

# Memo



**Date:** March 22, 2011  
**File:** 1310-70  
**To:** City Manager  
**From:** Kristine Bouw, Architecture Planner  
**Subject:** Kelowna Passenger Ship Marina Expansion

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## **Recommendation:**

THAT Council receives, for information, the report from the Architecture Planner dated March 22, 2011, with respect to the Kelowna Passenger Ship Marina Expansion.

AND THAT Council approves an expenditure of \$50,000 from the Civic Facilities Reserve (R132) to accommodate the fire suppression system for the Kelowna Passenger Ship Marina Expansion, to be repaid through lease payments over five (5) years.

AND FURTHER THAT the 2011 Financial Plan be amended accordingly.

## **Purpose:**

To receive approval for additional costs for fire suppression associated with expanding the commercial moorage at the Kerry Park/Sails dock in response to two additional rental agreements.

## **Background:**

In July 2006, the City of Kelowna expanded the commercial moorage marina from 1 to 5 boats and allowed for future expansion. In 2007 the Fintry Queen dock was constructed. There are currently six (6) boats and the City has issued rental agreements for 5 of the 6 vessels and there are two (2) new rental agreements that have been signed.

Council approved \$20,000 from the Major Facilities reserve in the 2010 capital budget for the Spirit of Kelowna Paddle Wheeler to be accessed from the Fintry Queen pier. An additional \$60,000 from the Civic Facilities reserve was approved by Council on 12 July 2010 to accommodate the additional lease with Executive House Boats and to complete the pedestrian loop as per the original design intent.

The Fire Department has identified the need for a fire suppression system to serve the marina. Currently, no fire suppression system has been constructed on this site.

The new system includes a new hydrant to be accessed from Bernard Avenue and a standpipe system that can be readily accessed from the new hydrant and linked along the length of the entire marina structure and based on Fire Department requirements for marine structures.

## **Financial/Budgetary Considerations:**

The estimate for the fire suppression system is \$50,000 with proposed funding from the Civic Facilities Reserve (R132). This additional amount, along with the previously approved amount of \$80,000, will be repaid to the respective reserves with income received from boat moorage rentals over a five (5) year period. Lease revenue from all contracts is estimated to be \$44,000 annually.

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Cost Estimate

Hydrant System	\$15,000
Standpipe System	\$30,000
Construction Contingency	\$5,000
Total	\$50,000

**Internal Circulation:**

Manager, Property Management  
Manager, Financial Planning

**Legal/Statutory Procedural Requirements**

A Section 9 Environmental Notification has been submitted to the Province for the project.

**Considerations not applicable to this report:**

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

Submitted by:



K. Bouw, Architecture Planner

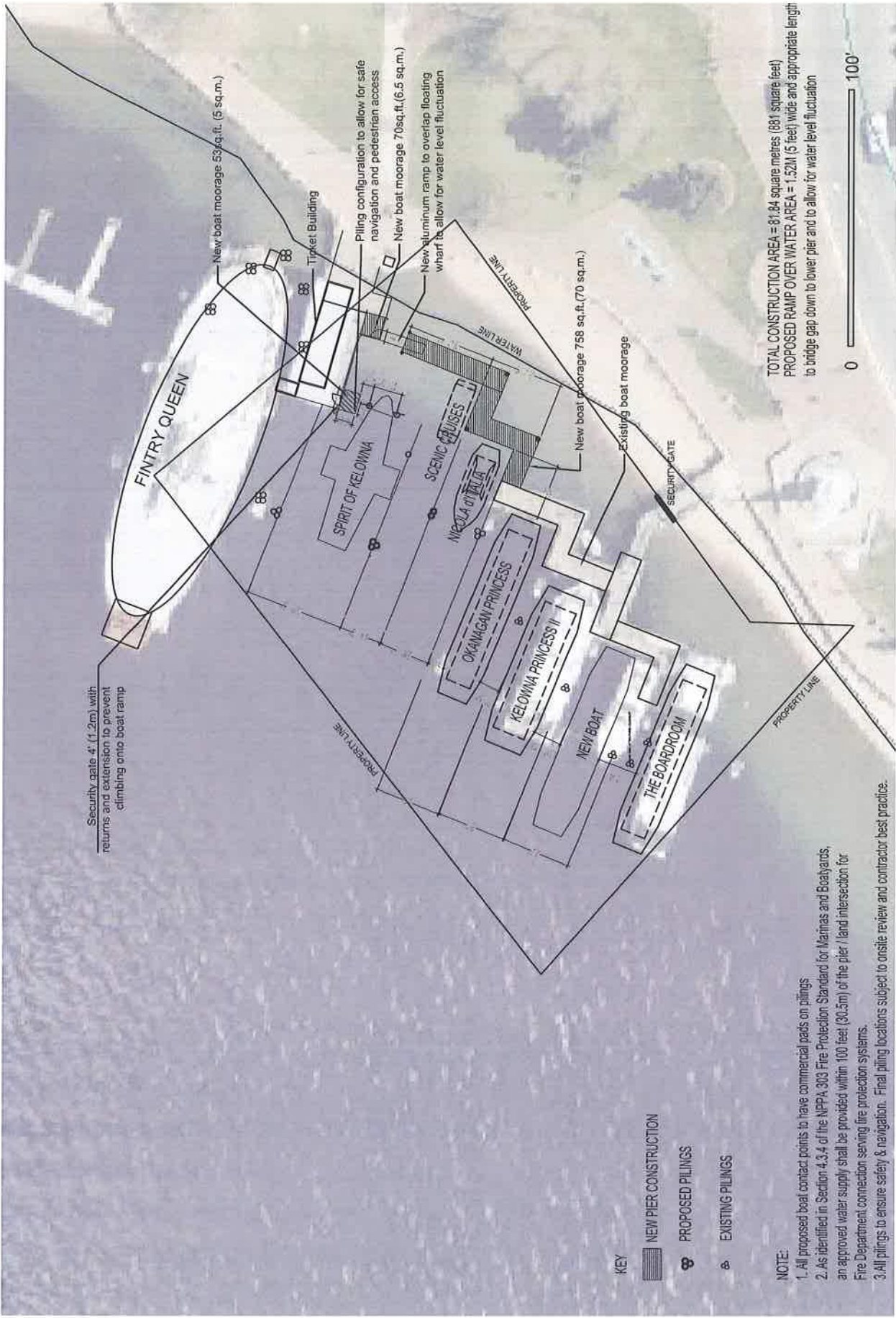
Approved for inclusion:



R. Cleveland, Director, Infrastructure Planning

cc: General Manager, Community Sustainability  
Director, Real Estate & Building Services  
Director, Design & Construction Services

Attachment: 1



# ATTACHMENT 1

## Schematic Design Plan

TOTAL CONSTRUCTION AREA = 81.84 square metres (881 square feet)  
 PROPOSED RAMP OVER WATER AREA = 1.52M (5 feet) wide and appropriate length  
 to bridge gap down to lower pier and to allow for water level fluctuation



- KEY**
- ▨ NEW PIER CONSTRUCTION
  - ⊕ PROPOSED PILING
  - ⊙ EXISTING PILING

**NOTE:**

1. All proposed boat contact points to have commercial pads on pilings
2. As identified in Section 4.3.4 of the NPPA 303 Fire Protection Standard for Marinas and Boatyards, an approved water supply shall be provided within 100 feet (30.3m) of the pier / land intersection for Fire Department connection serving fire protection systems.
3. All pilings to ensure safety & navigation. Final piling locations subject to onsite review and contractor best practice.