

# REPORT TO COUNCIL



**Date:** November 22, 2011  
**File:** 0115-10  
**To:** City Manager  
**From:** Director, Infrastructure Planning  
**Subject:** 2012 CSCE Award for Governmental Leadership in Sustainable Infrastructure (SR#208250)

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## **Recommendation:**

THAT Council receives, for information, the report from the Director, Infrastructure Planning dated November 22, 2011, with respect to the 2012 Canadian Society for Civil Engineers (CSCE) Award for Governmental Leadership in Sustainable Infrastructure;

AND THAT Council endorses the submission of the Active Transportation Network of off-road multi-use pathways for the 2012 CSCE Award for Governmental Leadership in Sustainable Infrastructure.

## **Purpose:**

To secure Council's direction to apply for the 2012 CSCE award (SR#208250).

## **Background:**

An award was established to recognize the 125<sup>th</sup> anniversary of CSCE and the Engineering Institute of Canada "to recognize the importance of sustainability to the future of humanity, as well as the central roles that resilient systems of civil infrastructure play in the general wellbeing of society." This national award is directed toward true innovation and leadership in the integration of sustainability by Canadian governmental organizations. Initiatives include projects, management systems and funding innovation, especially those with a long-term impact on future projects. Only projects commissioned within the last 5 years are eligible. The criteria include:

- Meets a significant physical infrastructure need through civil engineering
- Has sustainability as a major design consideration
- Creates a significant sustainability impact
- Demonstrates leadership in Sustainable Infrastructure

In support of a key priority of the 2030 Official Community Plan, an Active Transportation Network of off-road multi-use pathways was introduced into the 2030 20-year Servicing Plan and Financing Strategy and financed through the Development Cost Charges Bylaw 10515. The expansion of active modes of transportation contributed to a reduction in the DCC rates charged to developers for transportation servicing. By 2030, and conditional on actual growth, the \$90M program will result in well over 50 km of off-road multi-use pathways for the use of commuters and recreational pedestrians, skaters and cyclists for a safe and efficient alternative

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mode of transportation. 83% of feedback forms received from four (4) open houses in 2011 showed support for the transportation network plan.

The anticipated benefits of the network include the following:

- Reduced vehicle traffic on the existing network;
- Reduced GHG emissions (65% of Kelowna's GHG emissions are attributable to on road transportation);
- Increased public health, i.e. reduced obesity and heart disease;
- Reduced capital investment in road infrastructure;
- Reduced life-cycle cost (operation & maintenance) for the transportation network;
- Increased access to the public transit system;
- Reduced household expenditure in transportation, which is generally the second largest household expense after housing.

14 kilometers were built using economic stimulus and Federal Gas Tax funding that was available in 2009 and 2010. Constructed links included (in addition to the already existing Abbott Street Recreation Corridor and Glenmore Bypass from Kane to Scenic):

- Lakeshore Road from Gyro Park to Cook Road;
- Cawston Avenue from the Rails with Trails at Gordon to the Art Walk west of Ellis;
- Gordon from the Mission Recreation Park to Casorso;
- Casorso-Barerra from Gordon to Lakeshore;
- Highway #33 including the connection to Gopher Creek;
- Houghton Avenue from Hollywood to Nickel (accessing Ben Lee Park);
- Angel Way from the Rails with Trails to the Hwy 97 Pedestrian Overpass at PRC/Dayton;
- An extension of the Abbott Street Corridor to the south side of Strathcona Park;
- In addition the Hwy 97 Pedestrian Overpass at PRC/Dayton was completed with a separate Provincial contribution.

Since then, grant funding has been awarded to extend the Angel Way pathway from the pedestrian overpass south on Sutherland to Burtch, and to construct a pathway from UBCO under Highway 97 to Bowman and Old Vernon Road. Planning is underway for:

- The extension of the Glenmore Road pathway to and along John Hindle Drive providing a second access to UBCO;
- The extension of the Lakeshore Road pathway from Cook to the Mission Creek Greenway;
- The completion of Sutherland from Burtch to Abbott;
- Ethel from Okanagan College to Cawston.

All projects have engaged civil engineers in design and construction.

Eventually, a continuous arterial loop system will provide access within the City's urbanized core to major employment destinations including the hospital, both academic institutions and all five town centres.

In addition, the City's Subdivision, Development and Servicing Bylaw is being amended to incorporate new standards for the all components of the network. The system meets all of the award criteria including public need, civil engineering expertise, long-term sustainability and impact, innovative funding, and leadership in engineering innovation.

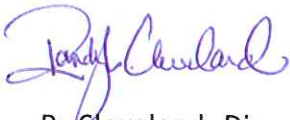
The full nomination submission is due no later than December 15, 2011.

**Internal Circulation:**  
Director, Regional Services  
Grants Manager

**Considerations not applicable to this report:**

Legal/Statutory Authority:  
Legal/Statutory Procedural Requirements:  
Existing Policy:  
Financial/Budgetary Considerations:  
Personnel Implications:  
External Agency/Public Comments:  
Communications Comments:  
Alternate Recommendation:

Submitted by:



R. Cleveland, Director, Infrastructure Planning

Approved for inclusion:



J. Paterson, General Manager, Community Sustainability

cc: Director, Civic Operations  
Director, Design & Construction  
Director, Strategic Initiatives