

REPORT TO COUNCIL



Date: June 13, 2012
To: City Manager
From: Land Use Management, Community Sustainability (GS)
Application: OCP11-0009/TA11-0008/Z11-0063 **Owner:** R366 Enterprises Ltd.
Address: 2030 Benvoulin Rd/2190 Mayer Rd. **Applicant:** Ekistics Town Planning Inc. (Paul Fenske)
Subject: Supplemental Report

Existing OCP Designation: Resource Protection Area
Proposed OCP Designation: Agri-Business (new future land use designation proposed)
Existing Zone: A1 - Agriculture
Proposed Zone: Comprehensive Development Zone - CD23 - Public Market and Open Air Market

1.0 Recommendation

THAT Council receives for information, the Supplemental Report of the Community Sustainability Division dated June 13, 2012 with respect to the requested Traffic Impact Study for OCP11-0009, TA11-0008 and Z11-0063;

AND THAT Official Community Plan Bylaw Amendment No. OCP11-0009 (Bylaw 10634) be amended at first reading to include an amendment to Map 5.8 of the Kelowna 2030 - Official Community Plan Bylaw No. 10500, by adding the Comprehensive Development Permit Area Designation to Lot 3, District Lot 142, ODYD, Plan KAP82214 and Lot 4, District Lot 142, ODYD, Plan KAP82214, located at 2030 Benvoulin Road and 2190 Mayer Road, Kelowna, B.C., as shown on Map "A" attached to the Report of Land Use Management Department dated June 13, 2012, be considered by Council;

AND FURTHER THAT the Official Community Plan Bylaw Amendment Bylaw, the Text Amendment Bylaw and the Zone Amending Bylaw be forwarded to a Public Hearing for further consideration.

2.0 Purpose

The above-noted files were presented to Council on November 26, 2011 for initial consideration and were given first reading. Not all information was available at that time (i.e. Development Engineering Comments) as a Traffic Impact Study had not been completed. Staff recommendation was that *"the OCP Bylaw Amendment No. OCP11-0009, TA11-0008 and zone amending bylaw be deferred from a Public Hearing until Staff's comprehensive review of the Transportation Impact Assessment, Regional Parks, and Development Engineering requirements*

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have been fully assessed to the satisfaction of each respective departments technical requirements”.

The primary purpose of this supplemental report is for Council to receive new information, largely with respect to engineering requirements associated with the development; and further, to forward the files to a Public Hearing on July 10, 2012. The supplemental report also seeks to amend Map 5.8 - Urban Design Development Permit Area Designation to be consistent with other commercial developments located on a major roadway (e.g. Benvoulin/Springfield).

3.0 Land Use Management

3.1 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was determined necessary by the City’s Transportation & Mobility (T&M) branch, which had not been completed at the time of initial consideration of the applications by Council¹.

Deferring the TIA requirement allowed Council an opportunity to review the merits of the development proposal (and a related development at 2241 Springfield Road), without requiring the landowner to incur expenses should either proposal not be supported at first reading. A final, complete TIA was received from the applicants on May 4, 2012.

For the purposes of the TIA, the two development proposals (the subject properties and 2241 Springfield Road property) were considered comprehensively. Ideally, two separate TIAs would have been produced that could stand alone for each project, however, T&M staff were able to arrive at a compromise given the applicant’s request that the proposed developments be considered concurrently. In doing so, there are constraints on the analysis and the attribution of some engineering requirements and associated costs to each individual project.

The proposed development is being reviewed in the context of the City’s 2030 OCP - Greening Our Future General Transportation Policy objectives which are to:

- *“Place increased emphasis on sustainable modes of transportation (walking, cycling, transit) while maintaining automobile, commercial goods and emergency vehicle mobility” (Objective 7.6²); and*
- *“Reduce peak hour trips and the percentage of trips undertaken by single occupant vehicles, particularly in Urban Centres, in order to reduce or eliminate the expansion of the transportation network and capacity” (Objective 7.7³).*

Transportation & Mobility Recommendations

As a result of the above considerations, T&M recommends the following:

1. That Council **not** implement the suggested vehicle-based improvements at six intersections listed in the TIA.
2. That if Council wishes to approve the rezoning of the two subject properties, it will accelerate the timeframe upon which the congestion scenario will materialize.
3. As per the ToR, a parking study (vehicular and bicycle) is required to be completed; shall be completed prior to fourth reading.

¹ Initial consideration and first reading of these files was considered by the former Council.

4. That the developer be responsible for a portion of the active transportation and transit improvements, as well as some vehicular-based roadway improvements as outlined in the report prepared by the Development Engineering Branch (see attached).

3.2 OCP - Comprehensive Development Permit Area Designation


As per OCP Chapter 14 - Urban Design DP Guidelines, "*rapid growth, infill redevelopment pressures, and increasing design expectations from residents require that Comprehensive Design Guidelines with respect to site layout, building form and character, and landscaping will apply to commercial, industrial, multiple family and mixed use development*".

City staff and the applicant team have prepared a set of Design Guidelines which will be appended to the Comprehensive Development (CD) zone. This high level set of guidelines will assist designers, in preparing future plans for the site, and City staff, in the review of proposed developments through the Development Permit process, to ensure that they are in substantial conformance with the intent of the zone.

4.0 Application Chronology

Application Received:	July 19, 2011
Agricultural Advisory Committee:	September 8, 2012
Advisory Planning Commission:	September 27, 2011
First Reading by Council:	November 28, 2011
Completed TIS Submission:	May 4, 2012
Completed TIS Review:	May 25, 2012
Completed Dev. Eng. Comments	June 12, 2012

Report prepared by:


Greg Sauer, Environment & Land Use Planner

Reviewed by:



Danielle Noble, Manager of Urban Land Use

Approved for Inclusion:



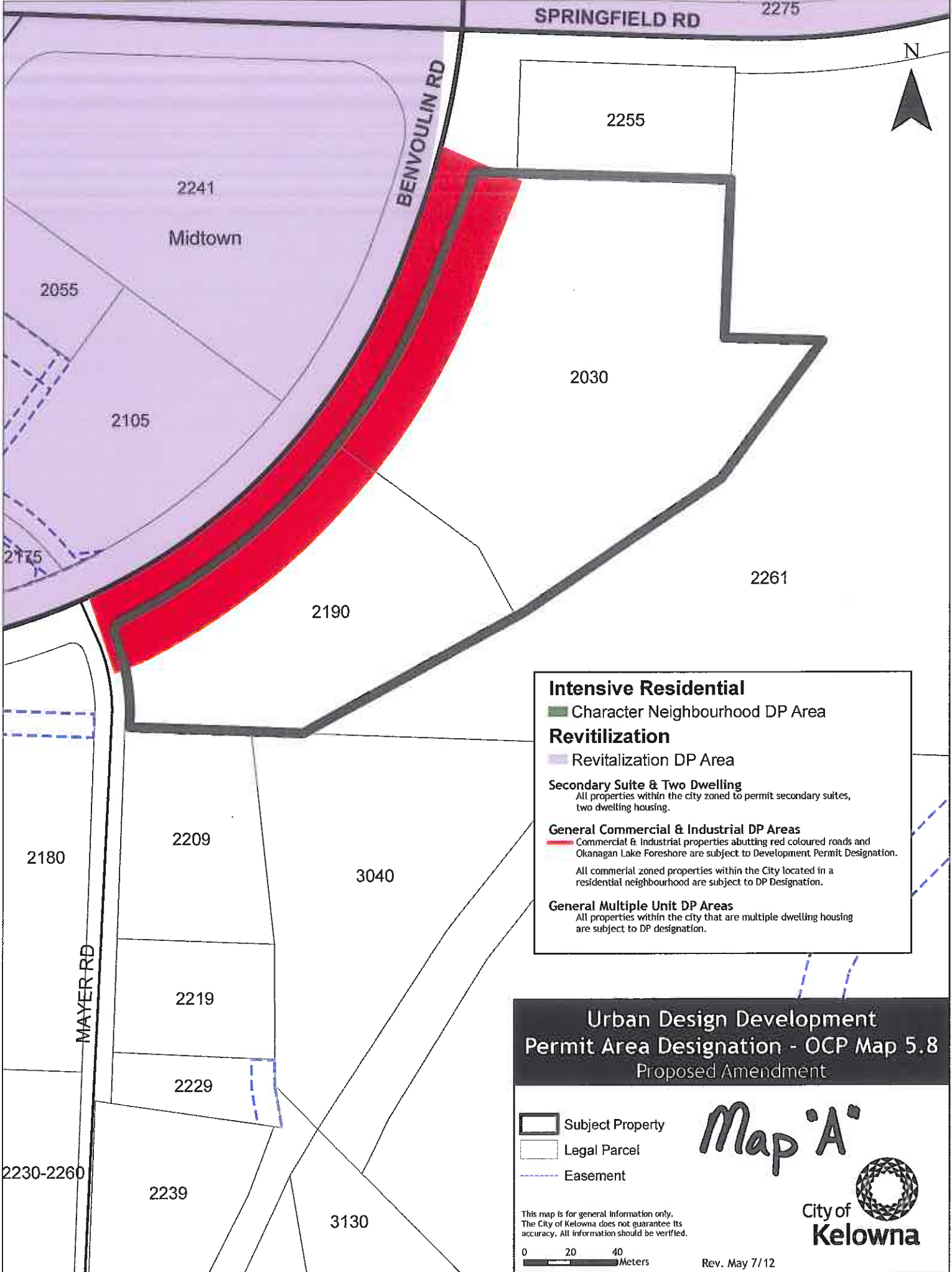
Shelley Gambacort, Director of Land Use Management

Attachments:

Map "A"

Development Engineering Branch Memorandum re: Z11-0063 (10 pages)

Development Engineering Branch Memorandum re: OCP11-0009 (1 page)



SPRINGFIELD RD

2275



2255

2241

Midtown

2055

2105

2030

2175

2261

2190

Intensive Residential

Character Neighbourhood DP Area

Revitalization

Revitalization DP Area

Secondary Suite & Two Dwelling

All properties within the city zoned to permit secondary suites, two dwelling housing.

General Commercial & Industrial DP Areas

Commercial & Industrial properties abutting red coloured roads and Okanagan Lake Foreshore are subject to Development Permit Designation.

All commercial zoned properties within the City located in a residential neighbourhood are subject to DP Designation.

General Multiple Unit DP Areas

All properties within the city that are multiple dwelling housing are subject to DP designation.

**Urban Design Development
Permit Area Designation - OCP Map 5.8
Proposed Amendment**

- Subject Property
- Legal Parcel
- Easement

Map 'A'



City of Kelowna

This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.

0 20 40 Meters

Rev. May 7/12

MAYER RD

BENVOULIN RD

2180

2209

3040

2219

2229

2239

2230-2260

3130



Slope

 Hillside 20% +

Intensive Residential

 Character Neighbourhood DP Area


Revitalization

 Revitalization DP Area

Secondary Suite & Two Dwelling

All properties within the city zoned to permit secondary suites, two dwelling housing.

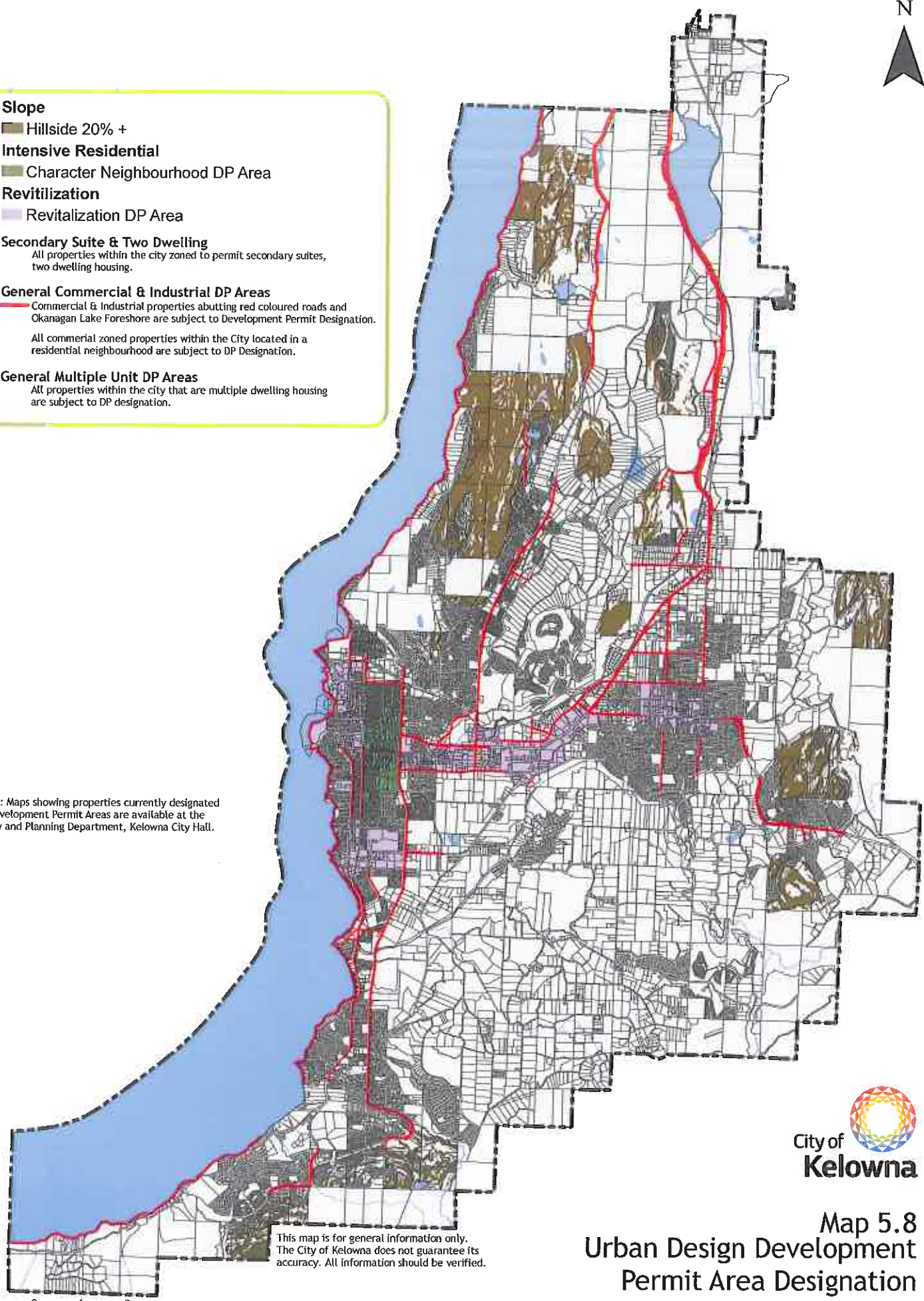
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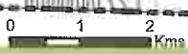


Note : Maps showing properties currently designated as Development Permit Areas are available at the Policy and Planning Department, Kelowna City Hall.

This map is for general information only. The City of Kelowna does not guarantee its accuracy. All information should be verified.



**Map 5.8
Urban Design Development
Permit Area Designation
Official Community Plan 2030**



CITY OF KELOWNA
MEMORANDUM

Date: June 13, 2012 (revision 7)
File No.: Z11-0063
To: Land Use Management (GS)
From: Development Engineering Manager (SM)
Subject: 2030 Benvoulin Road & 2190 Mayer Road– Mission Crossing

Development Engineering requirements associated with this development application to rezone the subject property from A1 to comprehensive Development (CD) zone are as follows:

1. Subdivision.

- a) Realign and dedicate to realign Mayer Road and provide a cul-de-sac within the subject property or configured as a crescent with a right-in right-out at the mid-block pedestrian crossing on Benvoulin Road. The existing south leg of Mayer Road will be the minor leg and T into the main road; and would be stop control on the minor leg. The proposed new Mayer Road configuration allows for additional stacking for the vehicles heading to Benvoulin Road.
- b) Provide easements as may be required.

2. Geotechnical Study

- a) Provide a comprehensive geotechnical report (3 copies), prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below:
- b) The Geotechnical report must be submitted to the Land Use Management Department for distribution to the Development Engineering Branch and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.
 - (i) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
 - (ii) Site suitability for development.
 - (iii) Site soil characteristics (i.e. fill areas, sulphate content, unsuitable soils such as organic material, etc.).
 - (iv) Any special requirements for construction of roads, utilities and building structures.
 - (v) Suitability of on-site disposal of storm water, including effects upon adjoining lands.

- viii) Recommendations for items that should be included in a Restrictive Covenant.
- ix) Any items required in other sections of this document.
- x) Recommendations for roof drains and perimeter drains.

3. Domestic Water and Fire protection.

- a) The subject property is serviced by the Municipal water distribution system and a service has been installed at the property line. Any changes to the existing domestic water services to accommodate the proposed development will be at the developer's cost
- b) The applicant is to confirm with the City of Kelowna water division that the supply of domestic water and fire protection is achievable in accordance with the City standards for the proposed development.

4. Sanitary Sewer.

- a) The subject property is serviced by the Municipal wastewater collection system and a service has been installed at the property line. Any changes to the sanitary sewer service to accommodate the proposed development will be at the developer's cost.
- b) An application for inclusion in the Specified Area service boundary must be made and an administration levy of **\$250.00** is required to incorporate this development into Sewer service area # 1.

5. Drainage.

- a) The subject property is serviced by the Municipal storm drainage system and a service has been installed at the property line. Any changes to the storm sewer service to accommodate the proposed development will be at the developer's cost.

6. Road improvements.

a) Benvoulin Road.

Benvoulin Road is a major arterial road and the road upgrades triggered by this development consist of a barrier curb & gutter, landscaped boulevard complete with irrigation, grass & approved trees, concrete sidewalk etc. including relocation and/or removal of utilities as may be required. The upgrades must extend from Mayer Road to Springfield Road. A preliminary design must be submitted by the applicant in order to determine the cost for bonding purpose.

b) Mayer Road.

The new Mayer Road alignment must be constructed to a collector road the road construction triggered by this development consist of a bicycle lane, barrier curb & gutter, storm drainage, landscaped boulevard complete with irrigation, grass & approved trees, concrete sidewalk etc. on the North half of the right of way and rural construction on the South half of the Road right of way, including relocation and/or removal of utilities as may be required. A preliminary design must be submitted by the applicant in order to determine the cost for bonding purpose.

c) Benvoulin Road and Mayer Road intersection

The applicant is responsible to install traffic lights including crosswalks and pedestrian signal infrastructure at the intersection of Benvoulin Road and Mayer Road. The estimated cost for this work, for bonding purpose, would be **\$240,000.00**, (2008 costs to be confirmed) inclusive of a bonding contingency. The property located at the North-West corner of the intersection has contributed **\$60,000.00** and the property located at the South-West has not made any contribution at this point in time..

7. Traffic and Mobility.

a) History

Over the past decade, the landowner has had two TIAs prepared in the past for the two properties that are the subject of this application. Although TIAs were completed for similar land uses in previous applications, they could not be used in support of the current application for the following reasons:

- 1) The land uses proposed as a part of this application are different to those in the previous versions. Changed land uses result in different trip generation rates, and hence, different results.
- 2) In previous iterations, unique land uses such as the Seasonal Farmers Market and the permanent market were evaluated using generalized parameters, and not localized, Kelowna specific conditions.
- 3) The highest demand timeframe for the combined site and adjacent land uses, Saturday, had not been previously evaluated.
- 4) These applications fall under the 2030 OCP, and hence policies, goals, and objectives of the community have changed. Furthermore, the subject properties fall within newly identified town centres with significantly differing objectives as compared to previous OCPs.
- 5) The ToR acknowledged not only the unique nature of the proposed land uses, but also many OCP goals and objectives, including a higher tolerance for congestion as compared to any previous transportation impact assessments completed in the area, and the desire to achieve 45% maximum auto mode split within town centres. This latter point resulted in the use of a vehicle mode share that is significantly less than any other conceived in Kelowna. (i.e. vehicle trip generation rates that are much lower as compared to typical industry standard rates used today). The mode share was conversely increased for active modes and transit to reflect the 'person desire' to frequent the site.
- 6) The completed TIA was received by T&M on April 16, 2011 with initial feedback provided to the developer's consultant Mr. Trevor Ward on April 30. Supplementary information was provided from EBA/Ward to T&M through to May 4.

b) TIA Conclusions In Brief

The results of the TIA indicate, despite increased tolerance of congestion and reduced trip generation rates, that the City and the Ministry of Transportation and Infrastructure (MoTI) would be required to invest VERY substantial sums of money into roadway infrastructure to achieve measurable outcomes that support vehicular travel through the area. These improvements would be required WITHOUT including the additional trips due to the proposed development.

The level of improvements required (NB: not a comprehensive list), as identified through the TIA, and as noted, by City staff in subsequent evaluations, are as follows:

- 1) Springfield Road/Spall Road:
 - 3 westbound through lanes, plus a dedicated right turn bay (City determined length would need to be 125m to accommodate forecasted queues)
 - a dual eastbound left turn
 - a dual southbound left turn
- 2) Springfield Road Intersections between Spall Road and Cooper Road:
 - Most would require signalization
 - This would include major commercial driveways such as at Orchard Plaza
- 3) Springfield Road/Benvoulin Road/Dilworth Drive:
 - Dual left turns on eastbound and westbound approaches
 - Significant volumes of pedestrians on all legs received little time to cross in this evaluation
 - The City re-evaluated the intersection and determined that a unique type of intersection called a Continuous Flow Intersection (CFI) would be a better candidate at this location to balance pedestrian and vehicle demands on the intersection, particularly the heavy left turn movements
 - in either solution land would be required, likely from the west parcel of the proposed development and from the ALR. The amount of land required will have to be determined based upon a preliminary design.
- 4) Dilworth Drive/Baron Road
 - Add a dedicated westbound left turn bay of 150m in length
 - City staff determined that the length of the bay would need to extend to Underhill Street and would require land from the property to the south (currently SD23 administration)
 - City staff also recognizes that to implement this configuration, significant realignment of the west leg on Orchard Park property would be required
- 5) Drive/Orchard Park/Strip Mall Driveway Access
 - Restrict all left turn movements
 - City staff identify that this has access implications to both the Orchard Park site, but even more dramatic to the strip mall property on the east side of the street, which would lose all but right in/right out access
- 6) Highway 97 (Harvey Avenue)/Dilworth Drive

- 4 through lanes required on Highway 97 (TIA acknowledges that this is an unrealistic improvement)
- dual left turn lanes on all approaches
- City staff recognize that widening on south leg to accommodate dual left turns would require removal of a portion of the strip mall parking lot

The TIA concluded that additional traffic added from the proposed site triggered a few additional minor conventional improvements.

c) Evaluation

- 1) T&M evaluated the cumulative information provided by EBA/Ward. It becomes evident, when looking at the significant scope of the required improvements in the above section, that this area will reach significant levels of congestion by 2023, just a decade away, throughout many periods of the day.
- 2) Many of the improvements, whilst technically feasible, will be extremely costly in many ways: capital cost, maintenance costs, land requirements, disruption to existing land owners and tenants, etc. Not one of these improvements is currently envisioned in the 20 year capital plan and thus taxation and/or other sources of funds would need to be established. The land owner, somewhat justifiably, stated in the TIA that the improvements are not the responsibility of the development.
- 3) Furthermore, this approach directly contravenes the pillars of sustainability, as well as the intent and spirit of the 2030 OCP, particularly policies 7.6.1, 7.7.1, 7.7.2, 7.8.5, and 7.10.1.
- 4) Significant diversion of funds away from vehicle-based projects to active transportation and transit based improvements in this, and other Town Centres, (following OCP objectives) is required to influence the trip making and modal split choices.

d) Recommendations

As a result of the evaluation above, it is T&M's recommendation:

- 1) That Council NOT implements the suggested vehicular based improvements at the six intersections listed in The TIA Results in Brief section.
- 2) That if Council wishes to approve the rezoning of the two subject properties, it will accelerate the timeframe upon which the congestion scenario will materialize.
- 3) As per the agreed upon ToR, a parking study (vehicular and bicycle) is required to be completed; shall be completed prior to fourth reading.
- 4) That the developer shall be responsible for a portion of the active transportation and transit improvements, as well as some vehicular based roadway improvements as outlined in the following section:

e) Required off-site Improvements

(Details to be established to meet conditions of fourth reading)

- 1) Completion of the Benvoulin Court to Benvoulin Road active transportation connection on the south side of the west parcel; to be designed with urban streetscape/urban design principles based upon a theme (must include cycling infrastructure).
- 2) A new sidewalk must be constructed along the South side of Springfield Road from the Benvoulin Road intersection to the first bus stop (including associated transit infrastructure). The applicant is required to provide a preliminary design for review and determine the additional necessary road right of way required and the cost of construction for bonding purpose.
- 3) Completion of a link from Springfield Road at Benvoulin Court to the Orchard Park Transit Exchange (must include cycling infrastructure).
- 4) Remove the Southbound left turn opportunity for vehicles onto Benvoulin Road. Install traffic signals, signalized crosswalk across the Cooper Road leg of the intersection, cycle push-button and bicycle infrastructure (facilitating all turns) at the of Benvoulin Road Cooper Road, intersection.
- 5) Install crosswalk, cycle push-button and bicycle signal infrastructure at the East and South legs of the Springfield Road/Benvoulin Road intersection.
- 6) Install standard crosswalk at the south leg of the Springfield Road/Benvoulin Court intersection.
- 7) A midblock signalized crosswalk, cycle push-buttons and bicycle signal infrastructure crossing Benvoulin Road, aligned at the Benvoulin Court to Benvoulin Road link.
- 8) Widening and ramp improvements at the existing north-south crosswalk on Springfield Road at Benvoulin Court.
- 9) Install cyclist push-button and bicycle signal infrastructure at the Springfield Road and Durnin Road intersection.
- 10) Install cyclist push-button and bicycle infrastructure at the Springfield Road and Leckie Road intersection.
- 11) Complete a multi-use corridor connection to Mission Greenway as direct as possible, avoiding environmentally sensitive areas.
- 12) Install cyclist push-button and bicycle infrastructure at the Dilworth Drive and Baron Road intersection

f) Transit (details to be established to meet conditions of fourth reading and are subject to BC Transit approvals).

- 1) Provide bus shelters and at all bus stops within 300 m. of the development.
 - 2) The development layout must be designed with the vision to ultimately reroute the Benvoulin/Cooper bus service oriented to the Orchard Park bus exchange along Benvoulin Road between Cooper Road and Springfield Road.
 - 4) Provide transit infrastructure on the east property site that accommodates a bus stop and bus permeation to/from the site for HandiDart service.
 - 5) To encourage transit trips to the proposed farmer's market, the development layout must be designed with the vision to accommodate the ultimate circuit of Route 9 – Shopper Shuttle, at Orchard Park Mall shall be extended through to Mayer Road in the south, and loop through the property.
 - 6) For existing Route 11 – Rutland install UBS2 stops on Springfield Road just downstream of Dilworth Drive signals (per direction).
 - 7) For a modified Route 4 – Pandosy-UBCO express, install UBS2 stops on Benvoulin Road (per direction).
 - 8) Add transit Signal Priority (TSP) infrastructure at the Benvoulin Court/Benvoulin Road crosswalk link, at the Benvoulin Road/Dilworth Drive and at the Dilworth Drive/Baron Road intersections.
- g) On-site General issues (Advance notice to Development Permit stage)
- 1) Sidewalks should be continued across driveways or accesses at-grade, and vehicles come to sidewalk grade by means of letdowns in the boulevard.
 - 2) Adequate lighting and visibility should be ensured for all sidewalk and trail connections.
 - 3) Visibility should be maintained near accesses and at pedestrian/trail crossings by keeping the corners clear of vegetation and other sight obstructions.
 - 4) Signs and maps should be provided on-site to disseminate information on available non-auto facilities.
 - 5) Provide facilities along sidewalks/paths to the main entrances to shopping centres or retail complexes from the public right of way and the Benvoulin Court/Benvoulin Road link. The applicant must work with the Orchard Park Mall to formalize a pedestrian pathway through their parking lot from Springfield to the Mall entrance.
 - 6) New on-site sidewalks on both sides of all new roads/accesses connecting to the external road network and trails.
 - 7) On-site sidewalks connected by means of ramps, crosswalks and driveway letdowns, as appropriate.

- 8) Provide separated bicycle lanes/cycle tracks on the main accesses into the development properties to ensure safe movement into and out of the development.
- 9) Bicycle parking types, amount, and locations to be determined through parking study.
- 10) Provide way finding signage within the study area for all active modes (cycling and walking) per City of Kelowna draft guidelines, for orientation of users within the area.
- 11) Install traffic calming measures, such as but not limited to, corner bulges and speed tables on-site.
- 12) As indicated in the TIA, establish a carpool and ride sharing program (including shuttle services) for the subject properties and shall be managed into perpetuity by the land owner; the program shall continually evolve to meet the objective of 45% maximum auto mode split to the Town Centre.
- 13) As indicated in the TIA, provide an employee transit pass program to be operated into perpetuity by the land owner; the program shall continually evolve to meet the objective of 45% maximum auto mode split to the Town Centre.
- 14) As indicated in the TIA, provide integration of active modes support facilities (showers, lockers, grooming stations) is required onsite to the satisfaction of the City of Kelowna Land Use Management and Transportation & Mobility Staff.
- 15) Parking requirements to be determined through study.

The requirements identified in the Traffic and Mobility section must be addressed in a pre-design to be reviewed by the Transportation & Mobility Branch and will have to be financially secured prior to the adoption of the zone amending Bylaw.

8. Power and Telecommunication services.

The property is located with the Urban Town Center therefore the existing overhead distribution system must be relocated underground. The services to and within this development are to be installed underground. It is the developer's responsibility to make an application to the respective utilities companies. The utility companies are then required to obtain the City's approval before commencing their works.

9. Street Lights

Street lights must be installed on all roads in accordance as per Bylaws requirements. Design drawings to include level of illumination plan.

10. Design and Construction.

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is

subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.

- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Before any construction related to the requirements of this subdivision application commences, design drawings prepared by a professional engineer must be submitted to the Development Engineering Branch. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.

11. Servicing Agreements for Works and Services

- a) A Servicing Agreement is required for all works and services on City lands in accordance with the Subdivision, Development & Servicing Bylaw No. 7900. The applicant's Engineer, prior to preparation of Servicing Agreements, must provide adequate drawings or reports and estimates for the required works. The Servicing Agreement must be in the form as described in Schedule 2 of the bylaw.
- b) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

12. DCC Credits.

None of the required improvements qualify for DCC credit consideration, as these upgrades are not identified in the current DCC schedules.

13. Latecomer Provisions

- b) Under the provisions of the Local Government Act, Latecomer provisions are available for the following items:
 - i) Benvoulin Road frontage upgrade between Springfield Road and the subject property
 - ii) Sidewalk installation and bus stop along the Southside of Springfield Road.
 - iii) ¼ of the cost of the traffic light at the intersection of Mayer Road and Benvoulin Road from the property located at the South-West corner of the intersection.

14. Bonding and Levies Summary.

a) Performance Bonding

Benvoulin Road frontage upgrade	To be determined
Mayer Road construction	To be determined
Springfield Road sidewalk construction	To be determined
Benvoulin-Mayer Road traffic signal	To be confirmed

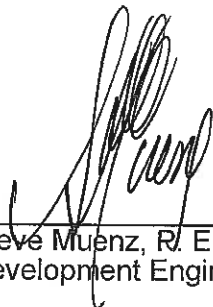
Total performance bonding	<u>To be determined</u>
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b) Traffic & Mobility transportation network upgrades

Developer contribution	To be determined
City contribution	To be determined

b) Levies

Specified Area inclusion fee	\$250.00
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Steve Muenz, R. Eng.
Development Engineering Manager

BB

CITY OF KELOWNA
MEMORANDUM

Date: June 8, 2012
File No.: OCP11-0009
To: Land Use Management (GS)
From: Development Engineering Manager (SM)
Subject: 2030 Benvoulin Road & 2190 Mayer Road– Mission crossing

Development Engineering requirements associated with this OCP amendment to rezone the subject property from A1 to CD4 zone are as follows:

1. **General.**
 - a) All the servicing requirements necessary for this development to proceed and meet the OCP long term objectives have been addressed in the Development Engineering rezoning report under file Z11-0063.

Steve Muenz, P. Eng.
Development Engineering Manager

BB