

Memo



Date: April 6, 2011
File: 0920-20-009
To: City Manager
From: Manager, Strategic Land Development
Subject: Central Green - Ministry of Transportation Approval

Recommendation:

THAT Council acknowledges the proposed infrastructure improvements resulting from approval of the Central Green rezoning and subdivision application by the Ministry of Transportation and Infrastructure;

AND THAT Council supports funding of the proposed infrastructure improvements from the various sources outlined in the Report of the Manager, Strategic Land Development, dated April 6, 2011, and directs staff to make the appropriate budget submissions as required, should Bylaw No. 10521 be adopted;

AND FURTHER THAT, upon adoption of Bylaw No. 10521, the Mayor and City Clerk be authorized to execute the Letter Agreement between Her Majesty the Queen in right of the Province of British Columbia as represented by the Minister of Transportation and Infrastructure and the Municipality of the City of Kelowna as attached as Schedule 'A' to the Report of the Manager, Strategic Land Development dated April 6, 2011.

Purpose:

To obtain approval from Council to enter into a Letter Agreement with the Ministry of Transportation and Infrastructure ("MoT") with regards to infrastructure upgrades resulting from the Central Green redevelopment project.

Background:

In 2009, after a general Council endorsement to proceed with the Central Green redevelopment initiative, staff began working on the approval from MoT that would be required in order to finalize rezoning and subdivision of the site. In order to inform the discussion regarding the impact of the proposed development on Highway 97 Staff had a comprehensive traffic analysis completed. Numerous iterations of this analysis were conducted; which took into account possible effects the project would have on the City's peripheral street network.

Staff then engaged a further consultant to quantify the reduced trip generation resulting from the proposed Transportation Demand Management ("TDM") and Transit Oriented Design ("TOD") initiatives related to this site (i.e. proposed BRT Stop, integration with pedestrian network, proximity to the downtown, parking limitations, etc.). As a result of this site design work and the supporting bylaw, MoT was prepared to consider a new approach to development related traffic considerations.

A handwritten signature in black ink, appearing to be a stylized 'R' or similar character.

It has been acknowledged by City Staff and MoT that sustainable site design in a form such as Central Green has many community benefits; not the least of which is the potential to dramatically limit single vehicle trips and thereby reduce the City's collective GHG emissions.

The resulting letter agreement outlines the minimum infrastructure improvements required by MoT as a condition of their approval of the rezoning and subdivision. The most noteworthy requirements are construction of a pedestrian overpass over Highway 97 and the construction of a right turn lane off of Highway 97 onto Pandosy. The following table summarizes the MoT requirements and manner in which they are proposed to be funded. Each infrastructure improvement is planned to occur as particular phases as the development of the site is completed.

Phase I	Infrastructure Requirement	Estimated Cost	Proposed Funding Source
	Construct Eastbound right turn lane. Hwy 97 - Richter	\$300k	Central Green disposition
	Removal of crosswalk across Highway 97 east leg of Ellis	\$43k	Central Green disposition
Phase II	Infrastructure Requirement		Proposed Funding Source
	Construct Eastbound right turn lane. Hwy 97 - Pandosy	\$277k	Site redevelopment project
	Lengthen Westbound left turn slot of Highway 97	\$186k	Central Green developer
Phase III	Infrastructure Requirement		Proposed Funding Source
	Construct pedestrian overpass over highway 97	\$3m	1/3 City (land proceeds) 1/3 Provincial 1/3 Federal

**Total estimated City costs attributed to Central Green disposition = \$1,343,000 (\$1m+\$300k+\$43k)

In the interest of proceeding with the Central Green redevelopment project Staff are requesting Council's support for execution of the attached letter agreement should Council choose to endorse the Central Green rezoning application.

Internal Circulation:

City Clerk
 Land Use Management Department
 Regional Services Department
 Financial Services Department

Financial/Budgetary Considerations:

\$1,343,000 is required to meet the proposed City portion of the MoT infrastructure requirements and will be funded from proceeds of the sale of the development lands.

Considerations not applicable to this report:

Legal/Statutory Authority:

Legal/Statutory Procedural Requirements:

Existing Policy:

Personnel Implications:

External Agency/Public Comments:

Community & Media Relations Considerations:

Alternate Recommendation:

Submitted by:



D. Edstrom
Manager, Strategic Land Development

Approved for inclusion:



D. Gilchrist, Director, Real Estate & Building Services

cc: B. Berry, Director, Design & Construction Services Department
R. Cleveland, Director, Infrastructure Planning Department
S. Bagh, Director, Policy & Planning
C. Stephens, Director, Community & Media Relations

Schedule 'A'



_____, 2011

Our File: 2008-00214
Your File: Z10-0078
OCP10-0014
TA10-0011

Sharon Shepherd, Mayor
City of Kelowna
1435 Water Street
Kelowna, B.C. V1Y 1J4

RE: Road Network Improvements with regard to Bylaw XXXX and Text Amendment TA10-0011 (Central Green) between Her Majesty the Queen in right of the Province of British Columbia as represented by the Minister of Transportation and Infrastructure (the Province) and the Municipality of the City of Kelowna (the City).

Dear Mayor Shepherd,

This letter confirms the understanding between the Province and the City (collectively "the Parties") with respect to the proposed Central Green CD-22 zone area bounded by Harvey Avenue, Richter Street, and Rowcliffe Avenue, commonly known as Central Green (the "Project").

Opus International Consultants (Canada) Ltd were retained by the City to study the traffic impacts of this proposed re-development of the old Kelowna Senior Secondary school site, as well to ensure that the road and street network were capable of accommodating the traffic movement associated with the W.R. Bennett Bridge concession agreement. Studies dated June 2009 and Memo #1 dated March 25, 2009 (hereinafter referred to as "The Reports") were submitted and reviewed by both Parties. The Province had required further clarification regarding some of the study assumptions.

In June 2010, the City of Kelowna met with Ministry staff and proposed an initiative to incorporate Transportation Demand Management (TDM) measures to reduce the trip generation rates for this development. Urban Systems Ltd (USL) was retained by the City to research TDM measures. Subsequently, memorandums dated December 17, 2010 and January 28, 2011 were prepared by USL and reviewed by the Province.

The design elements to accomplish the TDM objectives are outlined in a matrix attached hereto as Schedule A and titled "Central Green Matrix" (Schedule A).

Ministry of
Transportation and
Infrastructure

Okanagan - Shuswap District
Southern Interior Region

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#300 - 1358 St. Paul Street
Kelowna, BC V1Y 2E1

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The proposed IDM measures are an integral component of this project. In order to realize the intended outcomes and, maintain existing traffic mobility on Okanagan Highway 97, these measures must be in place with the associated phases.

Should the project (a) not proceed as anticipated or (b) the City is unable to provide the necessary improvements i.e. pedestrian overpass or transit stops, the City will present to the Province a mitigative strategy that will demonstrate that any changes to the project will not adversely affect traffic flows on Okanagan Highway 97, nor the W.R. Bennett Bridge concession agreement and will appropriately support each density as it comes into place.

The Province is prepared to approve Bylaw ~~XXXX~~ and will sign same, subject to the City hereby guaranteeing and promising to complete the municipal road and street network improvements and the IDM measures outlined in Schedule A, whether at its own cost and expense or at the cost and expense of the Project's developers

If it is determined by the Province that the Project's traffic is negatively impacting traffic flows on Okanagan Highway 97, or the W.R. Bennett Bridge concession agreement, and the Province advises the City of these concerns by way of written notice, the City will effect such works as outlined in Schedule A in a timely fashion.

If the City is in agreement with the above agreement and understanding, kindly sign this letter in the area below and return one original copy to my office.

Sincerely,

W. Murray Tekano
District Manager, Transportation
Okanagan – Shuswap District
British Columbia Ministry of Transportation and Infrastructure

Attachment (Schedule A - "Central Green Matrix")

We hereby agree to the terms of this letter:

Sharon Shepherd,
Mayor
City of Kelowna

Date: _____

Stephen Fleming,
City Clerk
City of Kelowna

Date: _____

Central Green Matrix

Schedule/Land Developed		Traffic Generation (PM PEAK HR)			Highway 97 Improvements†	Development Site Requirements	Parking Requirements		
Land Use	Units	Traditional ITE Number of Trips	Mixed-Use & TDM Reduction	Total Trips			Traditional BC MOT (1996) Number of Parking Stalls	Parking Management Strategy	TDM Reduction
Phase 1 (~2015)									
Community Park	1		0%			<ul style="list-style-type: none"> Subarea 1 (park) limited to on street parking only 			
Medium Density Residential	120	62	10%	56	<ul style="list-style-type: none"> Construct EB right turn lane from Hwy 97 onto Richter* Removal of crosswalk across Hwy 97 east leg of Ellis 	<ul style="list-style-type: none"> Designated drop-off/pick-up area for taxi Provision of bike rack for residents in each Subarea Secure public access ROW to protect cycling and ped. network Land dedicated for: <ul style="list-style-type: none"> EB right turn lane* from Hwy 97 onto Richter Future Bus Rapid Transit stop along Highway 97** Future transit stop along Richter*** Future right turn lane* along Highway 97 EB onto Pandosy Protect for future construction of pedestrian overpass located between this development and the north side of Highway 97 Parking control: <ul style="list-style-type: none"> Residential parking maximum of 125% of minimum 	<ul style="list-style-type: none"> Residential: ~484 stalls (*Table 8.1 Parking Schedule Zoning Bylaw 8000) 2 ha. = 18 stalls 	<ul style="list-style-type: none"> Residential: 1.0 stall per 2 bdrm unit 0.9 stall per 1 bdrm unit 0.7 stall per studio 0 stalls on site 	31% reduction
Phase 2 (~2020)									
Medium Density Residential	115	60	15%	51	<ul style="list-style-type: none"> Construct portion of EB Right turn lane from Hwy 97 onto Pandosy currently on City property – City of Kelowna to work with other property owners to construct full right turn lane Lengthen WB left turn slot on Hwy 97 at Richter to 140m 	<ul style="list-style-type: none"> Construct and activate local transit stop on Richter beside development Protect for and construct interconnectivity between property parking lots between Subareas A & B Parking control: <ul style="list-style-type: none"> Residential parking maximum of 125% of minimum 0.1 stalls per 100m² commercial 	<ul style="list-style-type: none"> Residential: ~484 stalls (*Table 8.1 Parking Schedule Zoning Bylaw 8000) 	<ul style="list-style-type: none"> Residential: 1.0 stall per 2 bdrm unit 0.9 stall per 1 bdrm unit 0.7 stall per studio 	31% reduction
High Density Residential	241	92	15%	78					
Office	~2,787m ²	45	15%	38					
Retail	~830 m ²	45	15%	38					

Phase 3 (2025)						
High Density Residential	241	92	20%	73	City of Kelowna to coordinate the construction of pedestrian overpass across Highway 97	<ul style="list-style-type: none"> Coordinate the construction of BRT stop on Hwy 97 beside development and activate City of Kelowna to continue to endeavour to have the local stop on Richter Street increased to "frequent service" level which will support the proposed BRT stop on Hwy 97 Protect for and construct interconnectivity between property parking lots between Subareas A & B Parking control: <ul style="list-style-type: none"> Residential parking maximum of 125% of minimum 1 stalls per 100m² commercial
Residential	<ul style="list-style-type: none"> ~97 - 2 bdrm ~72 - 1 bdrm ~72 - studio 				<ul style="list-style-type: none"> Removal of crosswalk across Hwy 97 at Richter once pedestrian overpass is completed 	<ul style="list-style-type: none"> Residential: <ul style="list-style-type: none"> ~166 stalls (*Table 8.1 Parking Schedule Zoning Bylaw 8000) Residential: <ul style="list-style-type: none"> 1.0 stall per 2 bdrm unit 0.9 stall per 1 bdrm unit 0.7 stall per studio
Office	2,787 m ²	45	25%	34		<ul style="list-style-type: none"> Commercial: <ul style="list-style-type: none"> 1.3 stalls per 100m² Commercial: <ul style="list-style-type: none"> 1 stall per 100m²
Retail	~833 m ²	45	25%	34		
TOTAL		486		402		

Approximate Total Development Mix:

- ~235 Low rise residential apartment units (medium density)
- ~482 high-rise residential units (high density)
- ~5,574 m² office
- ~1,663 m² retail

***Note to Developers etc.**

- The Developer **must** contact the Ministry of Transportation and Infrastructure (the Ministry) for approval of highway improvements prior to start of construction. Submission to the Ministry will include, but not be limited to:
 - Civil engineered drawings for review.
 - Electrical drawings, based on approved civil drawings, for review.
 - All civil and electrical drawings shall be approved by the Ministry prior to any permits being given
 - Permits will require traffic management plans, insurance and bonding
- City of Kelowna and the Ministry to meet with the developer(s) to ensure any and all design requirements are clearly identified before any engineering work is undertaken by the developer(s).

***Design Criteria:**

- Reference BC Supplement to TAC Fig. 710.H Rural Arterial Intersection
- Urban arterial design standard
- 60km/h design speed
- WB20 design vehicle
- Right turns to include quadrant islands

****Bus Rapid Transit Stop Design Criteria:**

- Reference document Appendix 'A' hereto