistricts commit to achieving ambitious sustainability performance goals, guiding district investments and community action, and tracking the results over time." This project would look at policy and capital investment tools that would support a low carbon economic development zone in association with the planned district energy systems in the Pandosy Town Centre and Downtown areas as prototypes for future integrated sustainable neighbourhoods/urban ecologies. The anticipated outcomes would be transformative changes in GHG emissions, water and air quality, and most importantly in public understanding and support of the environmental, economic, social and cultural benefits of this approach to urban development.

**Project Lead:** Shelley Gambacourt / Randy Cleveland

**Category:** Capacity Building

**Outcome:** Reduce GHG

**Factors**

Land Owned by City? Yes

Other Partner Funding Committed? No

Lifecycle? Replaces Existing Asset

Estimated Capital Cost? \$160,000

Can be Completed by 2014? Yes

Key Challenge to Success? None

Are there regulation challenges here?

# Federal Gas Tax Funding Proposals

Rank

CB-IF	2	<b>Project Name:</b> Mill Creek Environmental Management Strategy
		<b>Description:</b> Mill Creek traverses through the most urbanized areas of Kelowna. It is also one of the main tributaries to Okanagan Lake and is a considered a fisheries habitat and an important environmentally sensitive feature in the community. In addition to the extensive urban development along the creek corridor it is also adjacent to a major existing and future transportation corridor and the Kelowna Regional Airport. As such, a comprehensive environmental management plan is warranted to protect the creek ecosystem in the years ahead. Where impact on the existing creek may be inevitable, a strategy is necessary to provide mitigation and compensation. Compensation would be in the form of creek enhancement along its reach. [Application has now been made fro grant funds from the Okanagan Basin Water Board.]
		<b>Project Lead:</b> Fred Schaad

**Category:** Capacity Building

**Outcome:** Clean Water

**Factors**

Land Owned by City? No

Other Partner Funding Committed? No

Lifecycle? New Asset

Estimated Capital Cost? 350,000

Can be Completed by 2014? Yes

Key Challenge to Success? None

CB-IF	3	<b>Project Name:</b> Free Transit Month
		<b>Description:</b> Free transit month to get people in the habit of using the bus. May could be a good month to do it. It would be a great way to test the capacity of the system, encourage people to try it and hopefully gain some new ridership, all while reducing greenhouse gasses.
		<b>Project Lead:</b> Jerry Dombowsky, Regional Programs Manager

**Category:** Public Transit

**Outcome:** Reduce GHG

**Factors**

Land Owned by City? Yes

Other Partner Funding Committed? Yes

Lifecycle? New Asset

Estimated Capital Cost? 275,000

Can be Completed by 2014? Yes

Key Challenge to Success? Other



# Federal Gas Tax Funding Proposals

Rank CB-IF    4.	<b>Project Name:</b> Retrofit Incentives - Homes/Buildings
	<b>Description:</b> 28% of community greenhouse gas emissions come from buildings in Kelowna. A retrofit and incentives program would target existing homes and buildings to reduce the amount of greenhouse gases produced as well as help owners to save money. This will help meet the 33% GHG reduction target, set out in the 2020 OCP. <p>Policy and Planning is currently working on a Climate Action Discussion Paper that will go through community consultation (January to March 2011) which will form the basis of a Community Climate Action Plan (to be developed in the summer of 2011). The Plan will identify a combination of reduction initiatives to help reduce GHG emissions in buildings, transportation and waste.</p> <p>The City will be working with the province, other municipalities and utility partners in 2011 to determine ways to provide incentives for retrofits as part of the Climate Action Plan. As part of developing the Climate Action Plan, Policy and Planning has been investigating alternative options for retrofit incentives, such as provincial or utility-led programs prior to the City developing its own program.</p>
	<b>Project Lead:</b> Sustainability Coordinator / Revenue Manager

**Category:** Community Energy

**Outcome:** Reduce GHG

**Factors**

Land Owned by City? No

Other Partner Funding Committed? No

Lifecycle? New Asset

Estimated Capital Cost? unknown

Can be Completed by 2014? No

Key Challenge to Success? Other

# Federal Gas Tax Funding Proposals

Rank

CB-GSPF	1	<b>Project Name:</b> Mill Creek Environmental Management Strategy
		<b>Description:</b> Mill Creek traverses through the most urbanized areas of Kelowna. It is also one of the main tributaries to Okanagan Lake and is considered a fisheries habitat and an important environmentally sensitive feature in the community. In addition to the extensive urban development along the creek corridor it is also adjacent to a major existing and future transportation corridor and the Kelowna Regional Airport. As such, a comprehensive environmental management plan is warranted to protect the creek ecosystem in the years ahead. Where impact on the existing creek may be inevitable, a strategy is necessary to provide mitigation and compensation. Compensation would be in the form of creek enhancement along its reach. [Application has now been made for grant funds from the Okanagan Basin Water Board.]
		<b>Project Lead:</b> Fred Schaad

**Category:** Capacity Building

**Outcome:** Clean Water

**Factors**

Land Owned by City? No

Other Partner Funding Committed? No

Lifecycle? New Asset

Estimated Capital Cost? 350,000

Can be Completed by 2014? Yes

Key Challenge to Success? None

CB-GSPF	2	<b>Project Name:</b> 20-Year Integrated Community Sustainability Capital Plan Based on MBL
		<b>Description:</b> The City of Kelowna has a Sustainable Infrastructure Policy that reports through an annual scorecard of key infrastructure performance indicators. The next step is to use these performance indicators in the planning of future municipal infrastructure. A 20 year capital plan, using the MBL guidelines, will allow the City to plan in a sustainable, integrated and collaborative way. It will allow for capital investment and replacement planning that maximizes the social, environmental, cultural and economic benefits to the community. Integrated Sustainable Community Planning approaches are foundational for the gas tax program.
		<b>Project Lead:</b> Randy Cleveland / Melanie Antunes

**Category:** Capacity Building

**Outcome:** Reduce GHG

**Factors**

Land Owned by City? Yes

Other Partner Funding Committed? No

Lifecycle? New Asset

Estimated Capital Cost? 150,000

Can be Completed by 2014? Yes

Key Challenge to Success? None



# Federal Gas Tax Funding Proposals

Rank

CB-GSPF 3	<b>Project Name:</b> Pipe Inspection and Condition Analysis
	<b>Description:</b> Rehabilitation of aging water distribution and waste water infrastructure is a major financial commitment. Efficient decision making for the asset management plan requires accurate information on the existing condition of the buried pipe, and the means to determine remaining service life. A pipe materials condition analysis is necessary to better understand pipe condition, extend service life, prioritize pipe replacement, identify optimal rehabilitation methods, and minimize premature pipe replacement. The assessment can also provide data that can enable "targeted maintenance" by the Utility Network maintenance crews, to find leaks before they happen. Pipes to be assessed are cast-iron, ductile iron and asbestos cement water and waste water pipes. A Pipe Inspection and Condition Analysis better enables effective Asset and Risk Management. [Partial funding has already been budgeted from the Utility reserves.]
	<b>Project Lead:</b> Fred Schaad

**Category:** Water, Wastewater, Solid Waste

**Outcome:** Clean Water

**Factors**

Land Owned by City? Yes

Other Partner Funding Committed? No

Lifecycle? Replaces Existing Asset

Estimated Capital Cost? 200,000

Can be Completed by 2014? Yes

Key Challenge to Success? None

# Federal Gas Tax Funding Proposals

Rank

CB-GSPF	4	<b>Project Name:</b>	Telecommunications Infrastructure Plan
		<b>Description:</b>	<p>There is an increasing volume of data that needs to move between locations in the city. The data types include:</p> <ul style="list-style-type: none"> <li>o telemetry from Scada systems</li> <li>o video for traffic, transportation and security</li> <li>o video for inter department and building communication</li> <li>o Application data between buildings and to mobile users.</li> </ul> <p>The current network infrastructure is a combination of leased fibre, cellular, wireless and some city owned fibre which are operated by different departments. This project would develop a corporate telecommunications strategy . This could be a capacity building application in the first year with system infrastructure applications if necessary in subsequent years.</p>
		<b>Project Lead:</b>	Information Services Manager - Rob Entwistle

**Category:** Capacity Building

**Outcome:** Reduce GHG

**Factors**

Land Owned by City? Yes

Other Partner Funding Committed? No

Lifecycle? New Asset

Estimated Capital Cost?

Can be Completed by 2014? Yes

Key Challenge to Success? None

IF	1	<b>Project Name:</b>	Poplar Point Onsite Hypochlorite Generation
		<b>Description:</b>	<p>Currently gas chlorine, transported from the lower mainland, is used for primary and residual disinfection at Poplar Point pumphouse. This chlorination system requires upgrading to address improved protection in the event of a leak, product delivery safety, spatial constraints and redundancy under future demand conditions. A Chlorination Options Evaluation was completed in 2009 with the recommendation of installation of a Hypochlorite Generation System. This project represents an innovative, sustainable initiative that will realize considerable cost savings overtime and risk reduction in the short term.</p>
		<b>Project Lead:</b>	Jason Ough

**Category:** Water, Wastewater, Solid Waste

**Outcome:** Clean Water

**Factors**

Land Owned by City? Yes

Other Partner Funding Committed? No

Lifecycle? Replaces Existing Asset

Estimated Capital Cost? 1,800,000

Can be Completed by 2014? Yes

Key Challenge to Success? None



# Federal Gas Tax Funding Proposals

Rank

IF

2 **Project Name:** Water Street Senior Centre Facility Relocation

**Description:** A preliminary budget (estimated \$3.2 million) has been put forward for the 2011 budget for the design and construction of a new 10,000 sq.ft, 2 storey facility to replace the City own facility currently used by the WSSCS. The City is working with the WSSCS Relocation Committee on the design of a multi-age recreation programming and rental space. The conceptual design explores the basic site design to achieve a net-zero energy building through optimum building orientation and building envelope design. The construction of the new facility is an opportunity for the City to demonstrate leadership in green building design to minimize life cycle costing and to reduce greenhouse gas emissions. The City is investigating a number of high performance building opportunities including; the harvesting of heat from adjacent parking lot areas and from the existing swimming pool, rain water and grey water recycling and the construction of a thermal mass for the building that allows for passive heating and cooling. [Application has been made for grant funds through the Enabling Accessibility Program.]

**Project Lead:** Kristine Bouw / Terry Barton

**Category:** Community Energy

**Outcome:** Reduce GHG

**Factors**

Land Owned by City? Yes

Other Partner Funding Committed? No

Lifecycle? Replaces Existing Asset

Estimated Capital Cost? \$3.2 million (estimated, excluding parking, site development)

Can be Completed by 2014? Yes

Key Challenge to Success? None

IF

3 **Project Name:** TOD/Pedestrianization of Rutland Centre

**Description:** The Rutland Centre is one of the four main urban centres of the City and it is the closest to UBC. The City is working with BC Transit to develop higher levels of transit service to this centre. Of the four main urban centres of the City, Rutland is the only one without a complete sidewalk network and urbanization. In order for the Rutland Centre to achieve its full potential through redevelopment to mixed-use and higher density, public investment will be necessary. Through multiple planning initiatives and ownership of key properties, the City is well positioned to move forward in partnership with property owners, developers and key stakeholders to make use of Gas Tax funding to advance infrastructure projects.

**Project Lead:** Director, Regional Services

**Category:** Public Transit

**Outcome:** Reduce GHG

**Factors**

Land Owned by City? No

Other Partner Funding Committed? Yes

Lifecycle? New Asset

Estimated Capital Cost? \$3,000,000

Can be Completed by 2014? Yes

Key Challenge to Success? Other

# Federal Gas Tax Funding Proposals

Rank

IF	Ne	<b>Project Name:</b>	Corporate Energy and GHG Emissions Reduction Plan Implementation	
		<b>Description:</b>	The Plan includes significant energy efficiency retrofits for existing facilities at the Airport, the Water St Seniors Center and Family Y, upgrading efficiency of pumping facilities in utilities, and fleet and fleet fuel changes. The plan has an estimated 6.5 year payback with a GHG reduction of 22% of the 2007 carbon emission baseline by 2017. The total estimated investment for energy efficiency with the GHG reduction is \$5.1 million. Innovation using advanced heating and cooling systems, mechanical system upgrades, on-line energy optimization of individual buildings and vehicle fleet tracking are among the various types of technology integrated into the implementation plan endorsed by Council on Dec.7/2010.	
		<b>Project Lead:</b>	Strategic Projects Manager and Airport Director	
			<b>Category:</b> Community Energy	
			<b>Outcome:</b> Reduce GHG	
			<b>Factors</b>	
			Land Owned by City? Yes	
			Other Partner Funding Committed?	
			Lifecycle? New Asset	
			Estimated Capital Cost?	5,100,000
			Can be Completed by 2014? Yes	
			Key Challenge to Success?	

GSPF		<b>Project Name:</b>	Sanitary Sewer Servicing - Hall Rd & Parsons Rd Neighbourhoods	
		<b>Description:</b>	To construct a sanitary sewer collection system in the Hall Road and Parsons Road neighbourhoods. Individual properties within these neighbourhoods currently rely on septic systems, many of which are older systems that have reached or are nearing the end of their life cycle. A large number of the properties rely on water from shallow wells and adjacent septic systems are located within areas of high groundwater. Based on Interior Health records pertaining to repairs and amendments to existing wastewater systems and complaints about failing systems, they concur with the City of Kelowna that these neighbourhoods are the highest in priority for sewer servicing. Ministry of Environment staff also concur with the City's servicing priority.	
		<b>Project Lead:</b>	Fred Schaad	
			<b>Category:</b> Water, Wastewater, Solid Waste	
			<b>Outcome:</b> Clean Water	
			<b>Factors</b>	
			Land Owned by City? No	
			Other Partner Funding Committed? No	
			Lifecycle? New Asset	
			Estimated Capital Cost? \$	11,300,000
			Can be Completed by 2014? Yes	
			Key Challenge to Success? Other	



No.	Project Title	MBL TOTAL
CB-GSPF	20-Year Integrated Community Sustainability Capital Plan Based on MBL	9
CB-GSPF	Mill Creek Environmental Management Strategy	7
CB-GSPF	Telecommunications Infrastructure Plan	7
CB-GSPF	Pipe Inspection and Condition Analysis	4
CB-IF	Form Based Codes / Low Carbon Economic Development Zones	9
CB-IF	Mill Creek Environmental Management Strategy	7
CB-IF	Retrofit Incentives - Homes/Buildings	4
CB-IF	Free Transit Month	3
GSPF	Lakeshore Road Bridge (at Mission Creek)	11
GSPF	Corporate Energy and GHG Emissions Reduction Plan Implementation	9
GSPF	Sanitary Sewer Servicing - Hall Rd & Parsons Rd Neighbourhoods	7
GSPF	Ethel St Active Transportation Corridor	6
GSPF	Central Green (Pedestrian Overpass)	6
GSPF	Sutherland Avenue Active Transportation Corridor	4
GSPF	EAST-WEST Transportation Corridor	4
GSPF	Alternate Hwy 97 Cycling Corridor	4
GSPF	Abbott Street Active Transportation Corridor	3
GSPF	KLO Active Transportation Corridor	3
GSPF	Downtown Waterfront Promenade - Stuart Park Phase 2	3
IF	Corporate Energy and GHG Emissions Reduction Plan Implementation	9
IF	Water Street Senior Centre Facility Relocation	9
IF	Poplar Point Onsite Hypochlorite Generation	4
IF	TOD/Pedestrianization of Rutland Centre	4

Notes on other Grant opportunities:

Mill Creek eligible for OBWB grant

Water Street Senior Centre eligible for Enabling Accessibility Program grant



City of  
**Kelowna**

# FEDERAL GAS TAX PROJECT APPLICATION

Council Meeting - March 7, 2011



## FUNDING CATEGORIES

- ▶ **Community Works Fund**
- ▶ **General Strategic Priorities Fund (GSPF)**
  - ▶ (Application deadline - April 29, 2011)
- ▶ **Innovations Fund (IF)**
  - ▶ (Application deadline - April 29, 2011)
- ▶ **Regional Significant Fund**
  - ▶ (Application deadline - Sept 30, 2012)



## PROJECTS SUBMITTED

FEDERAL GAS TAX PROGRAMS	CAPITAL	CAPACITY BUILDING
GENERAL STRATEGIC PRIORITIES FUND	11	4
INNOVATIONS FUND	4	4

\*Project descriptions can be found in Annex 1



## GRANT EVALUATION CRITERIA

- ▶ GHG Reduction-Air Quality ▶ Evaluation:
  - ▶ +1 point for improvement
  - ▶ 0 point for 'no change'
  - ▶ -1 point for non-compliance or moving away from target
  - ▶ Dbl point for GHG/Air category
- ▶ Watershed Protection
- ▶ Net Infrastructure Value-Spending Gain
- ▶ Level of Service
- ▶ Connectivity
- ▶ Return on Investment
- ▶ Collaboration
- ▶ Council Priority
- ▶ Land Available
- ▶ Partner Funding Secured
- ▶ Life Cycle Cost Reduction
- ▶ Barriers to Success
- ▶ Knowledge Transferability

## RECOMMENDED PROJECTS - GENERAL STRATEGIC PRIORITIES FUND

- ▶ **Capital**
  - ▶ Lakeshore Road Bridge at Mission Creek  
\$5.7M
- ▶ **Capacity Building**
  - ▶ 20-Year Integrated Community Sustainability  
Capital Plan \$150K

## RECOMMENDED PROJECTS - INNOVATIONS FUND

- ▶ **Capital**
  - ▶ Corporate / Airport GHG Reduction Plan  
Implementation \$5.1M
- ▶ **Capacity Building**
  - ▶ Form-Based Codes, Low Carbon Economic  
Development Zone \$160K

## RECOMMENDATIONS

- ▶ Endorse recommended projects
- ▶ Return to Council with budget impacts



## NEXT STEPS

- ▶ April 29, 2011: GSPF & IF Application submission
- ▶ 2012: RSF Project Recommendations to Council